

1894-5.

14087

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1894-5,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN SIX VOLUMES.

VOL. IV.

SYDNEY :

CHARLES POTTER, GOVERNMENT PRINTER, PHILLIP-STREET.

1895.

1894-5.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1894-5.

(IN SIX VOLUMES.)

TABLE OF CONTENTS.

VOL. IV.

Title Page.

Table of Contents.

RAILWAYS—TRAMWAYS—

	PAGE
Report for year ending 30th June, 1894	1
Supplement to Annual Reports on	69
Report for quarter ending 30th June, 1894	107
Do do 30th September, 1894	115
Do do 31st December, 1894	123
Do do 31st March, 1895	131
Some differences in Railway practice in Australia, England, and America—Report by the Engineer-in-Chief for Railway Construction	137
Railways and Tramways of America and Europe—Report by the Engineer-in-Chief for Railway Construction	145
Proposed Railway from Jerilderie to Berrigan—Report of Parliamentary Standing Committee on Public Works... ..	149
Jerilderie to Berrigan Railway Bill—Message	309
Proposed Railway from Parkes to Condobolin—Report of Parliamentary Standing Committee on Public Works... ..	311
Parkes to Condobolin Railway Bill—Message	497
Proposed Railway, Temora to Wyalong—Second Report of Parliamentary Committee on Public Works	499
Narrabri to Moree Railway Bill—Message... ..	611
Government Railways Act Amendment Bill No. 2—Message	613
Cobar to Cockburn Railway Bill—Message	615
Costs in case Eddy v. Martin—Correspondence respecting—Return to Order	617
Chief Commissioner—Correspondence respecting back-pay and re-engagement of	623
Railway from Walcha Road to Walcha—Return to Order	629
Net Revenue of capital invested during last six years of the late Commissioner and the present Commissioners—Return	637
Earnings, &c., for the six years ending June, 1888, and for the six years ending June, 1894—Information respecting	641
Land resumed for Railways—Return	643
Differential Rates between the Colonies of Victoria, South Australia, and New South Wales—Particulars respecting	645

RAILWAYS—TRAMWAYS— <i>continued.</i>	PAGE.
Accident on the Zig-Zag—Copy of report respecting	653
Railway Free Passes—Return to Order	655
Do do	679
Proposals submitted for consideration of the Parliamentary Standing Committee on Public Works—Return respecting	681
Delivery of wool, &c., from Darling Harbour and Redfern Railway Stations—Contract ...	683
Public Works Act of 1888—Resumption—Ballast Quarry at Tarana	685
Electric and other Tramways—Minute of the Engineer-in-Chief for Railway Construction ...	687
Ocean-street Cable Tram Engine-house—Correspondence respecting cost of site	703
Patent Grip in use on Cable Tram—Return to Order	733
Mr. J. F. Cook, late conductor, Tramway Department—Petition	735
Compensation paid to Mr. Cliff for land resumed at Lavender Bay—Return respecting ...	737
 HARBOURS, RIVERS, WHARFS—	
Proposed Harbour Improvements at Newcastle—Report of Parliamentary Standing Committee on Public Works... ..	755
Newcastle Harbour Improvements Bill—Message... ..	945
Newcastle Harbour Bar—Return showing navigable draft of water on	947
Wollongong Harbour Trust—Statement of receipts and expenditure for 1893... ..	949
Do Statement of assets and liabilities for 1893	951
Wollongong Harbour—Public money advanced for construction to, October 1894	953
Richmond River Harbour Works—Petition, residents Richmond River... ..	955
Shoaling at the mouth of North Creek, near Ballina—Report from Select Committee ...	957
Dredging Operations—Report of Engineer-in-Chief	981
Government Wharf at Hayes-street, Neutral Bay—Return to Order	987
Wharfage Accommodation at Circular Quay—Report	1007
Claims for resumption of land, Woolloomooloo Bay—Return	1009
Resumption of land, Woolloomooloo Bay—Report from Select Committee	1053
 POSTAL—TELEGRAPHIC—	
Postmaster-General—Report for 1893	1125
Postal and Telegraphic Conference—Report of Proceedings held in New Zealand, March, 1894	1205
Do do do Hobart, February, 1895... ..	1297
Extension of Mail Contracts, <i>via</i> Suez—Particulars respecting	1397
San Francisco Mail Service—Particulars respecting renewal of	1401
Adhesion of New South Wales to the Anglo-French Postal Convention, 1890—Despatch ...	1405
Public Works of 1888—Resumption—Post and Telegraph Office at Parramatta North ...	1415
Electric Telegraphs—Amended Regulations relative to transmission and delivery of telegrams within the Colony	1417
Do Amended Telephone Regulations	1421
Do Reduced rates between Cudgen and Chindera and all Stations in Queensland	1425

1894.

(SECOND SESSION.)

NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

(ANNUAL REPORT OF RAILWAY COMMISSIONERS, YEAR ENDING 30TH JUNE, 1894.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35.

Offices of the Railway Commissioners of New South Wales,
Sydney, 3rd August, 1894.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

SIR,

In accordance with the provisions of the 45th clause of the Railways Act of 1888, 51 Vic. No. 35, we have the honor to present, for the information of Parliament, our Annual Report upon the working of the Railways and Tramways for the year ending June 30th, 1894.

GENERAL REMARKS.

The year closed by this Report has been one of exceptional difficulty, owing to the continued commercial depression, and the endeavour, whilst conserving the financial position of the property, to let the retrenchments and reductions fall as lightly as possible upon the staff.

The financial result for the year is as under:—

Total traffic, Railways and Tramways	...	...	£3,091,735
Total expenditure, Railways and Tramways	...	...	1,821,125

Net return after paying working expenses... £1,270,610

being an increase in net profit over last year of £20,511, making an accumulated increase in net profits paid into the Treasury during the past six years of £2,212,840.

From this sum must be deducted £225,000, three instalments of £75,000 each, towards paying off the £1,000,000 vote under Act 53 Vic. No. 24, for reconstruction and improvement of rolling-stock and permanent-way, which fell due up to the 31st December last; after deducting this amount the Treasury will still have received £1,987,840 increased net earnings during the past six years. The

The following tables will show the progress and result of the Railway and Tramway working for the seven years prior to our taking office, and for the period we have had the administration of the property :—

RAILWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.	Capital expended on Lines open.
	Miles.	£		£		£
1882	1,268	1,701,016	} INCREASE ON 1882 TRAFFIC, £2,668,164.	763,661	} ACCUMULATED DECREASE ON 1882 RESULT, £141,656.	15,843,616
1883	1,320	1,934,694		751,220		16,905,014
1884	1,618	2,089,749		786,010		20,080,138
1885	1,732	2,178,172		717,555		21,831,276
1886	1,889	2,163,803		668,577		24,071,454
1887	2,036	2,212,718		752,375		26,532,122
1888	2,114	2,295,124		764,573		27,722,748
1889	2,171	2,538,477	} INCREASE ON 1888 TRAFFIC, £3,223,133.	903,875	} ACCUMULATED INCREASE ON 1888 RESULT, £2,030,021, or 62.98 per cent. of the increased gross earnings.	29,839,167
1890	2,182	2,633,086		967,251		30,555,123
1891	2,182	2,974,421		1,143,050		31,768,617
1892	2,185	3,107,296		1,193,044		33,312,608
1893	2,351	2,927,056		1,188,540		34,657,571
1894	2,501 $\frac{1}{4}$	2,813,541		1,221,699		35,855,271

TRAMWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.
	Miles.	£		£	
1882	22	126,202	} INCREASE ON 1882 TRAFFIC, £569,046.	23,066	} ACCUMULATED DECREASE ON 1882 RESULT, £52,281.
1883	25	190,699		11,822	
1884	27 $\frac{1}{2}$	219,942		4,775	
1885	27 $\frac{1}{2}$	223,340		15,345	
1886	29	230,410		23,957	
1887	38 $\frac{1}{2}$	225,348		12,893	
1888	38 $\frac{1}{2}$	236,519		17,323	
1889	38 $\frac{1}{2}$	243,563	} INCREASE ON 1888 TRAFFIC, £264,912.	21,728	} ACCUMULATED INCREASE ON 1888 RESULT, £182,819.
1890	39 $\frac{1}{2}$	263,962		44,889	
1891	42 $\frac{1}{2}$	292,850		53,171	
1892	48	305,090		56,499	
1893	49	295,367		61,559	
1894	58 $\frac{1}{2}$	278,194		48,911	

RAILWAYS.

Since the last Annual Report was issued the following lines have been opened for traffic:—

	Date of opening.
Cootamundra to Temora	1st September, 1893.
Molong to Forbes	18th December, 1893.
Lismore to Mullumbimby... ..	15th May, 1894.

Making a total of 2,501 $\frac{1}{4}$ miles at present in use.

It is expected that the Marrickville-Burwood Road Line will be opened before the end of the year, and that the line from Mullumbimby to Murwillumbah on the Tweed River will be opened about the 1st January next. The opening of these lines will complete the whole of the construction work now in hand in the Colony, and bring the total railway mileage up to 2,531 $\frac{1}{2}$ miles.

The cost of the lines open for traffic on the 30th of June amounted to £35,855,271.

Debentures of the value of £1,248,975 have been finally paid off.

The revenue derived from working the lines during the year was £2,813,541, and the expenses amounted to £1,591,842, or 56·58 per cent. of the gross revenue, leaving a net revenue of £1,221,699 towards paying interest upon capital, or a return of 3·46 per cent. upon the total cost of the railways open for traffic.

The revenue shows a decrease of £113,515; this is entirely owing to the depression which has been affecting the whole of the Australian Colonies for the past two years, the expenses having however been reduced by £146,674, leaves the net result £33,159 better than last year.

The Coaching traffic is responsible for £68,013 of the reduced earnings, the 1st class Passenger traffic having decreased by £53,002 and the 2nd class by £8,599, and miscellaneous receipts by £6,412. The number of passenger journeys made amounted to 19,265,732, a decrease of 666,971.

The revenue derived from the Goods Department shows an aggregate decrease of £45,502, the main item of decrease being coal and other minerals, £38,380.

The train miles run were 7,169,785, being a decrease of 335,525. This is after providing the necessary train service for the new lines worked during the year.

The earnings per train mile, in the face of the heavy falling off in coaching traffic, show satisfactory results, every mile run having earned 7s. 10 $\frac{1}{4}$ d., as compared with 7s. 9 $\frac{1}{2}$ d. in the preceding year. The expenditure per train mile has decreased from 4s. 7 $\frac{1}{2}$ d. to 4s. 5 $\frac{1}{4}$ d., leaving a net earning of 3s. 5d. as against 3s. 2d. last year, and 2s. 3 $\frac{1}{2}$ d. in 1888, *an increased net profit* upon the 1888 results of 1s. 1 $\frac{1}{2}$ d. per train mile, or a total sum of £403,300 for the year.

WORKING

WORKING EXPENSES.

The percentage the working expenses bear to the gross revenue shows a decrease of 10 per cent. since 1888. This result has been brought about by a gradual reduction year by year, as will be seen from the following figures:—

Year.	Percentage of working expenses to Gross Earnings.		
1888	66·69
1889	64·39
1890	63·26
1891	61·57
1892	61·60
1893	59·39
1894	56·58

The condition of the rolling-stock, permanent-way, and the property generally, has been considerably improved and increased in value at the same time.

EXCEPTIONAL EXPENDITURE.

During the time we have been in office exceptional expenditure in connection with slip and flood repairs has been incurred in consequence of the unprecedented floods which have been experienced in several districts.

For instance, the floods in the Darling River district by which the town of Bourke was inundated in April and May, 1890, was the most disastrous on record, the line being inundated and seriously damaged for 13 miles; and for over one month communication with the town of Bourke had to be maintained by a service of boats.

In May, 1889, the rainfall was abnormal, and caused serious damage in various directions. In the month of May of that year from 20 to 23 inches of rain fell in four days in many of the coastal districts through which the line passes, and on three occasions between May, 1889, and June, 1890, the traffic on the Northern line was suspended in consequence of the height of the floods in the Hunter River.

In 1893, in the month of March, 11 inches of rain fell in one day in the Hunter River Valley, again causing serious interruption to the traffic, the main Northern line being closed against through traffic for eight days. This flood rose 48 feet above the ordinary river level, and was the highest ever known since the district was settled in 1820. Again, in March of this year, the Hunter River district suffered from floods, 13 inches of rain falling in 11 hours near West Maitland.

Mr. H. C. Russell, C.M.G., Government Astronomer, states that "not only were the five years ending December 31st, 1893, the wettest on record, since rainfall observations have been made (more than 20 years), but the rain was remarkable for its heaviness, and therefore for disastrous floods, which have, in many places, never been equalled since the Colony was founded."

The expenditure incurred in repairing the damage caused by the floods, for the five years 1890-94, amounts to a sum of £140,000.

EARNINGS.

The following table, giving the earnings per mile of railway open, gross and net earnings per train mile, and the total and net earnings for all lines for the past ten years, shows that from 1888 to 1892 the improvement in the property was continuous,

continuous, and that, in spite of the great depression through which the country has been passing for the past two years, the net return to the Treasury has been maintained in those years.

Year.	Year ending	Average miles open during year.	Per Mile open.		Train Miles run.	Earnings per Train Mile.		Total Earnings.			
			Gross Earnings.	Net Earnings.		Gross Earnings.	Net Earnings.	Gross.	Net, after paying working expenses.		
1885 ...	Dec..	1,663½	£ 1,307	£ 431	6,638,399	s. 6	d. 6½	s. 2	d. 1¼	£ 2,178,172	£ 717,555
1886 ...	„	1,790	1,207	373	6,479,265	6	8	2	0¼	2,163,803	668,577
1887 ...	„	1,935½	1,141	388	6,472,107	6	9¾	2	3¾	2,212,718	752,375
1888 ...	June..	2,044	1,123	374	6,689,313	6	10¼	2	3½	2,295,124	764,573
1889 ...	June..	2,128	1,193	425	7,641,769	6	7¾	2	4¼	2,538,477	903,875
1890 ...	„	2,177	1,210	444	8,008,826	6	6¾	2	5	2,633,086	967,251
1891 ...	„	2,182	1,363	524	8,410,421	7	1	2	8¼	2,974,421	1,143,050
1892 ...	„	2,182½	1,423	546	8,356,096	7	5½	2	10¼	3,107,296	1,193,044
1893 ...	„	2,316	1,264	514	7,505,310	7	9½	3	2	2,927,056	1,188,540
1894 ...	„	2,427½	1,159	503	7,169,785	7	10¼	3	5	2,813,541	1,221,699

It is interesting to note that the earnings of each mile of line open in the year just closed was £1,159, or £36 more than in 1888, yet, in consequence of the more economical administration of the property, £129 per mile additional net profit was paid into the Treasury.

SAFETY APPLIANCES.

The following return will show the progress made in extending the absolute block system of working, and the interlocking of points and signals:—

RETURN showing number of Miles of Line open for Traffic, number of Miles worked under **Absolute Block System**, also Number and Percentage of Places which have or have not **Points and Signals Interlocked**.

Date to end of—	Number of Miles of Line open for Traffic.				Number of Miles of Line on which the Traffic is worked under the Absolute Block System.			Number and Percentage of Places which have or have not Points and Signals Interlocked.				
	Quadruple.	Double.	Single.	Total.	Quadruple and Double.	Single.	Total.	Number of Places.			Percentage.	
								Interlocked.	Not Interlocked.	Total.	Interlocked.	Not Interlocked.
October, 1888 .....	...	71½	2,042½	2,114	28	...	28	104	318	422	24·63	75·36
July, 1890 .....	...	78	2,103	2,181	72¾	189¼	262	176	294	470	37·45	62·55
July, 1891 .....	...	124	2,058½	2,182½	118¾	207½	326¼	294	262	496	47·17	52·83
July, 1892	8½	143	2,126½	2,278½	149	507¼	656¼	257	248	505	50·89	49·11
July, 1893	8½	149½	2,193	2,351	154½	910½	1,065	294	237	531	55·36	44·64
July, 1894	8½	149½	2,343¼	2,501¼	154½	1,014	1,168½	339	224	563	60·21	39·79

In consequence of the great necessity for economy this work is being dealt with gradually. The

The fitting up of the goods stock with the Westinghouse quick-acting freight brake has progressed quietly during the year. About 3,000 vehicles are now fitted with the brake or pipe. This provision has added very materially to the safety of working, and has also enabled considerable economy to be effected.

We are pleased to report that the year has been exempt from any purely passenger train accident, the only mishap that has occurred to a train conveying passengers being a slight collision between the mixed train on the Cooma branch and a live stock train at Lake Bathurst watering station on the 28th April last. Slight damage was done to the rolling stock, but no passenger was injured.

RATES.

The question of the rates for the carriage of goods has been brought prominently into notice, through the Press, during the past year, and we deemed it desirable to publish an official communication upon the general question of railway rates; and, appended hereto, page 63, we give a copy of that paper, which explains clearly our views upon the whole matter.

We recognise the necessity for reducing the rates as much as possible, and much has been done in this direction, particularly in respect of the agricultural interests, the returns given on the following page showing that a large proportion of the produce of the soil is carried at about $\frac{1}{2}$ d. per ton per mile, and that 80 per cent. of the total tonnage of all descriptions of traffic carried upon the Railways paid rates varying from $\cdot 45$ d. to $\cdot 88$ d. per ton per mile. The average rate per ton per mile for all traffic, including merchandise, wool, and live stock, amounting to $1\cdot 62$ d.

Had the traffic of 1893 been carried at the same rates as were in force in 1883, the revenue would have been £300,000 in excess of that realised, and this additional income would have been contributed as follows:—

Grain, flour, &c. ...	...	£44,000
Coal, coke, and shale ...	...	12,000
General goods ...	...	234,000
Miscellaneous classes ...	...	10,000

This is equal to a reduction of $16\frac{1}{2}$ per cent. on the total goods traffic.

New South Wales, owing to its great extent, and the consequent long distances the produce has to be carried, requires a low tariff, and for many classes of traffic we have adopted a cheap mileage scale for long distances, which practically limits the disadvantage consequent on the longer distance the goods have to be carried to reach their markets and the seaboard. For instance, the rate per ton in 6-ton lots for flour, grain, potatoes, &c., for 300 miles is 14s. per ton, but from 300 to 400 miles the additional rate is only 1s. 3d. per ton, and from 400 to 500 miles 1s. per ton additional only. A somewhat similar principle has been applied in regard to wool, a maximum rate being fixed for a certain distance, and little or no additional charge being made for distances beyond. This may be illustrated by the case of Nyngan (377 miles), the rate being £3 16s. per ton; while to Bourke, 126 miles further,

further, the rate is £4 0s. 3d. per ton, and this rate applies uniformly between that station and Girilambone, a distance of 98 miles. Again, on the Northern line, a common rate for greasy wool applies from Tamworth to Jennings, a distance of 211 miles.

In a revision of the goods rates, in May last, an important alteration in the system of charging when goods are carried in truck loads was made. Hitherto this concession has only applied in regard to general goods for long distance traffic, but the arrangement has now been made of general application to and from all stations over 100 miles, and already has proved of much benefit to storekeepers and others while being of much advantage in the Railway working.

In view of the fact of the volume of our traffic being comparatively small, it is fairly satisfactory to find so large a proportion of the business carried at about $\frac{3}{4}$ d. per ton per mile, when it is borne in mind that an annual loss of about £324,000 per annum has to be provided out of the general revenue of the Railways in connection with the unprofitable lines.

Any considerable development in business in the future will materially assist in reducing the present rates, and if some arrangement could be made for writing down the Railway capital a further opportunity would also be afforded.

The following return will give full particulars of the rates paid by all descriptions of traffic, and the distance each class was conveyed:—

Return of Ton Mileage for Year ending 31st December, 1893.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
	tons	miles	miles	£	D.	per cent.
Coal and Shale... ..	2,031,627	35,955,372	17·69	108,055	·72	57·31
Firewood	195,535	5,239,257	26·79	19,249	·88	5·52
Grain, Flour, &c.	246,214	36,446,242	148·02	95,421	·63	6·94
Hay, Straw, and Chaff	78,112	12,560,105	160·80	23,987	·45	2·20
* Miscellaneous and A class	309,067	18,488,937	59·66	64,988	·84	8·72
Wool	121,791	33,452,570	274·67	346,277	2·48	3·44
Live Stock	157,273	37,197,711	236·51	311,387	2·00	4·43
All other goods	405,550	59,790,236	147·43	644,796	2·58	11·44
Total	3,545,169	239,080,430	67·44	1,614,160	Average 1·62	100·00

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

The following table will show the extent to which the rates have been reduced since 1879 :—

RETURN showing Mileage per Ton and Earnings per Ton per Mile of Goods Traffic carried during the years ending 31st December, 1879, 1883, 1891, and 1893.

	COAL AND SHALE.				FIREWOOD.							
	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.				
Tons carried	1,039,099	1,596,408	2,673,378	2,031,627	112,171	160,662	176,790	195,535				
Miles carried	14,212,533	25,363,800	46,882,655	35,955,372	3,009,030	4,349,344	4,734,019	5,239,257				
Average miles per ton	13.68	15.88	17.53	17.69	26.82	27.07	26.77	26.79				
Gross Earnings	£ 74,371	123,730	148,299	108,055	15,781	22,618	21,709	19,249				
	d.	d.	d.	d.	d.	d.	d.	d.				
Earnings per ton per mile	1'25	1'19	0'76	0'72	1'26	1'25	1'10	0'88				
	GRAIN AND FLOUR.				HAY, STRAW, AND CHAFF.							
	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.				
Tons carried	36,249	65,736	198,491	246,214	22,467	35,119	64,967	78,112				
Miles carried	3,611,407	7,756,269	22,130,334	36,446,242	743,679	2,712,396	10,024,149	12,560,105				
Average miles per ton	99.63	117.99	111.49	148.02	33.10	77.23	154.29	160.80				
Gross Earnings	£ 19,150	33,066	61,521	95,421	6,825	15,251	19,797	23,987				
	d.	d.	d.	d.	d.	d.	d.	d.				
Earnings per ton per mile	1'27	1'02	0'66	0'63	2'20	1'35	0'46	0'45				
	WOOL.				LIVE STOCK.				General Merchandise, and Traffic not included in other groups.			
	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.	1879.	1883.	1891.	1893.
Tons carried	31,773	63,887	111,797	121,791	27,805	68,059	128,211	157,273	451,251	875,571	1,008,599	714,617
Miles carried	5,283,838	15,184,040	30,282,222	33,452,570	3,726,176	13,224,154	34,650,831	37,197,711	36,862,450	86,374,184	92,087,454	78,229,173
Average miles per ton	166.30	227.01	270.86	274.67	134.01	194.30	270.26	236.51	81.68	98.65	91.30	109.47
Gross Earnings	£ 61,875	156,763	314,151	346,277	45,816	154,960	267,661	311,337	408,687	762,817	806,382	709,784
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile	2'81	2'47	2'49	2'48	2'90	2'81	1'85	2'00	2'66	2'12	2'10	2'18

NOTE.—The figures for 1879 and 1883 include traffic carried for departmental purposes, also terminal charges, but in 1891 and 1893 terminals and departmental traffic are excluded.

OPENING

OPENING OF NEW LINES AND THEIR EFFECT UPON THE TRAFFIC.

The following statement shows the earnings and expenses in connection with a number of outlying lines in the Colony for the year ending the 31st December last.

Line.	Length.	Capital Cost.	Interest on Capital.	Working Expenses.		Total Earnings.		Loss after providing for Working Expenses and Interest.	
				Year ending December, 1893.	Year ending December, 1892.	Year ending December, 1893.	Year ending December, 1892.	Year ending December, 1893.	Year ending December, 1892.
	Mls. ch.	£	£	£	£	£	£	£	£
Sydney to Kiama	71 52½	2,180,367	76,312	101,907	120,002	139,863	139,530	38,356	56,777
Junee to Hay	167 35¾	1,043,282	41,731	33,525	38,023	56,134	55,400	19,122	24,322
Narrandera to Jerilderie ...	64 54¾	424,175	16,967	7,694	7,451	9,855	8,880	14,806	15,538
Wallerawang to Mudgee ...	85 6	1,042,818	41,563	24,680	25,087	36,146	37,132	30,097	29,517
Cootamundra to Gundagai..	33 45½	252,266	8,829	5,563	6,662	7,629	8,633	6,763	6,859
Goulburn to Cooma	130 40	1,462,179	51,176	24,883	30,074	30,952	35,460	45,107	45,796
Orange to Molong	22 60	236,870	10,040	7,175	6,725	10,325	10,561	6,890	6,204
Hornsby to St. Leonards ...	10 29½	223,314	7,817	7,603	5,801	5,470	2,847	9,950	10,627
Armidale to Jennings ...	132 42¾	1,539,946	60,955	36,576	39,857	33,991	37,150	63,540	63,658
Murrumburrah to Blayney..	110 63	1,141,535	39,954	32,253	37,199	35,273	38,047	36,934	39,106
Culcairn to Corowa	47 39	215,074	7,528	4,226	1,116	3,936	847	7,818	2,131
Nyngan to Cobar	81 27½	313,417	10,969	6,097	5,093	8,040	5,508	9,026	4,332
Blacktown to Richmond ...	16 12	196,168	8,698	9,774	10,288	12,192	12,614	6,280	6,370
	974 28	10,321,441	382,539	301,956	333,378	389,806	392,609	294,689	311,237
<i>Lines opened since previous return was issued—</i>									Date of Opening.
St. Leonards to Milson's Point	2 78	323,719	13,224	3,299	.....	3,675	.....	12,848	1 May.
Kiama to Nowra	22 43¾	375,477	14,150	5,109	.....	6,153	.....	13,106	2 June.
Cootamundra to Temora	38 69	180,644	6,022	3,254	.....	8,293	.....	983	1 Sept.
Molong to Forbes	72 69	390,243	7,297	5,143	.....	10,054	.....	2,386	18 Dec.
	1,111 47½	11,591,523	423,232	318,761	.....	417,981	.....	324,012	.....

The figures for 1892 shown against the Culcairn-Corowa and Nyngan-Cobar lines are for 3 months and 6 months, ending 31 December, respectively.

The lines from Dubbo to Bourke and Werris Creek to Narrabri now pay working expenses and interest upon their outlay, and are therefore withdrawn from the return.

The foregoing return shows the enormous burden of unprofitable lines which has to be provided for out of the general revenue of the Railways, and points very strongly to the necessity to act with caution in the extension of lines into districts which are unable to support them, unless provision be made for providing the capital from moneys derived from the sale of Crown lands or the districts through which the lines run be called upon to contribute towards any loss that may arise in connection therewith.

It will be observed that the traffic upon the lines in question shows scarcely any expansion; in the majority of instances in fact a slight falling-off has taken place, the better financial result which has been brought about arising from the reduction effected in the working expenses.

A careful study of the figures will show that nearly every line provides sufficient traffic to pay working expenses; therefore it is the capital cost that requires to be kept as low as possible, and provided from some other source than Loan moneys. By this means reduced rates could be given, which are so necessary for New South Wales, looking at the long distances over which so much of the produce has to be carried.

The first section of the Lismore-Fweed line, from Lismore to Mullumbimby, a length of 38 miles 57 chains, was opened on the 15th May. The capital expenditure incurred for this section of the line amounts to £476,108; but the traffic for the first eight weeks amounted to £561 only.

When reporting upon the proposal for making this line in 1889, we pointed out that it would be a considerable time before the large capital required for its construction would receive a fair return, and we therefore recommended that an exceptional course should be followed in regard to its construction, and that "the railway capital should be credited with one-half the money realised from the sale of the Crown lands sold from the time it was decided to make the railway;" the Crown lands within a radius of 10 miles of the line aggregating no less than 622,000 acres. We also pointed out that the district, being isolated from the trunk line, could not contribute any additional traffic thereto, and that consequently we felt justified in making this proposal for consideration. This recommendation was not carried out, and the new opening will therefore be a burden of a most onerous character.

We regret that the line from Narrabri to Moree, the making of which we have urged for a number of years, has not yet been carried out. This line would be a considerable feeder to the existing lines, and we strongly recommend its construction as early as possible.

ACCOMMODATION FOR THE TRAFFIC AND CONDITION OF LINES AND ROLLING STOCK.

Ample provision exists for the traffic generally and a largely increased business could be carried without any material increase in the accommodation.

The only additional provision of any importance that will have to be made is in connection with the chilled and frozen meat trade, a considerable development of which is expected. We are taking steps to provide increased rolling stock for the traffic.

The condition of the lines is excellent and the main trunk lines have been so improved in their character that they will now bear comparison with the best lines in the world. We have paid out of Working Expenses for the renewal of 392 miles of road during the last six years as against 152 miles paid for in the fourteen years preceding our taking office, and a reduction in this expenditure will now be possible.

A large proportion of the relaying has been done with 80-lb. steel rails, and these rails have replaced 70-lb. iron rails; ironbark sleepers have been exclusively used for all renewals, and are of heavier scantling and closer spaced than formerly. All the extra cost of this work has been debited to Working Expenses.

All the new rolling stock is of excellent design and gives much increased comfort to passengers. We append to this Report a few illustrations showing the standard Engine, Carriage, and Wagon Stock adopted.

STAFF.

In consequence of the continued contraction of traffic, we decided, instead of reducing the staff to its smallest limits, to extend to other grades of the Service the plan adopted for the workshops, viz., that of placing the men on short time. A considerable proportion of the staff has therefore been working five and five and a half days per week only for some time past. The workshops men were placed on three-quarter time for nearly three months ending 30th June last; but we are pleased to state that from 1st July the shops were again opened for five days per week. The rate of pay of the Wages Staff has not been reduced and the New South Wales Railway men are the best paid in Australasia. Table showing the rates of pay is given on page 28.

The periodical increments in pay to the Adult Staff remain in abeyance, but we have granted all advances to the Junior Staff receiving less than 5s. per day on the wages lists, and less than £70 per annum on the salaried lists.

The following Comparative Statement of the staff employed in the chief offices in October, 1888, when the Commissioners took office and at the present time, will show how largely the administrative expenses have been reduced :—

Particulars.	October, 1888.		June, 1894.	
	Number employed.	Amount per annum.	Number employed.	Amount per annum.
Commissioners' office staff, including Secretary and staff..	50	£ 10,614	21	£ 4,105
Chief Accountant and staff... ..	48	11,520	42	10,178
Traffic Auditor and staff	67	11,644	65	9,816
Chief Traffic Manager and staff	37	8,411	18	4,203
Chief Mechanical Engineer and staff	32	7,100	23	5,180
Comptroller of Stores and staff	41	7,646	28	4,479
Engineer-in-Chief for Existing Lines and staff, and Divisional Engineer for Metropolitan Division and staff...	72	16,337	44	10,869
Totals	347	73,272	241	48,880
DECREASE ... ..	.....	.....	106	24,442

The following figures show the total number of persons employed on the Railways and Tramways, October, 1888, and June, 1894; and also the traffic and mileage dealt with :—

	October, 1888.	June, 1894.
Railways and Tramways (Number employed) ...	11,393	10,351
	30 June, 1888.	30 June, 1894.
Gross traffic for preceding 12 months ...	£2,531,643	£3,091,735
Net profit after paying working expenses...	£781,896	£1,270,610
Miles open—Railways	2,114	2,501½
Do Tramways	38½	58½
Total mileage	2,152½	2,559½

The Appendices to the Report will give complete information regarding the railway traffic and expenses, and the reports of the Chief Mechanical Engineer and the Engineer-in-Chief for Existing Lines will give details regarding the condition of the rolling stock and lines.

A diagram is also attached showing graphically the most interesting features of the working of the Department.

RESULTS

RESULTS OF THE WORKING.

RAILWAYS.

Year ending 30 June, 1894, compared with 1893 and 1888.

PARTICULARS.	1894.	1893.	1888.
Total spent in construction and equipment	£35,855,271	£34,657,571	£27,722,748
Total Debentures finally paid off	£1,248,975	£1,201,075	£1,017,875
Total cost per mile open for traffic... ..	£14,335	£14,743	£13,114
Total mileage open for traffic	2,501½	2,351	2,114
Average miles opened for the year	2,427½	2,316	2,044
Gross revenue	£2,813,541	£2,927,056	£2,295,124
Working expenses	£1,591,842	£1,738,516	£1,530,551
NET PROFIT ON WORKING (After paying Working Expenses).	£1,221,699	£1,188,540	£764,573
PERCENTAGE OF WORKING EXPENSES TO REVENUE	55'58	59'39	66'69
Earnings per average mile open	£1,159	£1,264	£1,123
Working expenses per average mile open	£656	£750	£749
NET RETURN PER AVERAGE MILE OPEN	£503	£514	£374
Gross earnings per train mile	s. d. 7. 10¼	s. d. 7. 9½	s. d. 6. 10¼
Working expenses per train mile	4. 5¼	4. 7½	4. 7
NET PROFIT PER TRAIN MILE (After paying Working Expenses).	3. 5	3. 2	2. 3½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3'46	3'48	2'85
Number of passenger journeys	19,265,732	19,932,703	15,174,115
Goods tonnage	3,343,958	3,623,728	3,331,671
Live-stock tonnage	149,961	150,115	68,101
Train mileage... ..	7,169,785	7,505,310	6,689,313
Locomotives, Number of	522	515	428
Passenger Stock, Number of	1,047	1,053	1,039
Goods Stock, Number of	10,553	10,551	8,833

TRAMWAYS.

TRAMWAYS.

On the 30th June, 1893, 49 miles were open for traffic, and during the year the following additional sections have been opened, making a total of $58\frac{1}{2}$ miles on the 30th June, 1894.

	Miles chains.		
Open 30th June, 1893	49	16	
Extensions opened during the year:—			
17 July, 1893—Ridge-street to North Sydney Road	0	60	Cable system.
1 Aug., 1893—Lyon's Road to Abbotsford, Five Dock	1	25	Steam motor system.
20 Sept., 1893—Falcon-street to Spit Road, North Sydney	2	13	Electric (overhead wire) system.
23 Dec., 1893—Hunter-street, Newcastle, to the Military Reserve	0	62	} Steam motor system.
19 Feb., 1894—Denham-street to Bondi Beach	0	45	
19 April, 1894—Union-street, Newcastle, to Mewether	1	69	
19 „ 1894—Hannell-street, Wickham, to Tighe's Hill	1	78	
	58	48	

The cost of the lines opened for traffic is £1,248,986.

The traffic has decreased to the extent of £17,173, and the expenses have been reduced by £4,525, and the percentage return upon the capital invested has fallen from 5·51 per cent. to 4·07.

It is regretted the tramway returns show such a marked decrease. This is principally owing to the depression, which has affected all financial properties during the past year. The lack of continued employment to many who formerly had permanent engagements not only caused them to travel less to and from their work, but also necessitated greater economy by the members of their households, who contributed largely to the tram revenue by travelling during the day. The tramway expenses have been reduced in past years to almost the lowest limits, and therefore it has not been possible during the year terminated by this Report to overtake the serious loss of traffic by curtailing the expenses to a corresponding extent.

It may be mentioned that the total expenditure in connection with the city and suburban trams for the year 1894 was only £206,554, or £8,613 less than in 1884, when the total earnings were £219,942 as against £250,809 last year. The miles of tramway open in the city and suburbs in 1884 amounted to $27\frac{1}{2}$ miles, as against 40 miles 25 chains worked in the year just closed.

The

The difficulties in the way of continuing good financial results and in giving concessions to the public have been increased considerably by our being burdened with a number of unprofitable lines, and to this question we drew the attention of Parliament in our Report for the quarter ending December, 1892.

The competition to which the trams are exposed by the omnibuses has of late become of a very serious nature, consequent upon the low price of fodder and the low rates of pay and longer hours which obtain for the staff, as compared with those which are operative in connection with the Government Tramways. Another most serious consideration in connection with the omnibus and tramway traffic is the fact that the omnibus owners are free from all contribution towards the maintenance of the roads upon which the omnibuses run; whereas the maintenance of the tram-lines is a most costly item, particularly where the roads are wood-blocked. The expenditure upon relaying of late years has been very heavy, during the last year for 2 miles 23 chains of road (principally wood-blocked), which had to be renewed, no less a sum than £14,753 was expended thereon; and in the year 1892 the expenditure upon 3 miles 15 chains of the same class of road was £20,425; it will be therefore seen how heavily the tramways are handicapped in this respect.

The experience of the tramways, however, in regard to the traffic is not exceptional, as the Sydney Omnibus Company have found that their traffic has been reduced very considerably, and it will be well known how the traffic upon the Melbourne tram-lines has also been reduced. For instance, for the year ending 30th June, 1893, the traffic on the Melbourne trams fell off to the extent of £103,985—equal to about 20 per cent. of the whole revenue, and for the year just closed a further reduction in traffic of £48,382 has taken place.

CONDITION OF EXISTING LINES.

The lines generally are in good order, a considerable sum for relaying and wood-blocking having been spent during the past year. Additional expenditure for similar work has been authorised for the coming year.

ACCOMMODATION FOR THE TRAFFIC.

With the exception of the terminal accommodation in the city, to which we have called attention in our three last Annual Reports, the accommodation for the traffic is sufficient. This question is a most important one and should be decided without further delay.

The working of the Tram-lines in sections is as under:—

CITY AND SUBURBAN LINES.	1894.	1893.	1888.
<i>Length, 40 miles 25 chains.</i>			
Total Cost of Construction and Equipment	£954,035	£947,775	£742,555
Gross Revenue	250,809	271,041	221,060
Working Expenses	206,554	214,824	204,227
Profit on Working	44,255	56,217	16,833
Percentage, Working Cost to Revenue	82·35	79·26	92·33
Total Mileage open	40½	38	29½
Passenger Fares collected	58,773,094	63,588,885	51,563,197
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4·64	5·94	2·27
NORTH SHORE CABLE TRAMWAY.			
<i>Length, 2 miles 11 chains.</i>			
Total Cost of Construction and Equipment	£118,247	£75,368	£71,519
Gross Revenue	11,683	10,635	7,243
Working Expenses	8,146	7,198	6,833
Profit on Working	3,537	3,437	415
Percentage, Working Cost to Revenue	69·72	67·68	94·26
Total Mileage open	2½	1½	1½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·04	4·56	0·58
NEWCASTLE TO PLATTSBURG.			
Including Merewether and Tighe's Sections.			
<i>Length, 12 miles 1 chain.</i>			
Total Cost of Construction and Equipment	£136,047	£79,723	£63,170
Gross Revenue	13,193	12,549	8,211
Working Expenses	11,177	10,024	8,136
Profit on Working	2,016	2,525	75
Percentage, Working Cost to Revenue	84·72	79·88	99·08
Total Mileage open	12	7½	7½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	2·09	3·17	0·12
ASHFIELD TO ENFIELD.			
<i>Length, 1 mile 78 chains.</i>			
Total Cost of Construction and Equipment	£15,865	£15,605	
Gross Revenue	1,004	1,142	
Working Expenses and Interest on Capital	2,418	2,308	Not open.
Percentage, Working Cost to Revenue	185·56	154·29	
Total Mileage open	2	2	
LOSS ON WORKING	1,414	1,166	
NORTH SHORE—MILITARY ROAD—ELECTRIC.			
<i>Length, 2 miles 13 chains.</i>			
Total Cost of Construction and Equipment	£24,792		
Gross Revenue	1,505		
Working Expenses and Interest on Capital	2,218	Not open.	Not open.
Percentage, Working Cost to Revenue	102·52		
Total Mileage open	2½		
LOSS ON WORKING	713		

RESULTS OF THE WORKING.

TRAMWAYS—ALL LINES.

Year ending 30 June, 1894, compared with 1893 and 1888.

PARTICULARS.	1894.	1893.	1888.
Total spent on construction and equipment	1,248,986	£1,118,471	877,244
Total cost per mile open	21,314	22,826	22,786
Total mileage open for traffic	58½	49	38½
Gross revenue	278,194	£295,367	236,519
Working expenses	229,283	£233,808	219,196
NET PROFIT (After paying Working Expenses) ...	48,911	£61,559	17,323
PERCENTAGE OF WORKING EXPENSES TO REVENUE	82'42	79'15	92'67
Earnings per average mile open	5,104	6,090	6,224
Working expenses per average mile open	4,207	4,821	5,768
Gross earnings per tram mile	2/8½	3/1¼	3/4¾
Working expenses per tram mile	2/2¾	2/5½	3/1¾
NET PROFIT PER TRAM MILE	d. 5¼	d. 7¼	d. 3
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4'07	5'51	1'98
Number of passenger fares collected	65,345,097	69,403,094	53,957,395
Tram mileage... ..	2,060,781	1,902,303	1,388,786
Motors, Number of	120	121	96
Cars, Number of	268	268	159
General Stock, Number of	22	21	19

We have the honor to be,

Sir,

Your most obedient Servants,

E. M. G. EDDY, Chief Commissioner.

W. M. FEHON, Commissioner.

CHARLES OLIVER, Commissioner.

CONTENTS OF APPENDIX.

RAILWAYS.

NO.	PAGE.
1. Report of Engineer-in-Chief for Existing Lines	19
2. Report of Chief Mechanical Engineer	20
3. Return of working stock, &c.	22 & 23
4. Revenue Account	24
5. Working expenses abstracts... ..	25
6. Comparative analysis of traffic	26
7. Statement of earnings, working expenses, &c.	27
8. Return showing the average rates of pay, &c.	28
9. Wages paid to Maintenance, Locomotive, and Traffic Branches	29
10. Return of Staff employed—Railways and Tramways	29
11. Number of suburban passengers, &c.	29
12. Capital expenditure—Lines open	30
13. Cost of additions, &c.	30
14. Date of opening the various sections of Railway, and length in miles	31
15. Statement of live stock traffic	32
16. Statement of wool traffic	33
17. Return of coal and shale carried	34
18. Return of coal exported from Newcastle	35
19. Return of imports—Railway and Tramway material	36
20. Number and nature of injuries to life and limb	37 & 38
21. Revenue and expenditure of each station... ..	39 to 44
22. Return of appointments	45 to 47
23. Return of removals	47 to 53

TRAMWAYS.

24. Report of Locomotive Superintendent	54
25. Report of Tramway Engineer	55
26. Revenue Account	56
27. Working expenses abstracts—City and Suburban Lines, Sydney	57
28. Working expenses abstracts—North Shore Cable	58
29. Working expenses abstracts—City and Suburban Lines, Newcastle	58
30. Rolling Stock—Tramways	59
31. Wages paid	59
32. Capital expenditure—Lines open	60
33. Summary of the working of City and Suburban... ..	61
34. Number and nature of accidents to life and limb	61
35. Return of appointments	62
36. Return of removals	62

GENERAL.

Railway Rates, page 63 to 69.
 Diagram of Railway transactions.
 Illustrations of Standard Engines, Carriages, Wagons, &c.
 Maps showing Railway systems and Lines.

APPENDIX I.

Report upon the Condition of Lines and Works for the Year ending 30th June, 1894.

New South Wales Government Railways,

Sir, Office of Engineer-in-Chief for Existing Lines, 19 July, 1894.

I have the honor to report for the information of the Railway Commissioners that the whole of the Lines and Works have been well maintained during the past year, and the Lines generally are in excellent running order.

A distance of 60 miles 12 chains has been either completely relaid, rerailed, or resleepered; and 166 miles 55 chains have been lifted and rebalasted.

A considerable amount of repairs and renewals of fencing has been carried out during the year.

Additional accommodation, consisting of sidings, cattle-yards, platforms, footbridges, shelter-sheds, and other necessary works of a capital nature, has been provided and paid for out of Working Expenses during the past financial year.

Very heavy rains fell in March last, particularly on the Northern Division, where the traffic was interrupted for about two days, owing to the embankment north of Thornton having been washed away. Slight washaways and slips also occurred on the South Coast and other lines.

Improvement of Gradients and Curves.

The improvements of the grades near Glenfield and Colo Vale on the Southern Line, and near Faulconbridge on the Western Line, rendered necessary on account of the frequent breakage of draw-gear at these places, and these near Quirindi on the Northern Line, which will enable engines to haul much heavier loads, are well advanced.

The following extensions have been opened for traffic during the year:—

Railways—

Cootamundra to Temora	...	...	...	...	1st September, 1893.
Molong to Forbes	...	...	...	...	18th December, 1893.
Lismore to Mullumbimby	...	...	...	...	15th May, 1894.

Tramways—

Scott-street Extension, Newcastle	...	...	...	...	23rd December, 1893.
Newcastle to Tighe's Hill	...	...	...	...	19th April, 1894.
Newcastle to McCrewother	...	...	...	...	19th April, 1894.

I have, &c.,

WILLIAM T. FOXLEE,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

RETURN showing the number of Men employed in the maintenance of Permanent-way.

	30th June, 1894.	30th June, 1893.
	Number per Mile.	Number per Mile.
Sydney to Granville Junction	94	94
Granville Junction to River Murray	81	81
Granville Junction to Bourke	65	69
Strathfield Junction to Hamilton Junction	75	82
Newcastle to Wallangarra	68	74
Illawarra Line	60	72
Cooma Line	43	43
Murrumburrah-Blayney Line	54	54
South-Western Line	41	44
Jerilderie Branch	32	43
Gundagai Branch	35	35
Richmond Branch	49	74
Mudgee Branch	44	44
Molong Branch	42	52
North-western Line	54	54
St. Leonards Line	61	77
Culcairn-Corowa Line	31	31
Nyngan-Cobar Line	29	21
Cootamundra-Temora Line	30	—
Camden Tramway	51	51
Sans-Souci Tramway	40	40
Plattsburg Tramway	67	81
Yass Tramway	16	68

The

The following work was performed during the year :—

Sidings laid in and extended	...	...	...	...	3 miles 27 $\frac{1}{2}$ chains.
Sleepers used in new sidings	...	...	...	...	6,452.
Sleepers used in main lines	...	...	...	...	152,850.
Ballast used on maintenance of main lines	...	...	...	...	70,441 cubic yards.
Length of fences renewed	...	...	...	...	14 miles 14 $\frac{3}{4}$ chains.
Sidings relaid with steel rails	...	...	...	...	32 chains.
Sidings relaid with re-rolled iron rails	...	...	...	...	30 chains.
Length of fences wired	...	...	...	...	2 miles 9 $\frac{1}{2}$ chains.

RETURN showing length of line relaid and paid for out of working expenses during each year, 1881 to 1894.

Year ending 30th June.						Relaying done.	Relaying paid for.
						miles.	miles.
1875	...	...	...	...	...	1	1
1876	...	...	...	...	...	0 $\frac{3}{4}$	0 $\frac{1}{2}$
1877	...	...	...	...	...	3 $\frac{1}{4}$	3 $\frac{1}{4}$
1878	...	...	...	...	...	4	4
1879	...	...	...	...	...	3 $\frac{1}{4}$	3 $\frac{1}{4}$
1880	...	...	...	...	...	5 $\frac{3}{4}$	5 $\frac{3}{4}$
1881	...	...	...	...	...	12 $\frac{1}{2}$	12 $\frac{1}{2}$
1882	...	...	...	...	...	10	10
1883	...	...	...	...	...	8	8
1884	...	...	...	...	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$
1885	...	...	...	...	...	32 $\frac{1}{4}$	32 $\frac{1}{4}$
1886	...	...	...	...	...	11 $\frac{1}{2}$	11 $\frac{1}{2}$
1887	...	...	...	...	...	26	18 $\frac{1}{4}$
1888	...	...	...	...	...	23	20 $\frac{3}{4}$
Total for 14 years						162	152
1889	...	...	...	...	...	25	35
1890	...	...	...	...	...	44 $\frac{1}{2}$	44 $\frac{1}{2}$
1891	...	...	...	...	...	107 $\frac{3}{4}$	61 $\frac{1}{2}$
1892	...	...	...	...	...	46 $\frac{3}{4}$	76
1893	...	...	...	...	...	98 $\frac{3}{4}$	99 $\frac{3}{4}$
1894	...	...	...	...	...	60	70 $\frac{1}{2}$
Total for 6 years						382	387

APPENDIX II.

Chief Mechanical Engineer's Report for the year ending June 30th, 1894.

Sir,

Eveleigh, 24 July, 1894.

I have the honor to report, for the information of the Railway Commissioners, that the rolling-stock, machinery, pumping and hydraulic plant, belonging to this Branch have been maintained in good working order. A decrease in the cost of the Branch per train mile executed has occurred.

Locomotives.

One new locomotive and 1 rebuild were constructed in the Eveleigh works, and 363 others have been repaired during the year, 200 of them at Eveleigh, 44 at Newcastle, and the remaining 119 at smaller depôts. 251 of these engines received heavy repairs, and 112 of them had general repairs of a lighter character.

Boilers.

Three new boilers were built in the Eveleigh works, 1 of them for a rebuilt engine, and 2 for new consolidation engines. 264 locomotive boilers were overhauled during the year, 196 of them at Eveleigh, 41 at Newcastle, and the remaining 27 at smaller depôts; 85 of these boilers were internally examined, heavily repaired, refilled with tubes, and returned to engines. Eighty stationary boilers were overhauled; 11 of them received heavy repairs.

Carriages

Carriages and Waggon.

Forty-three new vehicles, consisting of 36 sheep-vans, 5 heavy goods brakes, and 2 bogie horse-boxes, with 60 rebuilds, consisting of 2 bogie sleeping-cars, 6 first-class bogie carriages, 4 second-class bogie carriages, 17 sheep-vans, 13 cattle-vans, 12 goods-wagons, and 6 goods vehicles of various classes were turned out of the Eveleigh shops and charged to working expenses. 1,134 passenger vehicles were thoroughly repaired, 849 of them at the Eveleigh works and the remaining 285 at the Newcastle shops; 338 of these vehicles received heavy repairs. 7,816 wagons and vans passed through the Eveleigh and Newcastle shops during the year; 2,838 of them were heavily repaired. 117 defective axles have been withdrawn from traffic and replaced by stronger ones. 1,699 axle-boxes of defective design have been replaced by standard types.

New Locomotives.

Two imported express compound engines and one consolidation goods engine—built in the Eveleigh shops—have been added to the locomotive stock.

The following brief summary shows the mileage executed and the cost of working the Locomotive Branch during the years 1893 and 1894:—

	1894.	1893.	Increase.	Decrease.
Train miles	7,169,785	7,505,310	.....	335,525
Engine miles	9,586,029	10,154,648	.....	568,619
Revenue... ..	£2,813,541	£2,927,056	.....	£113,515
Expenditure	£623,511	£676,125	.....	£47,614
Do in per cents. to revenue ..	22.34	23.10	.....	.76
Cost in pence per train mile	21.039	21.621	.....	.582

The following improvements in rolling stock have been effected between the 1st January, 1889, and the 30th June, 1894:—

- 54 new boilers fitted to locomotives.
- 2,483 defective axles replaced by stronger ones.
- 3,469 defective axle-boxes removed and replaced by standard design.
- 7,325 vehicles have had stronger draw-gear put into them.
- 522 wagons have been strengthened and their carrying capacity increased from $4\frac{1}{2}$ to 6 and 7 tons.
- 169 goods wagons increased in carrying capacity from 6 to 8 tons by having stronger axles put under them.
- 1,301 vehicles with a carrying capacity of 8,024 tons replaced by wagons capable of carrying 10,543 tons.
- 133 wagons with spiral springs have been altered, and laminated springs supplied, also new axle-boxes so as to increase their safety.

I have, &c.,
W. THOW,
Chief Mechanical Engineer.

To the Secretary to the Railway Commissioners.

APPENDIX
NEW SOUTH WALES

STATEMENT showing the number and classes of the Locomotive Engines,
LOCOMOTIVE

	PASSENGER.				
	Tender.				
	Express 4-wheels coupled, bogie.	4-wheels coupled, double bogie front.	6-wheels coupled, single bogie front.	4-wheels coupled, single bogie front.	10-wheeled engines, 6-wheels coupled.
Stock, 30th June, 1893	47	82	20	13	54
Renewals to 30th June, 1894 ... ..	.....	.....	.....	.....	1
Additions to 30th June, 1894 ... ..	.....	.....	.....	.....	8
Stock, 30th June, 1894	47	82	20	13	62

One 10-wheeled Passenger engine, with a tractive co-efficient of 173-33, has been paid for out of working

COACHING

	Dining.	State.	Sleeping Cars.				First Class Cars.					Composite Cars.					
			Pullman.	46ft. Lavatory, Composite.	8 and 12-wheel Ordinary bogie.	4-wheel.	8-wheel bogie Saloon.	46ft. Lavatory.	Bogie and 8-wheel compartment.	Bogie compartment Suburban.	Bogie Suburban.	6-wheel.	Ashbury 12-wheel bogies.	Bogie and 8-wheel compartment.	Bogie Suburban.	6-wheel.	4-wheel.
Stock on 30th June, 1893	1	3	8	12	17	3	9	30	55	9	83	14	8	44	8	11	...
Renewals to 30th June, 1894 ... ..	...	...	...	...	2	...	...	...	2	...	4	...	...	...	...	...	...
Stock, 30th June, 1894	1	3	8	12	17	2	9	30	53	9	80	14	8	46	12	11	1

A. Two Bogie 8-wheeled Horse-boxes, carrying 12 horses each, replace eight 4-wheeled

GOODS

	OPEN WAGONS.				TOTAL OPEN WAGONS.	COVERED VANS.						TOTAL COVERED VANS.
	4-wheels.	6-wheels.	Bogies.	Coal Hopper, 4-wheels.		Ordinary, 4-wheels.	Louvréd, 4-wheels.	Bogies.	Powder, 4-wheels.	Meat, 4-wheels.	Refrigerators, Bogies.	
Stock on 30th June, 1893	6,419	3	492	500	7,414	341	255	6	38	47	25	712
Renewals to do., 1894	12	...	1	...	13	1	...	...	...	...	...	...
Stock, 30th June, 1894...	6,425	2	491	500	7,418	341	255	6	38	47	25	712

Other differences owing to

III.

GOVERNMENT RAILWAYS.

Passenger Carriages, and Goods Waggons, on the 30th June, 1894.

ENGINES.

Tank.			GOODS.					Sans-Souci Tramway engine motors.	Total.
Suburban 4-wheels coupled, single bogie front.		Suburban 4-wheels coupled, double bogie front.	Tender.		Tank.				
Suburban 4-wheels coupled, double bogie front, single bogie rear.	8-wheels coupled, single bogie front.	6-wheels coupled, single bogie front.	6-wheels coupled.	6-wheels coupled.	6-wheels coupled, bogie front and rear.				
18	6	15	31	105	79	11	32	2	515
.....	.....	.....	.....	1	.....	.....	.....	.....	2
.....	.....	.....	1	.....	.....	.....	.....	.....	9
18	6	15	32	105	79	9	32	2	522

expenses to replace two 6-wheeled coupled small Goods Tank engines having a tractive co-efficient of 70.42 each.

STOCK.

Second Class Cars.						Total Passenger-carrying Rolling Stock.	Miscellaneous.										Total, Miscellaneous.	Grand Total.
46-ft. bogie com- partment.	Bogie compart- ment, Suburban.	Bogie compartment.	Bogie Suburban.	6-wheel.	4-wheel.		Tram-cars.	Mail-vans.	Prison-vans.	Horses.	Horse-boxes, 4-wheel.	Horse-boxes, bogies.	Carriage Trucks.	46 ft. Second Class brakes.	Brake-vans.	Workmen's Vans.		
36	9	53	97	7	45	562	8	28	7	12	152	A	71	24	157	33	492	1,053
...	...	...	4	...	...	12	...	...	...	...	2	...	...	2	...	...	4	16
36	9	53	96	7	45	562	8	28	7	12	144	2	71	24	157	32	389	1,047

Horse-boxes carrying three horses each; other differences owing to conversions.

STOCK.

STOCK TRUCKS.					TOTAL STOCK TRUCKS.	TOTAL VEHICLES USED FOR GOODS TRAFFIC PURPOSES.	BRAKE- VANS.	DEPARTMENTAL.							TOTAL, DEPART- MENTAL.	Grand Total.
Cattle.		Sheep.		Combina- tion, 4-wheels.				Dump (Loco. Coal) Cars.	Ballast.		Water, Waggons.	Gas.		Acci- dent Vans.		
4-wheels.	Bogies.	4-wheels.	Bogies.						Hopper.	Ordinary.		Van.	Truck.			
467	26	634	3	18	1,148	9,274	211	200	377	422	54	1	1	11	1,066	10,551
13	...	53	...	...	66	80	5	2	...	...	...	...	...	...	2	87
452	26	619	3	18	1,148	9,278	211	200	377	420	54	1	1	11	1,064	10,553

conversions and replacement.

SUMMARY OF STOCK.

Total, Locomotives	...	...	...	1894.	1893.
„ Coaching Stock	...	...	...	522	515
„ Wagon Stock	...	...	...	1,047	1,053
	...	...	...	10,553	10,551
Grand Total	...	...	...	12,122	12,119

APPENDIX IV.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1894, WITH COMPARISONS FOR 1893 AND 1888.

DR.

RAILWAYS.

CR.

EXPENDITURE.	YEAR ENDING	CORRESPONDING		REVENUE.	YEAR ENDING	CORRESPONDING	
	JUNE 30,	PERIOD IN			JUNE 30,	PERIOD IN	
	1894.	1893.	1888.		1894.	1893.	1888.
	£	£	£		£	£	£
To MAINTENANCE OF WAY, WORKS, AND STATIONS	418,989	471,517	429,001	By PASSENGERS—			
LOCOMOTIVE POWER	507,649	557,219	466,452	BOOKINGS.			
CARRIAGES AND WAGGONS	127,221	129,188	127,836	1894. 1893.			
TRAFFIC EXPENSES	458,011	502,602	420,028	FIRST CLASS No. 2,503,516 3,273,923	285,827	339,421	} 723,645*
COMPENSATION—PASSENGERS	2,238	1,701	21,100	SECOND CLASS No. 9,364,850 9,346,022	503,904	511,992	
Do GOODS	2,948	1,859	4,683	SEASON {1ST CLASS No. 10,572 12,001	43,462	44,120	} 59,691*
GRATUITIES TO WIDOWS AND CHILDREN OF EMPLOYEES AND PAYMENTS ON ACCOUNT OF PENSION ALLOWANCES	10,744	6,044	1,307	TICKETS {2ND CLASS No. 227,711 231,795	38,380	40,140	
GENERAL EXPENSES	64,042	66,356	60,144	HORSES, CARRIAGES, AND DOGS	16,085	17,788	20,196
				PARCELS AND CLOAK ROOM	74,535	77,937	59,312
				MAILS	59,967	57,760	45,727
				MISCELLANEOUS	3,251	3,180	1,512
	1,591,842	1,738,516	1,530,551	TOTAL COACHING	1,025,411	1,092,338	910,083
BALANCE, NET RETURN, AFTER PAYING WORKING EXPENSES	1,221,699	1,188,540	764,573	GENERAL MERCHANDISE	933,767	986,587	529,747
				WOOL	371,979	336,373	217,671
				LIVE STOCK	299,600	299,788	164,847
				MINERALS—COAL AND COKE	148,495	181,026	145,458
				MISCELLANEOUS	10,694	7,396	5,038
				TOTAL GOODS	1,764,535	1,811,180	1,362,809
				GENERAL MISCELLANEOUS	23,595	23,538	22,232
GRAND TOTAL	2,813,541	2,927,056	2,295,124	GRAND TOTAL	2,813,541	2,927,056	2,295,124

* NOT KEPT SEPARATE IN 1888.

THOMAS HALL,
Chief Accountant.

APPENDIX V.

SCHEDULES under WORKING EXPENSES for the Year ending the 30th June, 1894, with comparisons for 1893 and 1888.

RAILWAYS.

BRANCHES.	Year ending June 30,			Corresponding period in			BRANCHES.	Year ending June 30,		
	1894.	1893.	1888.	1894.	1893.	1888.		1894.	1893.	1888.
A.—Maintenance of Way and Works.				£	£	£	D.—Traffic Expenses.			
Salaries, &c., of engineers, surveyors, draftsmen, clerks, inspectors, foremen, and time-keepers	31,528	28,374	37,861	Chief Traffic Manager, Superintendents, and office staff	21,787	24,738	14,893			
Maintenance and renewals of permanent way, viz.—	262,683	313,567	257,891	Station-masters, night officers, relieving and supervising staff	85,913	91,008	70,589			
{ Wages	70,884	81,921	55,456	Station goods, and coaching clerks	24,479	26,423	23,213			
{ Materials				Pointsmen, signalmen, and gatekeepers	42,760	46,195	32,533			
Repairs and improvements, &c., of stations, buildings, bridges, signals, and other works	25,615	23,896	54,825	Guards	53,262	63,017	51,416			
{ Wages	12,569	8,886	15,131	Porters, labourers, &c.	137,575	143,658	138,466			
{ Materials	5,008	4,427	7,837	Stores for stations	31,478	39,438	37,375A			
Sundries	10,702	5,446	.....	Advertising, stationery, printing, &c.	12,095	14,816	7,649A		
Capital works charged to working expenses				Travelling and incidental	4,198	5,906	2,730			
Lines open and maintained—				Sundries	44,455	47,403	41,164			
{ Quadruple.....	1894.	1893.	1888.		£	458,011	502,602	420,028		
{ Double	8½	8½	...							
{ Single	149½	149½	72	E.—Compensation.						
	2,343½	2,193	2,042	For personal injury—Passengers	2,238	1,701	21,100			
	2,501½	2,351	2,114	For damage to and loss of goods	2,948	1,889	4,683			
	418,980	471,517	429,001		£	5,186	3,590	25,783		
B.—Locomotive Power.										
Chief Mechanical Engineer, Superintendents, officers, and clerks ..	13,954	14,749	19,506	Gratuities to widows and children of employees who have met with accident, also gratuities to staff on retirement and payments to Civil Service Fund on account of Pension allowances	10,744	6,044	1,307			
Locomotive foremen and timekeepers	10,507	11,065	10,232	F.—General Expenses.						
Locomotive drivers and firemen	164,004	135,895	157,808	Commissioners, Secretary and office staff	10,532	11,700	11,171			
Locomotive cleaners, coalmen, and labourers	54,978	59,384	52,287	Account branch	10,700	9,767	10,945			
Locomotive sundries	12,734	14,228	24,185	Audit branch	9,389	10,133	10,951			
Coal, coke, and wood	63,887	75,990	51,392	Stores branch	7,094	6,069	14,181			
Water	19,937	23,402	14,162	Telegraph branch	16,453	19,267	22,209			
Oil, tallow, and waste	9,913	15,156	18,042	Sundries	9,374	11,420	4,236			
Sundry stores for cleaners	2,763	4,281	4,164		£	61,042	68,356	73,693		
Repairs and renewals of engines { Wages	115,181	119,219	90,809	Less charged to Capital Accounts	£			13,549		
{ Materials	32,450	32,280	20,865				£	60,144		
Capital works charged to working expenses	2,332	1,570	.....	GRAND TOTAL.....					
	£	507,649	557,219	466,452	£	1,591,842	1,738,616	1,530,551		
C.—Carriages and Waggon.										
Coaching stock repairs { Wages	35,726	38,684	35,285							
and renewals { Materials	11,724	9,445	10,236							
Goods stock repairs and { Wages	46,231	48,418	39,550							
renewals { Materials	27,181	22,359	20,148							
	£	120,862	118,906	114,219						
Greasing and oiling { Wages	2,983	3,882	4,093							
carriages and wagons { Materials } Traffic charges	3,376	6,400	9,524							
	£	6,359	10,282	13,617						

* The differences in the 1893 schedules are owing to Capital works, gratuities to the staff on retirement, and payments to the Civil Service Fund on account of pension allowances being shown separately. The figures for 1888 have been adjusted to the same schedules as are now used for the classification of the expenditure. A Only a portion of the cost was debited against the Department by the Government Printing Office and Government General Stores in 1888.

THOMAS HALL,
Chief Accountant.

11-11

25

25

APPENDIX VI.

COMPARATIVE Analysis of Revenue and Expenditure for the years ending 30 June, 1894, 1893, and 1888.

Particulars.	Year ending 30 June, 1894.				Year ending 30 June, 1893.				Year ending 30 June, 1888.			
	Miles.				Miles.				Miles.			
	Average miles open for traffic	Train mileage—	Passenger	Goods	Average miles open for traffic	Train mileage—	Passenger	Goods	Average miles open for traffic	Train mileage—	Passenger	Goods
	2,427½	3,580,589	3,639,196	7,169,785	2,316	3,678,506	3,826,804	7,505,310	2,044	3,074,678	3,614,635	6,689,313
	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.
REVENUE.												
	Numbers.	£	£	d.	Numbers.	£	£	d.	Numbers.	£	£	d.
Passengers	2,803,618	285,827	117.7	19.43	3,273,923	339,421	146.5	22.14	9,572,785	723,645	354.0	56.48†
Do Season	10,672	43,462	17.9	2.96	12,001	44,120	19.1	2.88	169,850	59,691	29.2	4.66
Tickets	227,711	38,380	15.8	2.61	231,795	40,140	17.3	2.62				
Horses, carriages, and dogs		16,085	6.6	1.09		17,788	7.7	1.16		20,196	9.9	1.57
Cloak-room and parcels		74,585	30.7	5.06		77,937	33.6	5.09		59,312	29.0	4.63
Mails		59,967	24.7	4.07		57,760	24.9	3.77		45,727	22.4	3.57
Miscellaneous		3,251	1.4	0.22		3,180	1.4	0.21		1,512	0.7	0.12
Total, coaching		1,025,411	422.4	69.70		1,092,338	471.6	71.27		910,083	445.2	71.03
	Tons.	£	£	d.	tons.	£	£	d.	Tons.	£	£	d.
General Merchandise	1,111,477	917,894	378.1	60.54	1,171,815	964,865	416.6	60.51	1,152,377	829,747	405.8	55.09
Wool	118,022	371,979	153.2	24.53	107,491	336,373	145.2	21.10	74,148	217,671	106.4	14.45
Live stock	149,961	299,600	123.4	19.76	150,115	299,798	129.5	18.80	68,101	164,847	80.6	10.94
Minerals—Coal and Coke	2,042,510	143,495	61.2	9.79	2,228,577	181,026	78.1	11.35	2,106,146	145,456	71.1	9.66
Minerals, other than coal†	71,949	15,873	6.6	1.05	115,845	21,722	9.4	1.36				
Miscellaneous		10,094	4.4	0.70		7,396	3.2	0.47		5,088	2.8	0.34
Total, goods	3,493,919	1,764,535	726.0	116.37	3,773,843	1,811,180	782.0	113.59	3,399,772	1,362,909	666.7	90.48
Sundries, special and miscellaneous		23,595	9.7	0.79		23,538	10.2	0.75		22,232	10.9	0.80
Total Revenue		2,813,541	1,159.0	94.18		2,927,056	1,263.8	93.60		2,295,124	1,122.8	82.34
EXPENDITURE.												
	Expenditure.	Per mile open.	Per train mile.	Percent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Percent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Percent. to Revenue.
WORKING EXPENSES.	£	£	d.		£	£	d.		£	£	d.	
Maintenance of way, works, and stations	418,989	172.6	14.03	14.89	471,517	203.6	15.08	16.11	429,001	209.9	15.39	18.69
Locomotive power	507,649	209.1	16.99	18.04	557,219	240.6	17.82	19.04	466,452	228.2	16.73	20.33
Carriages and waggons	127,221	52.4	4.26	4.52	129,188	55.8	4.13	4.41	127,536	62.5	4.59	5.57
Traffic expenses	458,011	188.7	15.33	16.28	502,602	217.0	16.07	17.17	420,028	205.5	15.07	18.30
Compensation — Passenger	2,238	0.9	0.08	0.08	1,701	0.7	0.05	0.06	21,100	10.3	0.75	0.92
Do Goods	2,948	1.2	1.0	0.11	1,889	0.8	0.06	0.06	4,633	2.3	0.17	0.06
Gratuities to widows and children of employes, and payment on account of Pension Allowance	10,744	4.4	0.36	0.38	6,044	2.6	0.19	0.21	1,307	0.6	0.5	0.20
General expenses	64,042	26.4	2.14	2.28	68,356	29.5	2.19	2.33	60,144	29.5	2.16	2.62
Total expenditure	1,591,842	655.7	53.29	56.58	1,738,516	750.6	55.59	59.39	1,530,551	748.8	54.91	66.69
Net profit	1,221,699	503.3	40.89	...	1,188,540	513.2	38.01	...	764,573	374.0	27.43	...
Increase in net profit over year ending 30 June, 1888.	457,126	...	...	...	423,967	...	...	...	...	...	...	...
(After paying working expenses.)	EXPENDITURE PERCENTAGE TO GROSS REVENUE, 56.58.				Expenditure percentage to gross revenue, 59.39.				Expenditure percentage to gross revenue, 66.69.			

* The figures in 1888 include the weight of coal and general goods carried for the service, but are not included in 1893 and 1894. † The weight and money of "other minerals" were included in general merchandise in 1888. ‡ First and second class not separately kept in 1888.

Percentage of Expenditure in each Division.

Divisions of Expenditure.	Year ending 30 June, 1894.	Year ending 30 June, 1893.	Year ending 30 June, 1888.
	%	%	%
Maintenance of Way, Works, and Stations	26.32	27.12	28.03
Locomotive Power	31.89	32.05	30.48
Carriage and Waggon	7.90	7.43	8.35
Traffic Expenses	28.77	28.91	27.44
Compensation (Passengers)	1.4	1.0	1.38
Do (Goods)	1.9	1.1	0.31
Gratuities to Widows and Children of Employes, and payment on account of Pension Allowance	0.68	0.25	0.09
General Expenses	4.02	3.93	3.92
	100.00	100.00	100.00

APPENDIX VII.

RETURN of the Number of Passengers, Tonnage of Goods, Earnings and Working Expenses, Total and per Train Mile, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital Invested on Lines open, and Interest on Capital each year, from 1855 to 1894, inclusive.

Year.	Length of Line.	Number of Passengers.	Tonnage of Goods.	Train Mileage.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working Expenses to Gross Earnings.	Net Earnings.	Total Capital expended on Lines open.	Interest on Capital.
	Miles.	No.	Tons.	No.	£	£	£	£	d.	d.	%	£	£	%
1855	14	98,846	140	14,107	9,093	156	9,249	5,959	157-34	101-37	64-43	3,290	515,347	·63
1856	23	350,724	2,469	68,371	29,526	2,757	32,283	21,788	113-32	76-48	67-49	10,495	683,217	1-53
1857	40	329,019	20,847	107,822	34,970	8,417	43,387	31,337	96-58	69-75	72-23	12,050	1,023,838	1-17
1858	55	376,402	33,385	141,495	45,858	16,451	62,309	43,928	105-69	74-51	70-50	18,381	1,231,867	1-49
1859	55	425,877	43,020	147,618	46,502	15,258	61,760	47,598	100-41	77-38	77-07	14,162	1,278,416	1-10
1860	70	551,044	55,994	174,249	45,428	16,841	62,269	50,427	83-37	67-52	80-98	11,842	1,422,672	·83
1861	73	595,591	101,130	214,881	49,637	25,367	75,004	61,187	83-77	68-34	81-58	13,817	1,536,032	·89
1862	97	642,431	205,139	274,565	62,096	41,775	103,871	68,725	90-79	60-07	66-16	35,146	1,907,807	1-84
1863	124	627,164	218,535	315,177	71,297	52,644	123,941	96,867	94-38	73-76	78-16	27,074	2,466,950	1-09
1864	143	693,174	379,661	415,422	81,487	66,167	147,654	103,715	85-30	59-92	70-24	43,939	2,631,790	1-66
1865	143	751,587	416,707	483,446	92,984	73,048	166,032	108,926	82-42	54-07	65-60	57,106	2,746,373	2-07
1866	143	668,330	500,937	490,475	85,636	82,899	168,535	106,236	82-49	51-99	63-64	62,305	2,786,094	2-23
1867	204	616,375	517,022	600,751	87,564	101,508	189,072	117,324	82-02	46-87	62-08	71,748	3,282,320	2-18
1868	247	714,563	596,514	768,529	99,408	124,951	224,359	144,201	70-06	45-03	64-29	80,158	4,060,950	1-97
1869	318	759,635	714,113	893,552	109,427	155,548	264,975	176,362	71-17	47-37	66-57	88,613	4,681,329	1-89
1870	339	776,707	766,523	901,139	117,854	189,288	307,142	206,003	81-81	54-86	67-08	101,139	5,566,092	1-81
1871	358	759,062	741,986	931,333	129,496	225,826	355,322	197,065	91-57	50-79	55-46	158,257	5,887,258	2-68
1872	398	753,910	825,360	1,036,255	164,862	260,127	424,989	207,918	98-43	48-15	48-92	217,071	6,388,727	3-39
1873	403	875,602	923,788	1,109,879	178,216	306,020	484,236	238,035	104-71	51-47	49-16	246,201	6,739,918	3-65
1874	403	1,085,501	1,070,938	1,249,233	188,595	347,980	536,575	257,703	103-09	49-51	48-08	278,872	6,844,546	4-07
1875	473	1,288,225	1,171,354	1,472,204	205,941	408,707	614,648	296,174	100-20	48-28	48-18	318,474	7,245,379	4-39
1876	509	1,727,730	1,244,131	1,638,964	233,870	459,355	693,225	339,406	98-50	48-22	48-96	353,819	7,990,601	4-42
1877	598	2,957,144	1,430,041	2,106,802	271,588	544,332	815,920	418,985	92-95	47-73	51-35	396,935	8,883,177	4-46
1878	688	3,705,733	1,625,896	2,655,176	306,308	596,681	902,989	536,988	81-62	48-54	59-47	366,001	9,784,645	3-74
1879	734	4,317,864	1,720,815	2,932,463	319,950	632,416	952,366	604,721	77-94	49-49	63-49	347,645	10,406,495	3-34
1880	849	5,440,133	1,712,971	3,239,462	390,149	770,868	1,161,017	647,719	86-02	47-99	55-79	513,298	11,778,819	4-35
1881	995	6,907,312	2,033,850	3,923,929	488,675	955,551	1,444,226	738,334	83-33	45-16	51-12	705,892	13,301,597	5-30
1882	1,268	8,984,313	2,619,427	4,851,157	587,825	1,111,038	1,698,863	934,635	84-05	46-24	55-02	764,228	15,843,616	5-13
1883	1,320	10,272,037	2,864,566	5,937,261	631,751	1,269,713	1,931,464	1,177,788	78-07	47-61	60-97	753,676	16,905,014	4-48
1884	1,618	11,253,109	3,124,425	6,403,041	745,665	1,340,572	2,086,237	1,301,259	78-19	48-77	62-37	784,978	20,080,138	4-20
1885	1,732	13,506,346	3,273,004	6,638,399	830,904	1,343,464	2,174,368	1,458,153	78-61	52-72	67-06	716,215	21,831,276	3-37
1886	1,839	14,881,604	3,218,532	6,479,265	849,253	1,310,817	2,160,070	1,492,992	80-01	55-30	69-12	667,078	24,071,454	2-90
1887	2,036	14,451,303	3,339,233	6,472,107	850,499	1,357,796	2,208,295	1,457,760	81-88	54-06	66-01	750,535	26,532,122	2-96
1887-88	2,114	15,174,115	3,399,772	6,689,313	918,975	1,376,149	2,295,124	1,530,551	82-34	54-91	66-69	764,573	27,722,748	2-85
1888-89	2,171	16,086,228	3,435,339	7,641,769	1,025,601	1,512,376	2,538,477	1,634,602	79-72	51-34	64-39	903,875	29,839,167	3-14
1889-90	2,182	17,071,945	3,788,950	8,008,826	1,059,791	1,573,295	2,633,086	1,665,835	78-90	49-91	63-26	967,251	30,555,123	3-17
1890-91	2,182	19,037,760	3,802,849	8,410,421	1,177,037	1,797,384	2,974,421	1,831,371	84-88	52-26	61-57	1,143,050	31,768,317	3-59
1891-92	2,185	19,918,916	4,296,713	8,356,096	1,189,231	1,918,065	3,107,296	1,914,252	80-25	54-98	61-60	1,193,044	33,312,608	3-58
1892-93	2,351	19,932,703	3,773,843	7,505,310	1,115,042	1,812,014	2,927,056	1,738,516	93-60	55-59	59-39	1,188,540	34,657,571	3-48
1893-94	2,501	19,265,732	3,493,919	7,169,785	1,047,029	1,766,512	2,813,541	1,591,842	94-18	53-20	56-58	1,221,699	35,855,271	3-46

The accounts were made up to the 31st December in each year up to 1887, since that time up to the 30th June in each year. Camden and Sans Souci Tramways not included prior to 1888 in this return.

APPENDIX VIII.

STATEMENT showing the Average Rates of Pay made to the undermentioned class of
Employees in October, 1888, as compared with June, 1894.

Occupation.	October, 1888.				June, 1894.			
	No.	From	To	Average Rates.	No.	From	To	Average Rates.
Locomotive engine-drivers, Railways ...	441	per day. 11/-	per day. 15/-	per day. 13/5½	307	per day. 11/-	per day. 15/-	per day. 14/-
Locomotive firemen, Railways	468	8/-	10/-	9/1½	379	8/-	10/-	10/-
Locomotive cleaners, Railways	347	5/-	11/-	6/2½	368	4/-	10/-	7/-
Fitters	309	7/-	14/-	10/5½	276	8/-	15/-	10/6½
Turners	93	8/-	12/8	10/6	103	8/-	12/8	10/6
Machinists	57	5/6	10/2	8/8	60	7/6	12/-	8/10
Boiler-makers.....	96	8/-	12/2	10/2	121	8/-	14/-	10/4
Boiler-makers' assistants	83	6/-	9/2	7/2½	79	7/-	8/6	7/4
Moulders	24	7/6	14/-	9/11½	38	8/-	14/-	10/3½
Blacksmiths	129	7/-	16/-	10/7	113	8/-	16/-	11/-
Strikers	160	6/-	8/6	7/4½	141	6/6	8/2	7/4½
Tinsmiths	20	7/6	11/4	9/8½	19	9/6	11/8	10/3½
Pattern-makers	14	9/-	12/2	10/8½	8	10/-	15/-	11/3½
Gas-fitters	17	4/-	12/-	8/10	26	6/6	12/-	9/8½
Gas-makers	17	5/6	10/-	8/11½	16	7/-	11/8	9/3
Carriage and wagon builders	184	7/-	11/8	10/0½	181	8/-	14/-	10/2
Carriage and wagon examiners'	81	6/-	14/8	9/7½	77	7/6	13/-	9/7½
Carpenters	177	5/-	13/-	9/11½	76	7/-	13/-	10/2
Painters	94	6/-	11/2	9/1	91	8/-	12/-	9/3½
Stationary engine-drivers	40	7/-	10/8	8/2	24	7/6	10/6	8/8
Fuelmen	156	5/-	12/-	7/5½	125	6/-	9/-	7/4½
Oilers	35	4/-	9/-	7/½	20	4/-	8/-	7/1
Pumpers	73	7/-	11/-	8/3½	49	5/6	10/-	8/5½
Guards	242	8/-	12/-	10/0½	247	8/6	12/-	10/2½
Assistant guards	90	7/-	8/6	8/8	46	8/6	8/6	8/6
Porters	1,026	6/-	12/-	7/-	648	6/-	10/-	7/3
Junior porters	118	1/8	5/-	3/9½	313	2/6	5/-	4/7½
Signalmen	139	6/-	11/-	8/6	181	7/-	11/6	9/2½
Shunters	161	5/-	11/-	7/6½	159	7/-	11/-	7/11½
Gangers	514	8/-	12/-	9/0½	420	8/6	12/-	8/11½
Fettlers and labourers	2,818	5/-	10/-	7/3½	2,149	6/6	9/6	7/4½
Station-masters	155	per annum. £150	per annum. £400	per annum. £222/14/-	163	per annum. £150	per annum. £380	per annum. £214/1/-
Officers-in-charge	127	£117	£210	£159/3/4	155	£130	£209	£151/5/8
Night officers	150	£60	£195	£119/8/1	150	£120	£180	£134/15/4
Clerks	362	£120	£500	£191/3/1	295	£125	£470	£188/11/6
Junior clerks	170	£26	£120	£91/10/5	239	£30	£120	£78/3/6
Operators	142	£50	£250	£101/19/10	58	£60	£200	£113/11/-

Every servant, except salaried officers, is granted a day's leave on full pay for each proclaimed public holiday (averaging about twelve days each year). An equivalent in money is allowed if the holidays cannot be taken.

In addition to the above, engine-drivers, firemen, guards, signalmen, and gangers are allowed six good conduct holidays.

Expenses, averaging 3s. per day, are also allowed to drivers, firemen, guards, and all others, when away from their home station.

Lodging-houses, with attendants, are also provided at all the principal depôts, for drivers, firemen, and guards, free of charge.

Station-masters and Officers-in-charge are allowed free houses.

Salaried Staff allowed three weeks' holiday per annum on full pay.

Free passes are also allowed, when on leave, to each member of the staff, including wife and family, not exceeding three persons.

APPENDIX IX.

RETURN of the Total Amount paid for Wages on the different Branches of the Railways during the years ending 30th June, 1894, 1893, and 1888.

Branches.	1894.	1893.	1888.
RAILWAYS:—	£	£	£
Maintenance Branch	299,767	340,089	394,891
Locomotive	451,037	496,448	431,229
Traffic	236,521	256,145	235,260
TOTAL.....	987,325	1,092,682	1,061,389

NOTE.—Includes all wages paid by the Department, whether on Maintenance or New Works.

APPENDIX X.

STATEMENT of the Staff employed on the Railways and Tramways of New South Wales in June, 1894, as compared with October, 1888.

Branch.	October, 1888.			June, 1894.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
RAILWAYS.						
Commissioners' and Secretary's Office	40	8	48	16	5	21
Chief Accountant	46	2	48	40	2	42
Traffic Audit	66	1	67	64	1	65
Stores	29	79	108	25	37	62
Permanent-way	156	3,140	3,296	109	2,251	2,360
Locomotive	146	3,218	3,364	A 150	3,148	3,298
Traffic	773	2,341	3,114	B 790	2,224	3,014
Electrical	54	24	78	C 53	54	107
Interlocking	17	188	205	14	138	152
General.....	5	.....	5	11	3	14
	1,332	9,001	10,333	1,272	7,863	9,135
TRAMWAYS.						
Permanent-way	1	200	201	6	174	180
Locomotive	24	590	614	21	725	746
Traffic	14	201	215	8	254	262
Do Plattsburg .....	.....	19	19	.....	24	24
Stores	4	7	11	3	1	4
	43	1,017	1,060	38	1,178	1,216
TOTAL, RAILWAYS AND TRAMWAYS ...	1,375	10,018	11,393	1,310	9,041	10,351

A Includes 49 officers in charge of locomotive running sheds and time keepers.

B Includes 65 officers for additional stations and crossing places, 30 night-officers transferred from wages to salary list; also clerical positions formerly filled by men on wages list; 463 arc officers and night-officers in charge of stations and sidings, and 130 are clerks employed at stations.

C Includes 37 telegraph operators.

APPENDIX XI.

RETURN of the Mileage of Suburban Passengers on All Lines of Railway during the years ending 30th June, 1894, 1893, and 1888.

DESCRIPTION.	1894.	1893.	1888.
NUMBER OF ORDINARY PASSENGERS..... No.	10,195,359	10,284,755	7,413,868
NUMBER OF WORKMEN'S JOURNEYS	2,452,680	2,499,708	1,738,284
NUMBER OF SEASON TICKET HOLDERS' JOURNEYS	4,024,504	4,049,214	3,227,760
TOTAL NUMBER OF PASSENGERS' JOURNEYS	16,672,543	16,813,677	12,379,912
NUMBER OF MILES TRAVELLED..... MILES	94,552,116	95,917,445	70,172,793
AVERAGE MILEAGE PER PASSENGER	5'67	5'70	5'67
AMOUNT RECEIVED FROM PASSENGERS	242,913	250,379	186,393
AVERAGE RECEIPT PER MILE PER PASSENGER.....	0'62	0'63	0'64

Note.—Suburban Lines include only distances within 20 miles of Sydney and Newcastle, Liverpool and Morpeth included.

APPENDIX XII.

STATEMENT showing the cost of Construction and cost per Mile open on different sections of the Railway Lines, on the 30th June, 1894.

Lines opened for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
	m. ch.	£	£
Darling Harbour Branch	1 42½	359,103	234,516
Sydney to Granville	13 36¼	1,867,524	138,817
Granville to Goulburn	121 5½	2,433,162	20,509
Goulburn to Wagga	174 79¼	1,490,331	8,516
Wagga to Wodonga	79 13¾	913,830	11,542
Culcairn to Corowa	47 39	207,492	4,369
Junee to Hay	167 35½	950,946	5,679
Narrandera to Jerilderie	64 54¼	409,376	6,328
Granville to Penrith	21 26½	607,944	28,504
Penrith to Bathurst	109 27	2,244,946	20,899
Bathurst to Dubbo	134 5	1,132,049	8,444
Dubbo to Bourke	225 45	1,339,905	5,940
Nyngan to Cobar	31 27½	301,637	3,708
Wallerawang to Mudgee	85 06	980,980	11,530
Blacktown to Richmond	16 12	175,146	10,844
Goulburn to Cooma	130 40	1,408,083	10,753
Cootamundra to Gundagai	33 45½	237,893	7,087
Cootamundra to Temora	38 60	158,590	4,081
Orange to Molong	22 60	269,263	11,835
Molong to Forbes	72 69	356,534	4,893
Murrumburrah to Blayney	110 63	1,078,540	9,735
Sydney to Kiama	71 53	1,947,748	27,179
Kiama to Nowra	22 43½	359,692	15,955
Homebush to Waratah	93 03	2,622,625	28,189
Newcastle to Wallangarra	392 54	4,956,130	12,621
Werris Creek to Narrabri	96 48	505,634	5,855
Bullock Island Branch	1 45½	85,622	54,580
Morpeth Branch	3 37½	60,895	17,555
Hornsby to Milson's Point	13 27½	529,401	39,674
Lismore to Mullumbimby	38 57	454,189	11,732
Campbelltown to Camden	7 65	38,927	4,983
Kogarah to Sans Souci	4 71	12,111	2,478
Yass Tramway	2 73	28,295	9,714
Total mileage and cost	2,501 20	30,669,493	.....
Average cost of construction per mile .....	.....	.....	12,262
Rolling stock	£4,262,013	.....	.....
Machinery	282,156	.....	.....
Workshops	631,864	.....	.....
Furniture	9,745	.....	.....
Average cost of rolling stock, &c., per mile .....	.....	5,185,778	.....
Average and total cost, all charges .....	.....	35,855,271	14,335

APPENDIX XIII.

STATEMENT showing cost of Additions to Stations, Buildings, Siding Accommodation, &c., Machinery and Rolling Stock, the cost of which was charged to Capital Account, during the year ending 30th June, 1894.

	Amount.
	£
Additions to Stations, Buildings, &c.	887
Rolling Stock and additional appliances	46,732
Additional Machinery	3,056
	£50,675

APPENDIX XIV.

STATEMENT showing the length in miles of the different sections of the Railways of New South Wales, from the commencement to 30th June, 1894.

Date of opening.	From where opened.	To where opened.	Distance.	Date of opening.	From where opened.	To where opened.	Distance.
			m. c.				m. c.
26 Sept., 1855.	Sydney	Parramatta	14 22½	28 Feb., 1881.	Junee, north fork ..	.....	0 32
26 „ 1855.	Redfern	Darling Harbour	1 42½	1 Sept., 1881.	Narrandera	Darlington	38 13½
26 „ 1856.	Granville	Liverpool	8 64½	9 Jan., 1882.	Tamworth	Moonbi	12 1½
5 April, 1857.	Near Newcastle	East Maitland	17 8	1 Mar., 1882.	Darlington	Carrathool	34 7½
9 Mar., 1858.	Near Newcastle	Newcastle	1 0	10 „ 1882.	Campbelltown	Camden	7 65
17 May, 1858.	Liverpool	Campbelltown	11 66½	15 May, 1882.	Wallerawang	Capertee	22 35
27 July, 1858.	East Maitland	West Maitland	2 10½	4 July, 1882.	Carrathool	Hay	34 67½
2 „ 1860.	West Maitland	Lochinvar	6 10½	11 „ 1882.	Gunnedah	Boggabri	24 36½
4 „ 1860.	Parramatta	Blacktown	7 15	2 Aug., 1882.	Moonbi	Uralla	61 46½
12 Dec., 1861.	Blacktown	Rooty Hill	3 65	1 Oct., 1882.	Boggabri	Narrabri	31 50½
24 Mar., 1862.	Lochinvar	Branxton	8 12½	20 „ 1882.	Dubbo	Nevertire	63 4
1 May, 1862.	Rooty Hill	South Creek	5 7	2 Feb., 1883.	Uralla	Armidale	14 64½
7 July, 1862.	South Creek	Penrith	4 11	9 June, 1883.	Nevertire	Nyngan	36 1
1 Sept., 1862.	Campbelltown	Menangle	6 67½	14 „ 1883.	Albury	River Murray	1 41
7 May, 1863.	Branxton	Singleton	14 40½	3 Jan., 1884.	Joppa Junction	Tarago	23 30
1 July, 1863.	Menangle	Picton	12 16½	9 June, 1884.	Capertee	Rylstone	30 79
2 May, 1864.	East Maitland	Morpeth	3 37½	19 Aug., 1884.	Armidale	Glen Innes	63 51½
1 Dec., 1864.	Blacktown	Richmond	16 12	2 Sept., 1884.	Nyngan	Byrock	78 10
1 Mar., 1867.	Picton	Mittagong	24 0½	10 „ 1884.	Rylstone	Mudgee	31 52
11 July, 1867.	Penrith	Weatherboard	27 10	16 „ 1884.	Narrandera	Jerilderie	64 54½
2 Dec., 1867.	Mittagong	Sutton Forest	8 64	15 Oct., 1884.	Sydney	Hurstville	8 63½
1 May, 1868.	Weatherboard	Mount Victoria	15 18	4 Mar., 1885.	Tarego	Bungendore	19 20½
6 Aug., 1868.	Sutton Forest	Marulan	28 63½	26 „ 1885.	Murrumburrah	Young	17 26
19 May, 1869.	Singleton	Muswellbrook	30 78	26 „ 1885.	Murrumburrah—De	mondville fork	0 26
27 „ 1869.	Marulan	Goulburn	19 68½	3 Sept., 1885.	Byrock	Bourke	48 30
18 Oct., 1869.	Mount Victoria	Bowenfels	19 48	21 Dec., 1885.	Orange	Molong	22 60
1 Mar., 1870.	Bowenfels	Wallerawang	7 48	26 „ 1885.	Hurstville	Sutherland	6 8
1 July, 1870.	Wallerawang	Rydal	6 5	9 Mar., 1886.	Sutherland	Waterfall	8 74½
20 Oct., 1870.	Muswellbrook	Aberdeen	7 38½	9 „ 1886.	Loftus Junction	National Park	1 14½
17 April, 1871.	Aberdeen	Scone	9 49	1 June, 1886.	Cootamundra	Gundagai	33 45½
1 Aug., 1871.	Scone	Wingen	10 34½	1 Sept., 1886.	Glen Innes	Tenterfield	57 41½
1 Jan., 1872.	Liverpool	Sidings, Colling-wood, &c.	0 34	17 „ 1886.	Strathfield	Hornsby	14 9½
5 April, 1872.	Wingen	Murrurundi	12 78½	1 Nov., 1886.	Young	Cowra	46 25
22 „ 1872.	Rydal	Locke's Platform	18 70	7 April, 1887.	Hornsby	Hawkesbury	14 23½
1 July, 1872.	Locke's Platform	Macquarie Plains	5 49	21 June, 1887.	Clifton	Wollongong	12 27½
4 Mar., 1873.	Macquarie Plains	Raglan	5 13	15 Aug., 1887.	Gosford	Waratah	49 65
4 Feb., 1875.	Raglan	Kelso	2 52	15 „ 1887.	Woodville and Islin	gton loop	0 23
9 Nov., 1875.	Goulburn	Gunning	20 29	8 Sept., 1887.	Bungendore	Queanbeyan	17 27½
4 April, 1876.	Kelso	Bathurst	1 34	10 „ 1887.	Kegarah	Sans Souci	4 71
3 July, 1876.	Gunning	Bowning	29 31	9 Nov., 1887.	Wollongong	North Kiama	21 42½
1 Nov., 1876.	Bowning	Binalong	14 43	7 Dec., 1887.	Queanbeyan	Michelago	30 20½
1 „ 1876.	Bathurst	Blayney	27 70	16 Jan., 1888.	Mullet Creek	Cosford	9 63½
12 Mar., 1877.	Binalong	Murrumburrah	21 9	16 „ 1888.	Tenterfield	Wallangarra	11 29½
19 April, 1877.	Blayney	Orange	19 75	13 Feb., 1888.	Cowra	Blayney	46 66
13 Aug., 1877.	Murrurundi	Quirindi	24 79	3 Oct., 1888.	Waterfall	Clifton	11 68½
1 Nov., 1877.	Murrumburrah	Cootamundra	23 37	1 May, 1889.	Brooklyn	Mullet Creek	4 67½
2 April, 1878.	Newcastle	Bullock Island Branch ..	1 45½	31 „ 1889.	Michelago	Cooma	40 21½
5 „ 1878.	Cootamundra	Bethungra	15 21½	1 Jan., 1890.	Hornsby	St. Leonards	10 29½
6 July, 1878.	Bethungra	Junee	18 28½	1 July, 1890.	Wollongong	Harbour*	0 74
3 Sept., 1878.	Junee	North Wagga Wagga	17 37	1 „ 1891.	Homebush loop* ..	.....	0 22½
14 Oct., 1878.	Quirindi	Tamworth	27 24½	20 April, 1892.	Railway Station ..	Yass	2 73
25 Mar., 1879.	Werris Creek	Breeza	14 36½	1 July, 1892.	Nyngan	Colar	81 27½
1 Sept., 1879.	North Wagga	South Wagga Wagga	4 49½	3 Oct., 1892.	Culcairn	Corowa	47 39
11 „ 1879.	Breeza	Gunnedah	26 4½	1 May, 1893.	St. Leonards	Milson's Point	2 78
1 June, 1880.	Orange	Wellington	55 56	2 June, 1893.	Kiama	Nowra	22 43½
1 Sept., 1880.	South Wagga	Gerogery	59 13½	1 Sept., 1893.	Cootamundra	Temora	38 69
1 Feb., 1881.	Wellington	Dubbo	30 35	18 Dec., 1893.	Molong	Forbes	72 69
3 „ 1881.	Gerogery	Albury	18 39½	15 May, 1894.	Lismore	Mullumbimby	38 57
23 „ 1881.	Junee	Narrandera	60 5				
					Total, 30th June, 1894.		2,501 20

Single, 2,343m. 15½c.; double, 149m. 42c.; quadruple, 8m. 42½c. Total, 2,501m. 20c.

APPENDIX XV.

RETURN of the number of **LIVE STOCK** forwarded on the New South Wales Government Railways during the year ending 30th June, 1894.

Stations.	Number carried.					Stations.	Number carried.				
	Horses.	Cattle.	Calves.	Sheep.	Pigs.		Horses.	Cattle.	Calves.	Sheep.	Pigs.
Darling Harbour	1,104	845	414	5,236	17,950	Springwood	2	1	3	1	1
Ashfield	3	62	3	...	...	Lawson	3	3	1	...	...
Homebush	8	6	4	...	...	Wentworth Falls	3	1	1	...	4
Flemington	113	3,813	84	91,466	366	Katoomba	1	1	...	39	107
Rookwood	...	...	...	...	20	Blackheath	5	3	...	...	...
Auburn	...	...	...	...	29	Mount Victoria	9	98	31	9,085	22
Granville	21	15	5	...	92	Bell	...	1	...	...	...
Fairfield	...	73	42	...	41	Eschbank	...	...	...	...	45
Canley Vale	...	...	...	...	15	Bowentfels	10	...	...	207	...
Cabramatta	4	4	2	...	...	Wallerawang	63	701	62	32,348	...
Liverpool	36	566	645	651	684	Tarana	18	92	57	13,765	1,119
Ingleburn	...	13	69	...	...	Locksley	...	...	...	261	30
Minto	...	7	63	...	251	Brewongle	...	...	20	7,872	...
Campbelltown	42	545	1,505	520	746	Raclan	...	9	...	1,363	96
Menangle	...	84	233	270	549	Kelso	27	937	29	36,542	806
Douglas Park	...	2	92	40	123	Bathurst	...	...	...	41	1
Picton	159	410	451	...	787	Perth	...	...	...	5,717	90
Thirlmere	...	...	9	...	2	George's Plains	...	...	...	10,387	...
Bismoral	...	7	...	...	24	Newbridge	...	603	80	29,579	38
Hilltop	...	10	1	...	45	Blayney	53	344	132	23,516	2
Colo Vale	...	...	...	...	3	Millthorpe	2	51	...	10,310	12
Mittagong	9	113	50	2,413	119	Orange	47	1,477	19	20,352	212
Bowral	89	122	70	29	333	Warne	...	34	1	3,326	127
Exeter	...	1	...	...	144	Stuart Town	...	...	...	8,631	167
Moss Vale	213	679	132	3,646	2,213	Mumbil	...	...	...	2,291	1
Bundanoon	...	6	31	...	4	Dripstone	...	...	...	2,741	2
Wingello	2	...	...	...	...	Wellington	151	1,631	19	13,538	...
Marulan	19	885	231	10,193	134	Maryvale	...	...	...	5,604	...
Towrang	...	...	...	610	111	Dubbo	126	4,387	292	138,807	372
Goulburn	173	3,663	559	119,753	10,913	Narrornine	39	363	25	34,339	199
Bredalbane	13	316	108	24,486	111	Trangie	47	2,370	337	75,869	230
Gunning	26	403	62	33,737	354	Nevertire	14	3,695	120	342,546	1,820
Yass Junction	153	792	69	23,157	440	Nyngan	68	2,210	97	65,799	283
.. Town	...	...	9	...	...	Girilambone	...	24	...	3,484	...
Bowling	48	230	16	24,490	28	Cooolabah	...	...	...	921	42
Binalong	15	442	...	24,083	298	Bybrook	136	57	...	22,696	...
Galong	...	...	...	17,574	510	Bourke	420	6,248	...	41,427	80
Harden	25	603	180	14,259	479	Riverstone	9	9	26	30	748
Wallendbeen	22	194	3	15,098	14	Mulgrave	9	12	44	...	68
Cootamundra	30	389	109	32,259	580	Windsor	36	35	81	...	421
Bethungra	...	...	...	7,224	...	Clarendon	...	1	1	...	21
Ilabo	...	...	...	3,222	...	Richmond	53	80	37	14	179
Junee	6	87	89	2,715	...	Carcoar	...	10	...	3,667	...
Harefield	3	...	...	...	...	Lyndhurst	...	...	...	4,983	...
Bomen	61	1,074	1	8,657	...	Woodstock	63	177	50	20,169	53
Wagga	225	2,450	2	33,743	612	Covra	16	2,444	120	97,744	1,484
The Rock	24	131	4	10,527	5	Caperbee	...	1	...	3,807	54
Yerong Creek	...	...	...	11,529	32	Rylestone	113	3,635	327	156,154	540
Culeairn	...	89	...	8,131	19	Mudgee	73	2,513	89	90,326	145
Georgery	...	...	...	440	...	Borenore	...	...	...	700	...
Yambla	...	2	...	43	...	Molong	19	325	38	24,139	...
Albury	201	3,260	...	20,636	56	Manildra	...	...	...	293	...
Tarago	26	2,419	155	25,257	474	Parkes	14	55	...	9,281	30
Bungendore	8	1,254	119	35,159	77	Forbes	...	1,332	75	63,465	17
Queanbeyan	91	824	60	30,547	241	Cobar	...	10	...	40,930	...
Michelago	30	141	...	4,015	131	Woy Woy	...	...	...	...	...
Cooma	253	1,797	41	43,580	422	Gooford	...	9	4	...	9
Coalac	19	180	284	5,050	406	Otrimbah	...	9	4	...	12
Gundagai	313	2,999	714	34,974	2,504	Wyong	...	1	24	...	10
Stockinbingal	...	...	...	1,848	...	Awaba	...	...	...	1	61
Tenora	...	89	...	6,317	...	Terahb	...	8	1	...	67
Young	28	1,432	23	61,776	432	Adamstown	...	...	...	...	20
Koorawatha	...	48	...	15,088	44	Newcastle	...	5	...	209	30
Old Junee	...	250	...	3,308	...	Honeysuckle	13	21	3	73	19
Coolaman	...	...	11	21,868	...	Hamilton	...	1	...	10	...
Grong Grong	...	...	...	4,503	...	Waratun	...	5	1	...	17
Narrandera	15	190	21	44,443	...	Wallsend	...	3	2	...	16
Yanko	...	...	...	6,127	...	Hexham	...	...	...	...	...
Whitton	...	19	...	28,061	50	Thornton	3	...	...	...	...
Darlington	...	39	...	31,591	...	East Maitland	...	...	1	300	49
Bringagee	...	...	...	13,135	11	Morpeth	30	16	22	...	...
Carathool	31	203	...	54,177	241	West Maitland	301	751	499	3,635	9,339
Hay	74	426	...	26,522	183	Fairley	60	4,190	384	10,269	513
Morundah	4	161	...	28,324	...	Lochinvar	83	362	171	317	435
Jerrilderie	21	64	...	31,349	...	Branxton	...	4	72	299	13
Brocklesby	...	...	...	859	...	Whittingham	23	1,471	135	1,197	254
Corowa	16	6	...	983	...	Singleton	143	3,262	1,243	3,004	3,849
Marrickville	...	...	1	...	...	Glennie's Creek	...	...	...	161	164
Tempe	...	...	2	...	...	Ravensthorpe	1	825	257	1,316	282
Rockdale	...	2	...	...	...	Muswellbrook	256	2,183	936	13,232	1,422
Hurstville	...	3	7	...	1	Aberdeen	8	634	742	5,019	1,346
Sutherland	...	1	...	...	9	Scene	245	1,634	363	16,822	493
Helensburgh	2	1	...	...	...	Wingon	7	224	13	933	...
Oxford	...	2	2	...	...	Blandford	3	...	1	85	...
South Clifton	...	1	...	...	...	Murrurundi	17	253	20	2,926	51
Bulli	38	15	3	377	8	Arden	...	...	...	...	23
Corrimal	...	...	...	54	...	Willow Tree	18	2,907	1	83,827	...
Wollongong	96	10	1	...	13	Quirindi	167	4,459	913	170,640	48
Unanderra	...	48	90	6	180	Werris Creek	...	339	13	11,337	62
Dapto	...	17	147	...	451	Currahubula	3	65	1	7,198	...
Albion Park	53	71	261	...	235	Tamworth	422	1,359	169	35,149	976
Shellharbour	...	...	50	...	2,562	Moonbi	...	...	1	6	2
Kiama	28	98	168	101	377	Walcha Road	8	25	...	2,040	420
Gerrington	29	24	116	3	159	Kentnoky	...	...	...	1,596	171
Berry	117	114	47	50	545	Uralla	17	15	...	5,074	191
Nowra	51	148	...	216	...	Armidsale	69	89	31	550	79
Camden	68	116	800	507	5,071	Black Mountain	...	...	...	68	102
Ryde	...	6	4	...	60	Guyra	14	10	...	...	15
Eastwood	...	1	...	...	...	Glennoe	...	...	...	4,722	195
Cardifford	...	1	1	...	...	Deepwater	349	150	40	2,445	...
Thornleigh	...	4	4	...	...	Tenfield	75	819	...	...	201
Hornsby	1	5	...	...	...	Jennings	...	163	...	42	499
Chatswood	...	7	4	...	60	Breza	319	2,226	620	96,158	257
St. Leonards	...	2	2	...	1,132	Curlewis	...	713	401	25,410	...
Hawkesbury	...	9	2	...	...	Gunnedah	94	2,251	372	118,068	638
Parramatta	82	40	11	...	15	Boggabri	67	1,761	131	100,335	87
Wentworthville	...	1	9	...	...	Narrabri	69	6,706	213	486,137	364
Seven Hills	...	1	19	...	...	Total year ending 30 June, 1894	9,812	112,083	19,577	3,845,456	89,231
Blacktown	30	117	44	401	11	Total year ending 30 June, 1893	10,690	116,255	20,917	3,790,763	83,098
Rooty Hill	41	64	101	39	29						
Mt. Drutt	...	...	8	...	...				
St. Mary's	36	244	199	...	76						
Kingswood	...	...	...	...	17						
Penrith	217	91	314	...	192						
Glebebrook	...	...	...	80	29						

APPENDIX XVI.

RETURN of the number of Bales of WOOL forwarded on the New South Wales Government Railways, during the years ending 30th June, 1894 and 1893.

Stations.	Number of Bales.		Stations.	Number of Bales.		Stations.	Number of Bales.	
	1894.	1893.		1894.	1893.		1894.	1893.
Darling Harbour	5,436	4,367	Whitton	7,142	4,492	Carcoar	836	94
Rookwood		20	Darlington	3,627	3,274	Mandurama	1,602	1,437
Liverpool	7,477	4,568	Bringagee	2,666	2,259	Lyndhurst	1,014	987
Minto	54	29	Carrathool	3,869	2,951	Woodstock	1,604	1,511
Campbelltown	2	15	Hay	8,773	5,476	Cowra	22,777	21,353
Douglas Park	11	15	Morundah	3,140	2,760	Borenore	3,013	9,666
Picton		2	Jérilderie	5,836	4,711	Molong	25,559	12,102
Mittagong	262	245	Menangle		12	Parkes	234	
Bowral	4	8	Camden	44	43	Forbes	536	
Moss Vale	387	436	Bellambi	1		Boppy Mountain		1,545
Wingello	9		Parramatta	3	1	Cobar	6,870	4,255
Marulan	1,035	1,153	Blacktown	12		Teralba		3
Towrang	478	555	St. Mary's	3	2	Newcastle	166	63
Goulburn	7,347	8,469	Penrith	4		Morpeth	11	20
Breadalbane	620	427	Mount Victoria	451	546	West Maitland	2,473	3,263
Gunning	3,039	2,881	Estbank		2	Lochinvar	4	
Jerrawa	257	134	Bowenfels	96	127	Allandale	4	
Yass Junction	4,107	2,828	Wallerawang	1,198	1,521	Branxton	100	229
Yass Town	1,693	1,839	Rydal	95	94	Whittingham	90	286
Bowling	3,317	2,867	Tarana	613	910	Singleton	257	378
Binalong	4,503	5,017	Locksley	93	63	Glennie's Creek	15	59
Galong	2,054	1,918	Brewongle	537	486	Ravenaworth	583	752
Harden	2,048	1,722	Raglan	204	156	Muswellbrook	7,790	8,188
Murrumburrah	298	344	Kelso	1,861	1,535	Aberdeen	6,190	2,166
Nubba	215	236	Bathurst	2,970	2,422	Scone	5,629	5,947
Wallendbeen	2,350	2,236	Perth	1,828	1,680	Wingen	407	351
Cootamundra	5,329	8,094	George's Plains	55	48	Blandford	1,789	1,896
Bethungia	1,156	893	Wimbledon	292	263	Murrurundi	301	257
Illabo	1,527	1,360	Newbridge	1,423	1,698	Ardlen	811	751
Junee	3,822	3,617	Blayney	545	544	Willow Tree	3,711	3,015
Harefield	539	478	Millthorpe	397	1,258	Quirindi	8,852	8,370
Bomen		13	Spring Hill	283	228	Werris Creek	751	727
Wagga Wagga	9,613	9,753	Grange	1,851	1,246	Currabubula	2,723	2,960
Uranquinty	1,874	1,292	Mullion Creek	665	795	West Tamworth	17,398	16,850
The Rock	2,363	5,081	Kerr's Creek	163	197	Tamworth	1,079	763
Yerong Creek	3,146	3,136	Warne	1,143	1,010	Moonbi	1,160	1,111
Henty	806	754	Stuart Town	382	310	Woolbrook	751	722
Culcairn	3,973	3,756	Store Creek		75	Walcha Road	4,937	5,951
Burrumbuttock		671	Mumbil	1,442	1,288	Kentucky	1,443	1,702
Brocklesby	2,330	236	Dripstone	286	213	Uralla	8,137	8,162
Corowa		36	Wellington	2,963	2,399	Armidaale	4,689	4,756
Gerogory	228	491	Mary Vale	469	365	Dumaresq	1,128	1,206
Yambla	36	4	Geurie	511	484	Black Mountain	310	462
Albury	25		Murrumbidgee	2,552	1,684	Guyra	2,031	2,160
Tarago	1,120	1,578	Dubbo	18,404	16,775	Glencoe	296	303
Bungendore	2,423	2,972	Narromine	9,172	8,991	Glen Innes	12,157	13,963
Queanbeyan	4,653	5,308	Trangie	12,039	10,769	Ben Lomond	865	811
Michelago	2,399	2,672	Nevertire	40,890	29,583	Dundee	1,089	1,489
Cooma	9,059	9,715	Mullengudgery		1,160	Deepwater	2,340	1,421
Coolac	1,107	946	Nyngan	11,197	10,699	Bolivia	15	47
Gundagai	5,238	5,244	Girilambone	6,481	6,305	Tenterfield	366	683
Stockinbingal	1,058		Coolabah	2,425	2,988	Jennings	121	274
Temora	10,694		Byrock	7,668	6,306	Breca	2,726	2,305
Demondrille	309	212	Bourke	74,233	75,892	Curlewis	1,290	1,214
Young	17,744	17,813	Riverstone	232	211	Gunnedah	8,605	9,042
Koorawatha	682	686	Mulgrave		135	Boggabri	3,725	3,195
Old Junee	1,849	2,981	Windsor	3,083	2,072	Baan Baa	426	356
Coolaman	2,900	5,028	Piper's Flat	23	30	Narrabri	79,719	66,084
Grong Grong	2,807	2,417	Capertee	884	884			
Narrandera	19,322	17,516	Rylstone	1,565	1,517			
Yanko	1,528	1,429	Mudgee	18,954	18,298			
						Total	699,905	638,629

APPENDIX XVII.

COMPARATIVE Abstract of the Tonnage and Amount received for the Carriage of
COAL, COKE, and SHALE from the various Collieries during the years ending
 30th June, 1894 and 1893.

Stations.	1894.		1893.		Increase.		Decrease.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
A.A. Company	1,218	£ 64	2,228	£ 93	.....	.....	1,010	£ 29
Anvil Creek	5,082	436	6,152	560	.....	.....	1,070	124
Abrams (Homeville).....	.....	.....	190	21	.....	.....	190	21
Blackwall	1,242	598	1,338	541	.....	57	96	.....
Burwood .....	.....	.....	41,768	1,786	.....	.....	41,768	1,786
Burwood Extended .....	.....	.....	5,242	267	.....	.....	5,242	267
Burwood West	15,893	713	8,780	368	7,113	345	.....	.....
Burwood No. 3	30,131	1,266	16,512	701	13,619	565	.....	.....
Co-operative	63,428	3,198	74,788	3,478	.....	.....	5,360	280
Curlewis	544	183	451	150	93	33	.....	.....
Denton Park	1,556	107	.....	.....	1,556	107	.....	.....
Dudley (Burwood, South)	12,563	968	62,216	3,908	.....	.....	49,653	2,940
Dulwich	4,198	781	4,166	784	32	.....	.....	3
East Maitland	2,226	108	3,692	551	.....	.....	1,466	443
Eleanora	9,395	455	10,681	533	.....	.....	1,286	48
Ferndale	15,506	438	14,989	367	517	71	.....	.....
Font Hill	419	29	.....	.....	419	29	.....	.....
Gladstone .....	.....	.....	35	7	.....	.....	35	7
Great Northern	77,993	4,234	35,754	2,838	42,239	1,396	.....	.....
Greta	4,704	405	107,137	9,254	.....	.....	102,433	8,849
Greta East	17,200	1,326	1,078	99	16,122	1,127	.....	.....
Hetton	173,886	5,823	150,281	4,892	23,605	1,431	.....	.....
Hillside	7,269	304	2,759	118	4,510	186	.....	.....
Lambton	154,022	6,418	210,332	8,764	.....	.....	56,309	2,346
Lambton East	9,127	385	4,337	209	4,790	176	.....	.....
Lambton South, New	36,786	1,632	39,602	1,649	.....	.....	2,816	17
Minmi (Duckenfield)	203,429	9,737	240,047	12,055	.....	.....	31,618	2,318
Muswellbrook	92	27	175	19	.....	8	83	.....
Newcastle	185,273	7,769	119,018	5,000	66,255	2,769	.....	.....
Northern Extended	19,949	1,338	12,842	698	7,107	640	.....	.....
Oceanic	1,751	102	.....	.....	1,751	102	.....	.....
Purified	15,771	973	11,751	2,201	4,020	.....	.....	1,228
Rix's Creek	5,579	2,564	3,569	1,783	2,020	781	.....	.....
Rosehill	113	5	.....	.....	113	5	.....	.....
Sneddon's (Wallsend)	28,248	1,177	22,199	925	6,049	252	.....	.....
Thornton	6,398	374	1,526	89	4,872	285	.....	.....
Wallsend	230,033	11,956	281,742	11,942	.....	14	1,709	.....
Wallsend South	24,230	1,021	25,353	1,061	.....	.....	1,123	40
Wallsend West	5,425	306	73,934	5,620	.....	.....	68,529	5,314
Wallsend, Young .....	.....	.....	3,934	220	.....	.....	3,934	220
Waratah	17,813	706	39,615	1,561	.....	.....	21,802	855
Wickham and Bullock Island	179,438	4,491	166,268	4,158	13,170	333	.....	.....
Seaham	99,117	5,676	47,937	2,621	51,180	3,055	.....	.....
Total, North	1,728,048	78,023	1,854,408	91,391	271,152	13,767	397,512	27,135
Austinmer	3,770	600	150	4	3,620	605	.....	.....
Bellambi	9,788	2,153	21,025	4,292	.....	.....	11,237	2,139
Bulli	6,429	2,112	11,147	4,200	.....	.....	4,718	2,088
Bong Bong	1,548	214	1,666	195	.....	19	23	.....
Carson's	1,032	90	5,838	1,564	.....	.....	4,806	1,474
Corrimal	115,081	2,240	75,628	1,196	39,453	1,044	.....	.....
Cox's Siding	794	98	143	13	651	83	.....	.....
Irondale	3,303	690	6,689	1,192	.....	.....	3,326	512
Joadja	1,876	423	3,571	855	.....	.....	1,695	432
Lithgow Collieries	71,361	26,754	92,748	33,992	.....	.....	21,387	7,238
Metropolitan	82,059	11,097	96,031	12,666	.....	.....	13,972	1,569
Mittagong (Box Vale)	529	90	428	58	101	32	.....	.....
Mount Kembla	2,690	1,111	2,791	948	.....	163	101	.....
Mount Kiera	91,513	1,458	668	136	90,845	1,322	.....	.....
Mount Pleasant	1,944	251	4,054	393	.....	.....	2,110	142
North's Siding	2,860	786	5,935	1,595	.....	.....	3,075	859
South Clifton	78,041	13,076	71,131	12,032	6,910	1,044	.....	.....
Portland	450	127	.....	.....	450	127	.....	.....
Total, South, West, and Illawarra	475,123	63,319	399,543	75,333	142,034	4,439	66,450	16,453
Total, North	1,728,048	78,023	1,854,408	91,391	271,152	13,767	397,512	27,135
Total, North, South, West, and Illawarra	2,203,171	141,342	2,253,951	166,724	413,182	18,206	463,962	43,588
<i>Shale.</i>								
Capertee	486	244	.....	.....	486	244	.....	.....
Hartley Vale	6,134	2,100	15,339	5,959	.....	.....	9,235	3,859
Joadja	5,733	1,850	8,181	2,838	.....	.....	2,448	988
North's Siding	8,600	2,451	16,246	4,603	.....	.....	7,646	2,152
Doughboy Hollow .....	.....	.....	11	9	.....	.....	11	9
Total, Shale	20,978	6,645	39,827	13,409	486	244	19,340	7,008
Grand Total, Coal and Shale	2,224,144	147,987	2,293,778	180,133	413,668	18,450	483,302	50,596

APPENDIX XVIII.

COAL EXPORTED FROM NEWCASTLE.

RETURN of the quantity of **COAL EXPORTED** from Newcastle to Foreign and Intercolonial Ports for the years ending 30th June, 1894 and 1893, showing the increase and decrease in each.

Countries.	1893-94.	1892-93.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	587,413	729,845	.....	142,432
New Zealand	163,897	146,977	16,920	.....
South Australia	147,518	131,505	16,013	.....
Tasmania	55,520	70,373	.....	14,853
Western Australia	21,080	23,410	.....	2,330
Fiji	4,644	10,265	.....	5,621
Queensland	13,711	14,594	.....	883
Total, Intercolonial	993,783	1,126,969	.....	133,186
Foreign—				
Peru	21,085	15,790	5,295	.....
New Caledonia	13,369	13,740	.....	371
India	23,277	26,190	.....	2,913
United States	182,589	250,381	.....	73,792
Hong Kong	20,120	21,686	.....	1,566
Mauritius	6,120	7,539	.....	1,419
Philippine Islands	44,190	45,026	.....	836
Chili	193,030	165,915	27,115	.....
Sandwich Islands	37,646	28,680	8,966	.....
Java	16,452	35,301	.....	18,849
Mexico	5,871	6,952	.....	1,081
South Sea Islands .....	.....	1,556	.....	1,556
Solomon Islands .....	.....	520	.....	520
Singapore	16,900	12,153	4,747	.....
New Guinea .....	.....	549	.....	549
Other Countries	15,116	17,863	.....	2,747
Total, Foreign	595,765	655,837	.....	60,072
Grand Total (Intercolonial and Foreign)	1,589,548	1,782,806	.....	193,258

NUMBER of Tons and Value of Coal exported to Foreign and Intercolonial Ports for the years ending 30th June, 1894 and 1893.

1893-94.		1892-93.		Decrease.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
	£		£		£
1,589,548	635,695	1,782,806	790,463	193,258	154,768

PORT OF NEWCASTLE.

Foreign and Intercolonial Shipping out of Newcastle.

FROM JUNE TO JUNE.

1893-94.		1892-93.		Decrease	
No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1,133	1,225,756	1,217	1,319,155	84	93,399

APPENDIX XIX.

RAILWAYS.

MISCELLANEOUS ARTICLES imported for the Railways during year ending 30th June, 1894.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton or Article.
1893.				T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
28 "	Strathelyde	1 crank axle	Vickers, Sons, & Co.			125 14 4				125 14 4	125 14 4 each.
26 June	Clackmannshire	2 pass. engines	Beyer, Peacock, & Co.			8176 17 0		147 3 8		8324 0 8	4162 0 4
27 July	Yarrowonga	500 volute springs	Charles Cammell & Co.			0 3 4	83 6 8	3 14 10	1 19 4	1 2 4	90 3 2
27 "	"	20 1" air-cocks	Westinghouse Brake Co.			0 9 0	9 0 0	0 10 6	0 9 7	0 1 8	10 1 9
9 Aug.	Hubbuck	100 sheets purple glass for signals.	J. Defries & Son		0 3 6	17 10 0	0 10 6	0 13 0	0 2 9	18 16 3	per sheet. 0 3 9
25 "	Wilcannia	2 pairs injectors	Beyer, Peacock, & Co.			56 0 0	0 10 6	1 3 4	0 7 6	58 6 4	per pair. 29 3 2
25 "	"	24 bundles and 79 bars of spring steel.	Steel, Perch, & Tozer	6 0 0 0	13 0 0	78 0 0	2 15 2	1 17 2	0 18 6	83 10 10	per ton. 13 18 6
14 Sept.	Morayshire	100 volute springs	Turton Bros. & Matthews		0 4 3	21 5 0	0 14 0	0 14 6	0 4 7	22 18 1	each. 0 4 7
14 "	"	10 miles fencing wire, with fittings.	William Bain & Co.		30 0 0	300 0 0			1 3 2	301 3 2	per mile. 30 2 3
18 "	Bungaree	Plastic metal	J. E. Medley & Co.	0 1 0 0	8 10 0	8 10 0		0 11 5	0 1 4	9 2 9	per cwt. 9 2 9
25 Oct.	Warrigal	287 bundles and 193 bars steel.	Steel, Perch, & Tozer	32 10 3 24	13 0 0	423 2 6	14 19 7	9 0 5	4 19 10	452 2 4	per ton. 13 17 9
25 "	"	6 copper tubes	Elliott's Metal Company	0 6 3 15	0 0 7	23 5 10	0 10 6	0 15 4	0 3 9	24 15 5	per lb. 0 0 7
25 "	"	6 Emery wheels	Le Sterne & Co. (Ltd.)		3 11 3	21 7 6	0 10 6	0 14 6	0 2 11	22 15 6	each. 3 15 10
7 Dec.	Gulf of Bothnia	Steel wire for loco. springs	J. H. Andrews & Co.	1 16 0 10	2 16 0	101 1 0	1 3 5	2 6 5	0 15 4	105 11 2	per cwt. 2 13 7
7 "	"	2 driving axles	Fried, Krupp, & Co.	0 14 1 17	1 4 9	17 16 6	0 8 7	0 9 0	0 3 4	18 17 5	each. 9 8 8
7 "	"	4 leading axles	"	1 7 3 14	1 5 3	35 4 0	0 11 0	0 16 0	0 6 5	36 17 5	each. 9 4 4
7 "	"	50 stool engine tyres	"	18 2 2 5	0 19 9	359 0 1	8 7 0	7 7 10	3 11 2	378 6 1	each. 7 11 4
7 "	"	2 sets of coupling rods	Beyer, Peacock, & Co.			90 0 0	0 18 0	1 18 0	0 11 8	93 7 8	per set. 46 13 10
7 "	"	1 pair of connections	"			50 0 0	0 10 0	1 2 0	0 9 1	52 1 7	per pair. 52 1 7
7 "	"	1 set cast-steel horn blocks	"			45 0 0	0 13 4	1 0 0	0 6 3	46 19 7	each. 46 19 7
11 "	Culgoa	6 cast-steel circular saws	Thomas Turton & Co.		1 3 0	8 8 0	0 10 6	0 9 4	0 1 5	9 9 3	per 1000. 1 11 6
1894.	Firth of Solway	10000 Glenboig fire bricks	Glenboig Union Fire Co.		3 0 0	30 0 0	25 16 4	0 15 0	2 13 10	50 5 2	each. 5 18 6
4 Feb.	Fifeshire	6 axles, driving and leading.	Beyer, Peacock, & Co.		12 15 6	76 13 0	1 17 1	1 16 8	0 13 0	80 19 9	each. 13 9 11
2 Feb.	Yarrowonga	275 bundles & 142 bars steel	Steel, Perch, & Tozer	25 12 1 22 3 10 0 0 1 5 0 0	13 0 0	333 1 10	11 15 9	7 0 3	3 17 7	355 15 5	per ton. 13 17 8
24 Mar.	Warrnambool	252 straw boards	James Spicer & Sons			22 2 0	3 4 7	0 14 9	0 5 7	26 6 11	each. 0 2 1
24 "	Per Mail Post	10 types	J. Sloper & Co.		0 2 0	1 0 0		0 0 5		1 0 5	each. 0 2 0
14 May	EchUCA	2500 i.r. springs	North British Rubber Company.		0 2 9	343 15 0	3 3 5	7 3 6	2 6 9	356 8 8	per lb. 0 2 10
"	"	1160 s.d. brass tubes	John Wilks, Sons, & Mappleback.	13 0 0 16	0 0 5	713 4 9	14 7 3	14 11 3	5 11 8	747 14 11	per cwt. 0 0 6
"	"	1 bale of worsted waste	Adams & Co.	0 2 0 0	1 3 0	2 4 10	0 10 6	0 3 10	0 0 6	2 19 8	each. 1 9 10
"	"	100 v.l. springs 8 + 2 1/2 + 2 1/2	George Spencer Moulton & Co.		0 14 6	72 10 0	0 13 0	1 12 0	0 9 5	75 1 11	each. 0 15 0
5 May	Warrigal	3 dies	W. Clutton			24 10 0	0 10 6	0 3 0	0 3 1	25 6 7	each. 8 8 10
"	"	3 driving ropes	Craven Bros. (Ltd.)		23 10 0	70 10 0	1 13 1	1 14 2	0 10 0	74 7 3	per ton. 24 15 9
Various 1893.	Various	6583 30 ft. 80 lb. T rails		2349 10 3 24	4 5 0	9685 11 7	910 9 0	9 0 4	9 314 11 4	11300 16 8	per ton. 4 16 3
25 Oct.	Warrigal	45900 patent steel lock nuts and fish-bolts.	Ibbotson Bros. & Co.	26 5 2 9	1 0 0	525 11 7	13 5 10	5 15 4	6 14 10	550 7 7	per cwt. 1 0 11
7 Dec. 1894.	Gulf of Bothnia	22600 fish-plates	Charles Cammell & Co.	106 11 3 13	5 15 0	612 18 3	51 13 6	5 19 10	13 5 2	683 16 9	per ton. 6 8 3
3 Feb.	Kilmarnock	7048 fish-plates	Charles Cammell & Co.	67 6 2 19	6 5 0	420 16 10	28 4 7	2 19 1	9 10 10	461 11 4	per 1000. 6 17 1
29 Jan.	Fifeshire	25000 Grover washers	Grover & Co., Ltd.		3 10 0	87 10 0	0 10 6	2 1 0	0 12 1	90 13 7	each. 3 12 6
Various	Various	150000 sponge cloths	Rigby, Wainwright, & Co.		0 10 6	546 6 4	12 0	1 12 16	6 4 4	574 7 3	per 100. 0 7 8
"	"	3000 springs	Turton Bros. & Matthews		0 1 9	262 10 0	10 4 7	5 17 0	3 4 7	281 16 2	each. 0 1 10
"	"	13 train tablet apparatus	Tyer & Co.		40 0 0	720 0 0	4 6 1	0 12 0	4 18 9	729 16 10	each. 40 10 11

TRAMWAYS.

PERMANENT WAY Materials, Rails for Renewals, and Miscellaneous Articles Imported for the Tramways during year ending 30th June, 1894.

Date of Arrival.	Name of Ship.	Description of Material.	Supplied by	Weight.	Rate.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost Per Ton or Article
1893.				T. c. q. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7 July	Woolloomooloo	3000 fish-plates 7 1/2 H.T. rails	Darlington Steel Co.	14 17 1 27	6 12 0	98 14 7	10 11 0	0 19 4	2 7 0	112 11 11	per ton. 7 11 4
27 July	Yarrowonga	2 combination injectors	Holden & Brook		8 10 0	17 0 0		1 6 7	0 2 7	18 9 2	each. 9 4 7
9 Aug.	Hubbuck	150 semi-disc ear wheels	Miller & Co.		1 0 0	150 0 0	5 19 6	3 6 0	3 2 0	162 7 6	each. 1 1 7
14 Sept.	Morayshire	1 spring testing machine	Joshua Buckton & Co.			185 0 0	3 11 7	4 0 0	1 3 7	194 0 0	per set. 2 19 0
18 "	Bungaree	100 cast-steel axles	Brown, Bayley, & Co.		0 16 2 1/2	81 0 10	2 17 6	1 18 5	1 10 10	87 7 7	each. 0 17 5
"	"	100 Spencer cylinder springs	Geo. Spencer, Moulton, & Co.		0 10 9	52 8 2	0 10 6	1 6 11	0 9 11	54 15 0	each. 0 10 11
6 Dec.	Gulf of Bothnia	12 cast steel tyres	Vickers, Sons, & Co., Ltd.	2 11 1 23	less 2 1/2 %	32 12 4	1 3 7	1 19 5	1 0 4	37 15 8	value. 7 6 3
21 " 1894.	Pax	Vacuum brake fittings	Eames Vacuum Brake Co.			881 14 3	2 16 11	25 11 2	0 6 2	910 8 6	each. 9 10 8
29 Jan.	Fifeshire	150 cast-steel axles	Hadfield Steel Co.		1 15 0	262 10 0	5 9 11	5 11 0	3 18 0	277 8 11	each. 1 17 0
5 May.	Warrigal	250 motor tyres	Vickers, Sons, & Co.	37 13 3 5	32 10 0	1224 18 4	19 15 9	24 15 10	14 16 4	1284 6 3	per ton. 5 2 9
"	"	66 bundles of bars steel	Steel Co. of Scotland	4 1 3 21	10 12 6	42 8 10	2 3 0	1 2 11	1 0 7	46 15 4	per ton. 8 11 8
Various	Various	700 cast-steel wheels	Hadfield Steel Co.		9 0 0	1375 0 0	25 5 8	23 6 4	13 18 1	1652 10 1	per set of 4. 9 8 10

APPENDIX XX.
RAILWAYS.

RETURN of the number and nature of the Accidents and Injuries to Life and Limb which have occurred during the year ending 30th June, 1894.

Date of Accident.	Passengers killed or injured.		Servants of the Department or of Contractors killed or injured.				Trespassers, &c.		Nature or cause of accident.
	Causes beyond their own control.	Their own misconduct or want of caution.	Causes beyond their own control.	Their own misconduct or want of caution.	Causes beyond their own control.	Their own misconduct or want of caution.	Own want of caution.		
1893.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	
4 July..	1	...	Porter run over.
4 "	1	...	Porter knocked down by train.
8 "	1	...	Porter strained his back.
8 "	1	Leg crushed by turn-table.
8 "	1	...	Driver fell into culvert stepping from engine.
13 "	1	...	Porter slipped and fell.
15 "	1	...	Crane contractor's man jammed between draw hooks.
16 "	1	...	Porter injured taking staff from driver.
17 "	1	...	...	...	...	...	Woman passed from one car to another, train in motion.
17 "	1	...	...	...	...	...	Woman attempted to join train in motion.
17 "	1	...	...	...	...	...	Boy fell between train and platform.
18 "	1	...	Guard came in contact with signal post.
19 "	1	...	Man run over.
19 "	1	...	...	...	...	...	Man left train before it reached the platform.
21 "	1	...	...	...	...	...	Slipped and fell on platform.
22 "	1	...	Porter injured passing from one car to another.
23 "	1	...	...	...	...	...	Woman left train in motion.
25 "	1	...	Shunter sprained his ankle getting off an engine.
28 "	1	...	Guard fell between train and platform.
28 "	1	...	Shunter's hand crushed while coupling trucks.
4 Aug..	1	...	Guard sprained his ankle getting off the brake-van.
5 "	1	...	Man run over.
6 "	1	...	Man run over.
7 "	1	...	Case slipped and slightly injured the carter.
8 "	1	...	School pupil attempted to get on rod of waggon.
9 "	1	...	Man run over.
9 "	1	...	Guard fell into ash-pit.
11 "	1	...	Fettler injured by trolley coming into collision with a tricycle.
12 "	1	...	Porter sustained scalp wound while shunting.
14 "	1	...	Porter injured unloading rail.
17 "	1	...	...	...	...	...	Woman left train in motion.
18 "	1	...	...	...	...	...	Man left train in motion.
20 "	1	...	...	...	...	...	Attempted to join train in motion.
20 "	1	...	...	...	...	...	Attempted to join train in motion.
30 "	1	...	Man run over.
4 Sept..	1	...	Injured by horse when receiving wool from team.
6 "	1	...	Porter's heel crushed while shunting.
6 "	1	...	Knocked down by a train.
7 "	1	...	...	...	...	...	Woman fell from station platform.
7 "	1	...	...	...	...	...	Woman attempted to join train in motion.
8 "	1	...	...	...	...	...	Woman fell down steps of overhead bridge.
13 "	1	...	Woman fell off platform.
14 "	1	...	Crane contractor caught between buffers.
21 "	1	...	Drayman's leg broken whilst loading potatoes.
27 "	1	...	Shunter injured through hand-rope of brake-van breaking.
2 Oct..	1	...	Boy run over by passenger train.
12 "	1	...	...	...	...	...	Prisoner jumped from train in motion.
12 "	1	...	...	...	...	...	Left train in motion.
15 "	1	...	...	...	...	...	Man attempted to join train in motion.
20 "	1	...	Labourer crushed by bale falling when unshooting wool.
21 "	1	...	Driver struck by passing train.
27 "	1	...	Porter fell off a stool.
31 "	1	...	Guard thrown against brake-van by movement of train.
1 Nov..	1	...	Drayman's leg broken assisting to unload goods.
2 "	1	...	Porter injured unloading timber.
3 "	1	...	Guard knocked off platform of car by a passenger.
7 "	1	...	Shunter fell over points and was struck by engine.
8 "	1	...	Porter sprained wrist when loading goods.
9 "	1	...	Shunter injured pinning down brakes.
11 "	1	...	...	...	...	...	Fingers jammed by a carriage-door.
11 "	1	...	Fell into waterway.
13 "	1	...	...	...	...	...	Fell when crossing the line.
16 "	1	...	Shunter jammed between engine and wharf.
18 "	1	...	Thrown down by sudden movement of van.
18 "	1	...	Carter injured by wool falling from his lorry.
19 "	1	...	Killed while crossing the line.
25 "	1	...	Porter fell from truck while loading wool.
27 "	1	...	...	...	...	...	Chinaman jumped from train in motion.
28 "	1	...	Foot run over by waggon.
24 "	2	...	Two children injured by waggons going over stop-blocks.
29 "	1	...	Guard injured by prop-stick breaking.
30 "	1	...	Shunter's hand jammed between shackle and draw-hook.
30 "	1	...	Boy killed by stack of sleepers falling on him.
1 Dec..	1	...	Porter injured when pinning down brakes.
5 "	1	...	...	...	...	...	Left train in motion.
6 "	1	...	...	...	...	...	Left train in motion.
7 "	1	...	Porter crushed between buffers.
9 "	1	...	Shunter fell in ash-pit.
12 "	1	...	Guard fell on platform.
14 "	1	...	...	...	...	...	Left train in motion.
15 "	1	...	Porter run over and killed.
15 "	2	...	Contractor's men thrown from bridge.
16 "	1	...	Porter's thumb fractured unlocking points.

APPENDIX XX—continued.

Date of Accident.	Passengers killed or injured.				Servants of the Department or of Contractors killed or injured.				Trespassers, &c.		Nature or cause of accident.
	Causes beyond their own control.		Their own misconduct or want of caution.		Causes beyond their own control.		Their own misconduct or want of caution.		Own want of caution.		
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	
1893.											
16 Dec...	1	...	...	Drayman fell from cart.
24 "...	1	...	...	Porter sprained his back lifting a heavy case.
27 "...	1	...	...	Ganger jumped off a truck of sleepers.
27 "...	1	...	...	A truck door fell on guard's toe.
1894.											
1 Jan...	1	...	...	...	...	...	...	Slightly injured by carriage seat.
2 "...	1	...	Woman knocked down at level crossing.
3 "...	1	...	Man run over.
4 "...	1	...	...	Porter injured fastening truck doors.
4 "...	1	...	...	Guard thrown from brake-van.
4 "...	1	...	...	Ganger fell from a trolley.
6 "...	1	...	...	...	...	...	...	Left train in motion.
6 "...	1	...	...	Porter's toe crushed through table falling on it.
8 "...	1	...	...	Shunter injured whilst spragging a truck.
17 "...	1	...	...	...	...	...	...	Left train in motion.
17 "...	1	...	...	Cleaner's foot run over by engine.
19 "...	1	...	...	Examiner crushed between car and platform.
21 "...	1	...	...	Conductor fell off train in motion.
23 "...	1	...	...	Porter's fingers crushed by a barrel falling on them.
25 "...	1	...	...	Porter fell when running to catch a train.
26 "...	1	...	...	Guard's thumb crushed by door of brake-van.
27 "...	1	...	...	Driver fell from his engine.
31 "...	1	...	...	...	...	...	Piece of wood fell from a passing train.
4 Feb...	1	...	Man fell down a cutting.
8 "...	1	...	Lad fell between train and platform.
8 "...	1	...	...	Porter injured moving heavy crate of goods.
11 "...	1	...	...	Fell from platform.
12 "...	1	...	...	...	...	...	...	Left train in motion.
12 "...	1	...	...	Porter's finger crushed whilst loading goods.
17 "...	1	...	Woman run over.
20 "...	1	...	...	...	...	...	...	Woman left train in motion.
23 "...	1	...	...	Porter injured when assisting to load horses.
23 "...	1	...	...	Guard crushed between the draw-hooks.
23 "...	1	...	...	Waggon examiner run over.
25 "...	1	...	...	Little girl found injured in shunting yard.
1 Mar...	1	...	...	Guard run over whilst shunting.
2 "...	1	...	...	Guard fell off a truck when shunting.
2 "...	1	...	...	Porter's finger crushed when coupling trucks.
7 "...	1	...	...	Porter's finger crushed when coupling trucks.
8 "...	1	...	...	...	...	...	...	Woman's finger crushed by carriage door.
8 "...	1	...	...	Shunter's hand crushed when coupling carriages.
8 "...	1	...	...	Porter crossing from one platform to another.
10 "...	1	...	...	Shunter's hand crushed when coupling carriages.
10 "...	1	...	...	Woman run over.
12 "...	1	...	...	Porter jumped from platform.
14 "...	1	...	...	Porter's finger crushed by tank.
14 "...	1	...	...	Wife of officer-in-charge fell off platform.
16 "...	1	...	...	Porter slipped and injured his ankle.
25 "...	1	...	...	...	...	...	...	Woman fell between car and platform.
26 "...	1	...	...	...	...	...	...	Woman's finger injured by carriage door.
4 April	1	...	...	Porter fell over a point-rod.
6 "...	1	...	...	Guard fell between brake-van and platform.
9 "...	1	...	...	...	...	...	...	Man fell between cars.
11 "...	1	...	...	...	...	...	...	Woman left train in motion.
12 "...	1	...	...	...	...	...	...	Fell between carriages and platform.
12 "...	1	...	Man struck by engine; slightly injured.
14 "...	1	...	...	...	...	...	...	Man fell from car platform.
16 "...	1	...	...	Sleeper fell on fetler's foot.
21 "...	1	...	Attempted to climb the crossing-gates and fell.
21 "...	1	...	Struck by interlocking lever.
24 "...	1	...	A piece of coal fell on boy's head.
25 "...	1	...	Man attempted to get upon waggon in motion.
26 "...	1	...	Crushed between platform and trucks.
27 "...	1	...	Guard's hand crushed between buffers.
28 "...	1	...	...	...	...	...	...	Drover fell from viaduct.
28 "...	1	...	Guard crushed between draw-hooks.
1 May...	1	...	Jammed between brake-van and truck.
2 "...	1	...	Woman found on line in an insensible condition.
7 "...	1	...	Man found unconscious in a culvert.
8 "...	1	...	Porter struck by buffer of truck.
12 "...	1	...	Shunter came in contact with point-handle.
14 "...	1	...	...	...	...	...	...	Man left train in motion.
15 "...	1	...	Porter injured by a truck when cleaning points.
18 "...	1	...	Guard thrown from brake-van.
21 "...	1	...	Man run over, supposed suicide.
25 "...	1	...	Porter slipped from ladder.
30 "...	1	...	...	...	...	...	...	Woman attempted to enter train in motion.
30 "...	1	...	Shunter came in contact with point-handle.
31 "...	1	...	...	...	...	...	...	Woman left train in motion.
1 June...	1	...	Man run over crossing the line.
1 "...	1	...	...	...	...	...	...	Woman left train in motion.
7 "...	1	...	Porter injured loading goods.
13 "...	1	...	Porter fell stepping from waggon to trolley.
18 "...	1	...	Porter injured unloading sheets.
23 "...	1	...	...	...	...	...	...	Left train in motion.
25 "...	1	...	Driver knocked off engine by signal-post.
26 "...	1	...	Porter's fingers crushed by crane.
30 "...	1	...	...	...	...	...	...	Woman fell assisting child into train.

APPENDIX XXI—continued.

Stations.	No. of hands employed including Station-masters.	Total Salaries and Wages Expenditure.		No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.		GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock.		Total Earnings, exclusive of Special Earnings.		Increase.	Decrease.	Stations.			
		1894.			1894.		Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks.	In. Trucks.	1894.		1893.							
		£	s. d.		£	s. d.											£	s. d.	£	s. d.				£	s. d.	£
Goulburn	36	3,674	0 3	21,000	14,019	0 4	23,246	25,623	2	7,103	316	218	7,347	114	160	32	36,097	18 1	50,066	18 5	60,926	14 5	10,839	15 11	Goulburn.	
Breadalbane	3	383	12 2	1,508	429	3 8	1,094	418					620		32		236	3 5	665	7 1	695	3 2	20	16 1	Breadalbane.	
Razorback	3	306	10 1	178	44	4 6	21	118									14	8	45	19 2	46	6 0	0	0 10	Razorback.	
Gunning	5	507	13 4	2,646	1,312	4 3	1,444	924					3,039	7	11	2	1,945	7 6	3,257	11 9	3,456	13 0	199	2 0	Gunning.	
Jerrawa	4	298	4 0	401	138	6 4	178	32					257				31	14 10	170	1 2	160	12 7	9	8 7	Jerrawa.	
Coolalie	4	8	9 1																							Coolalie.
Yass Junction	6	507	2 8	3,082	2,200	11 12	1,897	1,323					4,107	852	1		1,058	13 9	3,359	5 8	4,603	5 11	1,244	0 3	Yass Junction.	
Yass Township	2	169	4 9	6,660	1,414	4 6	911	1,544					1,698		1		4,405	0 7	5,819	5 1	4,761	7 6	1,037	17 7	Yass Township.	
Bowling	4	443	16 8	1,154	499	15 1	1,204	474					3,317		8		681	15 10	1,161	10 11	1,482	7 10	320	16 3	Bowling.	
Binalong	6	538	10 10	1,829	1,296	3 0	1,480	1,411					4,598		10		3,164	1 4	4,450	4 4	4,405	7 9	15	3 5	Binalong.	
Galong	2	282	18 7																							Galong.
Cunninggar	1	26	0 0	66	248	17 0	3,053	249					2,051		122		299	0 0	537	17 0	500	1 5	37	15 7	Cunninggar.	
Harden	10	1,137	8 6	6,856	2,932	2 11	1,093	1,320					2,018		31		2,039	13 6	4,991	16 5	5,200	7 8	308	10 10	Harden.	
Murrumburrah	4	395	15 6	4,256	1,245	0 10	8,965	8,407					293	8	67	4	7,233	7 9	8,484	8 7	8,200	11 6	283	17 1	Murrumburrah.	
Demondrille	2	327	6 6	425	70	12 5	897	89					303		81		85	13 1	155	10 6	141	8 2	15	2 4	Demondrille.	
Nubba	4	146	9 0	357	43	15 8	1,019	67					215		105		87	5 2	171	0 10	304	17 5	133	16 7	Nubba.	
Wallendbeen	5	509	3 8	1,677	601	19 1	2,245	743					2,359		63		926	12 7	1,528	11 8	1,684	3 2	155	11 6	Wallendbeen.	
Cootamundra	19	1,305	9 0	17,709	7,592	7 9	9,843	10,494					5,339	47	161	5	14,507	1 10	22,097	9 7	26,477	9 4	14,379	19 8	Cootamundra.	
Stockinbingal	1	70	1 8	431	183	12 7	1,111	373					1,058				351	15 6	483	8 1	488	8 1			Stockinbingal.	
Temora	2	296	8 6	2,824	2,641	12 7	8,759	4,408					10,694		33		11,702	18 0	14,344	10 7			14,344	10 7	Temora.	
Bethungra	6	415	14 0	1,513	422	19 8	1,910	615					1,155		3		303	0 0	726	0 6	1,034	15 4	303	14 10	Bethungra.	
Ilabo	2	290	1 8	721	198	5 11	1,652	225					1,527		12		182	19 0	381	4 11	813	1 0	431	16 1	Ilabo.	
Junee	23	2,106	13 10	8,765	6,139	10 6	3,396	3,236					3,822	1	100	14	4,181	7 11	10,320	18 5	14,877	14 8	4,556	16 3	Junee.	
Harefield	3	204	8 0	501	122	11 8	1,975	119					539		178	1	157	4 5	279	16 1	291	13 10	11	17 9	Harefield.	
Bomen	2	171	4 0	323	154	13 8	1,305	75					169				105	9 10	260	3 1	222	12 11	37	10 2	Bomen.	
Wagga Wagga	14	1,277	8 5	9,983	8,103	0 10	15,937	12,301					9,018	450	252	26	22,185	8 2	30,243	9 0	32,783	2 1	2,539	18 1	Wagga Wagga.	
Urquinty	2	244	17 4	1,345	218	8 2	3,442	212					1,674		262		139	8 3	357	16 5	409	2 5	51	5 11	Urquinty.	
The Rock	5	449	8 0	1,875	537	3 5	1,388	681					2,363		25		818	11 10	1,355	15 3	1,674	8 8	318	13 5	The Rock.	
Yerong Creek	2	249	13 4	1,841	759	19 4	2,143	477					3,146		8		540	3 8	1,291	3 0	1,925	6 8	634	3 8	Yerong Creek.	
Henty	1	180	0 0	1,330	536	4 10	2,556	477					806				771	16 8	1,303	1 6	1,734	10 7	426	9 1	Henty.	
Culcairn	5	471	4 6	3,354	1,512	6 2	4,160	842					3,973		38	1	942	5 2	2,454	11 4	3,775	12 0	1,321	0 8	Culcairn.	
Walla Walla																										Walla Walla.
Burrumbuttock	1	0	10 0																							Burrumbuttock.
Brocklesby	1	101	0 0	455	231	2 10	4,147	486					2,330		1	1	81	6 9	312	9 7	214	3 6	98	6 1	Brocklesby.	
Corowa	2	266	5 0	1,420	1,181	9 6	6,282	1,204					2,113		2	2	2,288	15 11	3,470	5 5	2,209	5 3	1,262	0 2	Corowa.	
Gerogery	10	488	4 0	1,291	390	7 0	677	236					228		15		336	0 0	748	7 0	859	0 7	110	13 7	Gerogery.	
Yamba	2	145	0 6	873	278	13 7	1,537	103					36		21		117	12 10	395	11 5	538	5 10	141	14 5	Yamba.	
Albury	25	2,461	15 2	18,866	11,680	5 1	11,234	15,113					20,650		27		14,078	0 0	25,758	5 1	31,623	2 6	8,969	17 5	Albury.	
Tarago	6	419	3 6	2,855	1,932	5 9	2,736	1,650					1,120		55		1,234	16 3	3,167	2 0	3,764	10 6	597	8 6	Tarago.	
Bungendore	8	260	7 8	1,847	1,592	11 10	904	1,073					2,423		6		3,063	1 6	4,690	13 4	7,222	0 10	3,161	7 6	Bungendore.	
Queanbeyan	13	503	16 8	2,066	1,901	14 7	2,360	1,962					4,633		78		3,057	12 3	4,959	6 10	6,613	7 10	1,654	1 0	Queanbeyan.	
Michelago	7	221	19 4	970	606	6 0	1,029	753					2,309		43		587	1 1	993	7 1	1,350	9 4	357	2 3	Michelago.	
Cooma	3	504	10 0	4,167	4,376	10 11	2,102	3,191					9,059		10	1	7,753	10 4	12,130	1 8	15,181	2 0	3,051	0 9	Cooma.	
Coolac	9	302	15 7	1,741	549	15 8	947	655					648				1,107	3 8	764	3 8	1,519	7 4	205	8 0	Coolac.	
Gundagai	4	425	18 4	3,255	3,463	18 11	4,577	3,500					5,238		6		10,844	16 2	14,398	15 1	16,987	16 10	2,673	1 9	Gundagai.	
Young	19	858	11 3	9,798	4,978	1 5	9,832	6,526					17,744		4		12,902	10 5	17,880	11 10	20,277	11 5	2,396	19 7	Young.	
Koorawatha	6	212	16 0	781	283	1 5	1,414	594					682		20		807	19 0	591	0 5	631	0 1	89	19 8	Koorawatha.	
Old Junee	4	235	12 8	781	216	15 3	9,846	492					2,840		152		627	0 9	843	16 0	1,312	13 11	468	17 11	Old Junee.	
Coolman	6	317	0 6	2,051	1,162	9 4	3,702	1,465					2,900		7		3,145	13 4	4,303	2 8	5,069	14 0	1,661	11 4	Coolman.	
Grong Grong	1	138	6 8	2,326	733	11 3	2,258	733					2,307		8		2,807	8 8	1,444	14 11	1,790	15 4	346	0 5	Grong Grong.	
Narrandera	9	814	5 8	6,927	5,421	0 3	11,843	8,225					19,322		34	70	11,941	12 11	17,362	13 2	19,406	12 7	2,043	19 5	Narrandera.	
Yanko	1	150	0 0	350	431	17 6	1,033	209					1,528		22		282	0 2	768	17 8	555	12 4	208	5 4	Yanko.	
Whitton	4	319	10 2	1,429	1,542	10 9	2,177	1,161					7,142		5		3,160	12 7	4,703							

APPENDIX XXI—continued.

Stations.	No. of bands employed including Station-masters.	Total Salaries and Wages Expenditure.		No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW AND CHAFF.		Revenue from Goods and Live Stock.	Total Earnings, exclusive of Special Earnings.			Increase.	Decrease.	Stations.				
		1894.				1894.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks.		In. Trucks.	1894.	1894.							
		£	s. d.																£				s. d.	£	s. d.	£	s. d.
Hay	5	490	18 0	3,466	5,142	5 24	3,584	4,768	.....	472	.....	503	3,773	163	2	64	12,835	11 2	18,037	16 5 1/2	20,301	3 4 1/2	2,283	6 11	Hay.
Morundah	3	142	12 6	1,891	1,082	19 9	4,090	655	.....	6	.....	174	3,140	.....	103	1	600	4 4	1,083	4 1	1,753	17 9	70	13 8	Morundah.
Jerilderie	1	251	3 0	1,127	1,600	1 4	12,063	3,005	.....	89	.....	247	5,833	.....	8	52	6,378	0 4	7,878	1 8	7,719	2 4	158	19 4	Jerilderie.
Erskineville	6	741	19 5	132,728	2,550	4 6	.....	17	.....	.....	.....	.....	.....	.....	.....	.....	1 17	8	2,652	1 9	2,265	16 5	403	14 8	Erskineville.
St. Peter's	7	865	12 5	142,904	2,897	6 4	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	5 2	3	2,902	8 7	3,335	19 11 1/2	433	11 4 1/2	St. Peter's.
Marrickville	14	1,584	9 9	356,478	3,842	13 5 1/2	1,730	6,253	157	21,130	63	2,718	.....	.....	1	19	4,440	2 8	8,282	16 1 1/2	10,381	8 5	2,093	12 3 1/2	Marrickville.
Tempe	7	648	7 6	67,519	2,447	17 0	27	1,137	.....	648	83	2,416	.....	.....	1	38	800	16 5	2,803	13 5	3,204	2 0 1/2	455	9 1 1/2	Tempe.
Arncliffe	7	934	13 4	108,928	4,016	0 1 1/2	273	1,254	.....	507	89	1,597	.....	.....	35	.....	513	0 6	4,520	9 7 1/2	4,891	6 8 1/2	361	17 1	Arncliffe.
Rockdale	9	806	19 10	162,650	7,832	14 6	178	5,095	.....	1,115	.....	30	.....	.....	41	.....	761	11 4	8,094	5 10	8,318	10 6 1/2	224	4 8 1/2	Rockdale.
Kogarah	8	629	5 10	117,457	6,649	5 10	101	2,671	.....	759	.....	.....	.....	.....	1	51	448	19 7	7,098	4 10	7,125	0 4	26	15 6	Kogarah.
Carlton	4	514	7 3	41,581	2,162	11 3	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	0 6	0	2,162	17 10	2,071	14 5	91	3 5	Carlton.
Hurstville	13	1,452	14 9	84,962	4,637	16 8	11,009	3,889	54	1,780	.....	10	.....	.....	.....	48	1,189	1 4	5,826	18 0	7,413	19 1	1,587	1 1	Hurstville.
Penshurst	3	299	0 4	13,585	953	3 10	1	12	.....	.....	.....	.....	.....	.....	.....	.....	3 17	8	937	1 0	611	18 5	345	5 1	Penshurst.
Oatley	2	130	2 2	5,691	378	3 7	80	38	.....	.....	.....	.....	.....	.....	.....	.....	5 3	3	333	11 10	266	16 11	116	14 11	Oatley.
Como	4	586	5 1	6,296	347	7 0	12	33	.....	.....	.....	.....	.....	.....	.....	.....	23	4	333	11 4	272	9 6	61	1 10	Como.
Sutherland	4	430	2 0	16,447	1,134	7 5	2,583	1,079	.....	.....	.....	.....	.....	.....	.....	.....	327	19 2	1,462	6 7	1,217	0 8	245	5 11	Sutherland.
Heathcote	2	148	6 8	2,064	157	9 9	2,250	57	.....	259	283	.....	.....	.....	.....	.....	57	2	314	12 2	231	5 6	.....	.....	Heathcote.
Waterfall	4	461	13 7	7,861	85	14 6	3	45	.....	.....	.....	.....	.....	.....	.....	.....	8 10	0	85	4 6	87	5 10	7	18 8	Waterfall.
Helensburgh	4	492	13 6	7,756	1,144	3 0	3,910	3,713	82,059	12	23	.....	.....	.....	.....	.....	473	13 4	1,618	1 4	1,851	16 9	233	15 5	Helensburgh.
Oxford	3	326	3 4	2,881	298	7 10	1,741	422	.....	.....	.....	.....	.....	.....	.....	.....	86	17 6	935	5 4	317	1 4	63	4 0	Oxford.
Clifton	2	165	4 0	3,765	411	12 4	2	165	.....	.....	.....	.....	.....	.....	.....	.....	80	7 1	500	19 5	553	17 2	.....	.....	Clifton.
South Clifton	7	443	2 0	4,310	456	2 7	491	764	81,511	13	.....	23	.....	.....	.....	.....	316	12 0	772	14 7	863	14 9	.....	.....	South Clifton.
Austintown	2	Austintown.
Thirroul	1	87	17 1	2,900	239	5 0	51	169	.....	51	.....	.....	.....	.....	.....	.....	92	2 9	351	7 9	471	12 9	.....	.....	Thirroul.
Bull	5	533	4 2	11,753	1,561	15 5	952	1,789	6,429	284	56	.....	.....	.....	.....	.....	1,259	19 7	2,821	15 0	4,806	5 11	1,984	10 11	Bull.
Bellambi	2	225	9 2	4,123	484	19 11	227	1,091	9,167	31	145	30	.....	.....	.....	.....	242	14 8	727	14 7	699	6 10	23	7 9	Bellambi.
Corrimal	1	150	0 0	3,718	416	17 3	205	250	9,330	.....	.....	.....	.....	.....	.....	.....	1,511	18 5	1,923	15 8	1,624	9 5	304	6 3	Corrimal.
Wollongong	18	1,638	3 9	20,119	4,623	9 2	1,343	3,863	7,926	.....	573	2,603	.....	.....	.....	.....	3,752	4 8	8,375	13 10	7,074	15 4	700	18 6	Wollongong.
Unanderra	3	163	4 0	3,944	635	3 4	1,830	2,013	2,110	9,446	3,120	.....	.....	.....	.....	.....	522	0 2	1,167	3 6	1,267	11 2	110	7 8	Unanderra.
Dapto	7	281	15 7	4,314	941	9 9	919	1,008	.....	139	.....	25	.....	.....	.....	.....	410	6 7	1,051	16 4	1,117	12 10	.....	.....	Dapto.
Albion Park	3	237	8 0	3,785	831	6 0	5,357	1,832	.....	270	48	.....	.....	.....	.....	.....	752	14 6	1,584	0 6	1,728	18 4	.....	.....	Albion Park.
Shellharbour	4	126	14 0	2,880	599	17 6	413	306	.....	440	7	8	.....	.....	.....	.....	314	9 11	944	7 5	1,009	14 11	65	7 6	Shellharbour.
North Kiama	10	16	9 8	72	22	13 0	1	4	.....	.....	.....	.....	.....	.....	.....	.....	335	15 0	323	8 0	9,980	15 7	9,652	7 7	North Kiama.
Kiama	6	492	4 6	11,005	2,796	6 4	3,358	1,882	.....	1,441	1,448	.....	.....	.....	.....	.....	1,614	11 6	4,440	17 10	415	1 2	4,025	16 8	Kiama.
Gerringong	2	113	9 8	4,843	587	6 3	1,050	678	.....	200	.....	40	.....	.....	.....	.....	040	13 4	1,227	19 7	.....	.....	1,227	19 7	Gerringong.
Berry	5	141	13 7	7,437	1,929	5 0	1,274	690	.....	516	.....	69	.....	.....	.....	.....	715	2 9	2,344	7 9	217	14 1	2,126	13 8	Berry.
Nowra	2	272	1 6	3,113	3,147	10 0	832	1,784	.....	448	23	156	.....	.....	.....	.....	630	13 5	3,803	3 5	388	6 9	3,419	16 8	Nowra.
Camden	2	273	19 6	7,002	1,740	7 10	4,582	3,345	.....	443	.....	8	.....	.....	.....	.....	1,836	9 5	3,626	17 3	3,921	6 7	294	9 4	Camden.
Mendow Bank	3	227	9 1	11,387	706	11 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	796	11 4	745	2 9	51	8 7	Mendow Bank.
Ryde	6	616	8 9	13,973	1,147	3 11	458	1,792	.....	7	1,290	1,386	64	.....	.....	.....	591	15 1	1,738	19 0	2,104	16 8	365	17 8	Ryde.
Eastwood	3	258	11 8	1,2540	814	8 0	1,745	1,295	.....	24	.....	43	.....	.....	.....	.....	341	1 1 1/2	1,155	9 11	1,269	11 3	114	1 4	Eastwood.
Carlingford	3	405	8 1	13,302	1,288	0 7	1,944	2,180	.....	29	.....	17	.....	.....	.....	.....	405	17 5	1,633	18 0	1,374	2 6	319	15 7	Carlingford.
Beecroft	1	159	11 2	8,973	709	15 6	156	984	.....	19	.....	43	.....	.....	.....	.....	167	0 9	876	16 2	770	1 7	106	14 8	Beecroft.
Thornleigh	2	215	12 6	8,599	717	15 5	3,912	3,506	.....	47	.....	206	.....	.....	.....	.....	713	3 11	1,430	19 4	1,197	5 10	233	13 6	Thornleigh.
Hornsby	11	856	14 5	25,339	1,457	4 3	1,244	3,558	.....	24	.....	117	.....	.....	.....	.....	557	13 9	2,014	18 0	1,680	10 1	334	7 11	Hornsby.
Cowan	2	274	15 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Cowan.
Turrumurra	1	56	0 0	15,025	891	16 8	1,333	3,089	.....	46	.....	239	.....	.....	.....	.....	10	5 9	902	2 5	.....	.....	902	2 5	Turrumurra.
Pymble	2	113	2 0	16,943	733	2 3	1,133	2,739	.....	41	.....	390	.....	.....	.....	.....	361	11 0	1,094	13 3	1,109	13 1	.....	.....	Pymble.
Gordon	2	229	11 6	11,063	613	19 2	1,036	1,017	.....	22	.....	222	.....	.....	.....	.....	144	7 1	753	6 3	1,257	13 8	758	6 3	Gordon.
Chatswood	1	160	0 0	36,012	1,856	11 2	142	1,451	.....	.....	1,352	465	.....	.....	.....	.....	818	3 9	2,174	14 11	1,237	9 3	917	5 8	Chatswood.
St. Leonards	4	26																								

APPENDIX XXI—continued.

Stations.	No. of hands employed including Station-masters.	Total Salaries and Wages Expenditure.			No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.		GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock.			Total Earnings, exclusive of Special Earnings.		Increase.	Decrease.	Stations.
		1894.	1894.	1894.		1894.	1894.	1894.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks.	In. Trucks.	1894.	1894.	1893.	1894.				1894.
Parramatta	18	2,471 3 2	208,702	10,301 18 10	11,757	18,840	29	5,302	339	294	3	47	31	570	5,875 13 0	22,177 11 10	21,350 10 2	117 13 8	2,131 18 4	Parramatta.					
Wentworthville	2	840 14 9	5,625	311 5 9	770	935		15	1,209	12			7	242 1 10	553 7 7	435 13 11	149 0 8		Wentworthville.						
Seven Hills	4	652 7 0	9,636	497 2 3	5,603	1,096		13	2,364	215			5	477 7 0	1,234 9 3	1,125 8 7			Seven Hills.						
Blacktown	7	996 13 7	10,409	1,021 18 3	8,799	1,328		26		582	12		6	2,304 3 9	3,916 2 0	4,596 3 9		680 1 9	Blacktown.						
Rooty Hill	5	651 0 8	8,935	1,276 0 8	17,134	1,322		65		195			6	593 10 8	1,874 11 4	2,168 5 4		283 14 0	Rooty Hill.						
Mount Druitt	1	130 0 0	2,392	334 13 3	1,711	233							2	85 18 4	420 11 7	390 10 2		30 1 5	Mount Druitt.						
St. Mary's	5	609 11 5	3,062	1,333 14 9	18,279	4,371	13	560		235	3		10	1,745 5 6	3,030 9 3	3,504 2 0		424 1 9	St. Mary's.						
Kingswood	4	423 5 5	1,468	187 7 1	9,061	207		36		17			2	120 1 0	307 8 1	994 1 0		86 12 11	Kingswood.						
Penrith	26	2,255 7 9	15,724	4,005 2 2	6,330	3,733	8	1,137		147	4		63	2,243 13 8	6,253 15 10	8,411 15 11		2,158 0 1	Penrith.						
Emu Plains	4	522 2 4	2,277	481 6 1	699	584		265	29,062				18	544 2 7	1,025 8 8	907 10 11		117 17 9	Emu Plains.						
Glenbrook	4	346 0 0	1,123	260 7 8	62	78								49 14 3	250 1 11	1,213 5 7		963 3 8	Glenbrook.						
Springwood	7	418 12 9	3,520	327 7 8	249	1,331		163		87			1	600 13 7	1,423 1 3	1,515 9 0		117 7 9	Springwood.						
Linden	3	287 0 0	618	127 0 3	19	170		59						52 2 6	179 2 9	198 4 10		19 2 1	Linden.						
Lawson	4	444 0 3	5,080	679 6 0	72	714		160					7	382 16 11	1,062 2 11	1,814 7 9		232 4 16	Lawson.						
Wentworth Falls	4	425 14 6	2,932	544 19 10	41	845		155		11			12	450 2 2	995 2 0	1,270 11 10		275 9 10	Wentworth Falls.						
Katoomba	3	833 5 0	9,790	2,082 1 8	472	2,833	11,460	702					1	584 2 7	6,491 8 4	9,453 7 11		2,961 19 7	Katoomba.						
Blackheath	6	487 1 11	5,590	1,068 18 8	285	2,068		468					35	1,160 0 1	2,168 18 9	2,252 8 2		88 9 5	Blackheath.						
Mount Victoria	8	908 11 4	6,032	2,009 13 2	241	904		367	6		451		1	824 14 0	2,894 7 2	2,923 19 0		29 11 10	Mount Victoria.						
Hartley Vale	2	140 0 0	857	281 11 4	1,568	1,293	6,164						5	4,147 1 4	4,428 12 8	1,352 10 5	3,076 2 3		Hartley Vale.						
Bell	3	421 15 0	507	157 9 2	163	105		13		99	6		2	128 9 0	283 19 1	272 15 4		11 3 9	Bell.						
Clarence Siding	3	361 4 3	519	73 9 2	593	183		51		89			11	36 5 10	160 15 0	178 15 11		69 0 11	Clarence Siding.						
Zig Zag	4	531 11 9	94	19 2 5										19 2 5	11 12 0			7 9 5	Zig Zag.						
Esbank	24	2,841 9 5	4,355	1,872 8 4	3,983	6,253	70,161	1,200	418	1,637			5	7,420 13 3	9,293 1 7	9,945 16 2		652 14 7	Esbank.						
Lithgow	3	287 8 2	3,054	1,020 5 6										1,020 5 6	1,321 14 1			301 8 7	Lithgow.						
Bowenfels	5	574 14 6	1,358	541 19 5	565	776	1,203	55	60				6	765 10 6	1,897 9 11	1,319 12 3		12 2 4	Bowenfels.						
Wallerawang	13	1,544 18 1	5,506	1,877 8 0	10,114	1,033	4,503	706	46	1,198			5	1,433 5 8	3,810 13 8	3,764 10 10		453 17 2	Wallerawang.						
Rydal	5	594 1 2	1,709	489 12 1	610	289	6	2,589	278				8	842 17 2	1,332 4 8	995 4 11	426 19 9		Rydal.						
Tarana	4	481 6 6	1,852	770 17 9	1,373	698		28		187			52	767 0 2	1,546 17 11	1,794 9 7		247 11 8	Tarana.						
Locksley	3	270 0 0	683	143 12 9	910	49				93			52	31 1 9	179 14 6	180 5 7		0 11 1	Locksley.						
Brownlie	4	442 16 2	1,523	334 14 1	3,459	265		161	43	537			8	372 19 10	707 13 11	784 0 11		76 7 0	Brownlie.						
Raglan	4	415 5 6	732	156 16 2	1,085	172		83						92 5 6	249 1 8	359 9 5		110 7 9	Raglan.						
Kelso	4	522 4 9	655	570 11 0	6,050	1,203		207		8				2,766 3 11	3,330 14 11	4,257 11 2		920 16 3	Kelso.						
Bathurst	30	3,803 6 5	21,865	11,591 3 7	17,194	20,273	71	11,870	245	112	2,970	1,251	6	26,238 5 2	37,859 8 9	39,542 8 0		1,682 19 3	Bathurst.						
Perth	6	310 17 0	2,987	497 5 1	4,959	795		113	755				1	1,618 3 5	1,515 8 6	1,471 17 11	43 10 7		Perth.						
George's Plains	3	450 10 8	1,016	583 7 4	2,816	163		12	12					107 16 7	491 3 11	533 14 4		42 10 5	George's Plains.						
Wimbledon	3	309 4 0	1,075	173 2 9	785	113				292				97 2 4	270 5 1	275 19 10		5 14 9	Wimbledon.						
Newbridge	6	499 11 3	4,184	1,089 12 8	4,188	1,304		41	30				2	1,795 9 6	2,885 2 2	2,910 6 2		25 4 0	Newbridge.						
Blayney	14	1,075 9 6	7,634	3,334 2 10	4,496	2,049		396	11	21			2	2,692 16 10	6,036 19 8	6,019 1 4		582 1 8	Blayney.						
Milthorpe	9	624 8 0	4,375	1,096 18 9	8,838	1,988		2,203	59	397			1	2,532 13 8	3,629 17 0	3,345 2 0	284 15 0		Milthorpe.						
Spring Hill	19	540 4 4	3,379	650 2 4	5,192	1,479		3,823	292	59				2,776 19 4	3,327 1 8	2,263 19 7	1,058 2 1		Spring Hill.						
Orange	22	2,172 10 9	28,308	10,870 10 6	14,429	14,831		3,953	165	374			2	18,344 19 2	23,715 0 8	33,905 10 3		4,190 0 7	Orange.						
Mullion Creek	5	324 12 0	1,005	159 17 6	1,598	169		62	6	665				126 0 2	235 17 8	332 15 11		46 18 3	Mullion Creek.						
Kerr's Creek	3	278 0 4	561	134 8 3	482	47				8				25 10 3	199 18 6	196 8 6		36 10 0	Kerr's Creek.						
Warne	1	236 10 8	1,264	332 17 4	815	211							2	195 10 9	578 17 1	537 1 0		8 3 11	Warne.						
Store Creek	1	37 13 1														154 10 10			Store Creek.						
Stuart Town	4	345 11 6	2,010	655 8 3	253	655		8	5	25			1	769 8 4	1,424 16 7	1,381 9 4		456 12 9	Stuart Town.						
Mumbil	3	298 4 0	966	210 18 1	1,423	190								482 11 9	512 12 1			30 0 4	Mumbil.						
Dripstone	1	264 13 4	793	190 17 8	1,211	156								176 6 7	367 4 3	330 13 10		13 9 7	Dripstone.						
Mary Vale	6	381 15 4	788	202 13 0	2,367	178		4						303 17 7	506 10 7	474 8 11	32 1 8		Mary Vale.						
Wellington	16	1,028 19 8	5,633	4,068 7 7	6,355	5,166		118	414				2	9,818 5 5	13,826 13 0	12,746 7 9	1,140 5 2		Wellington.						
Gourie	1	229 2 3	919	202 10 7	1,459	183		85	158				4	152 19 1	355 9 8	630 12 0		275 2 4	Gourie.						
Murrumbidgee	4	306 3 0	1,440	367 14 3	2,249	155								141 6 3	509 0 6	796 3 7		287 3 1	Murrumbidgee.						
Dubbo	23	2,364 17 6	15,068	10,141 17 0	9,278	9,929	60	862	8				22	25,764 12 11	35,906 9 11	41,490 19 3		5,584 9 4	Dubbo.						
Narromine	6	423 5 2	2,974	1,630 9 2	4,888	1,655								5,134 13 4	6,765 2 6	7,225 16 0		460 14 0	Narromine.						
Trangie	3	322 19 0	2,311	1,751 11 5	3,136	1,440								3,253 9 2	5,010 0 7	6,988 0 6		975 19 11	Trangie.						
Nevertire	5	668 6 8	4,305	5,773 12 5	8,473	3,893		12		33				10,133 1 9	15,906 14 2	18,058 16 6		2,147 2 4	Nevertire.						

APPENDIX XXI—continued.

Stations.	No. of hands employed including Station-masters.	Total Salaries and Wages Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock.	Total Earnings, exclusive of Special Earnings.		Increase.	Decrease.	Stations.	
					1894.	1894.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.		Out. Trucks.	In. Trucks.				1894.	1894.	1893.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Mullengudgery	1	15 8 4	.....	5,514 9 7 ⁵	3,698	3,817	.....	70	40	576	11,197	405	16	19	6,683 18 5	15,501 8 0 ¹	480 15 1	.....	480 15 1	Mullengudgery.
Nyngah	13	953 5 4	5,061	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Nyngah.
Bobby Mountain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Bobby Mount'n.
Gobar	2	197 5 0	2,718	3,148 2 5	1,522	2,013	.....	.....	.....	.....	.....	.....	.....	.....	10,471 5 0	13,619 7 5	374 1 7	.....	374 1 7	Gobar.
Grillanbone	3	259 15 11	702	625 17 7	1,167	683	.....	.....	.....	.....	.....	.....	.....	.....	1,493 14 7	2,124 12 2	10,886 0 2	.....	10,886 0 2	Grillanbone.
Coolabah	2	190 10 0	664	752 14 7	682	323	.....	.....	.....	.....	.....	.....	.....	.....	633 9 5	1,441 4 0	2,602 10 5	.....	2,602 10 5	Coolabah.
Byrock	5	279 19 8	2,168	3,021 11 0	4,752	1,081	.....	.....	.....	.....	.....	.....	.....	.....	3,824 14 3	6,816 5 8	6,756 12 5	89 12 10	.....	Byrock.
Bourke	12	1,553 17 1	7,579	12,497 10 11	19,077	17,407	.....	.....	.....	.....	.....	.....	.....	.....	47,301 8 0	59,501 19 5	73,113 17 5 ⁴	.....	73,113 17 5 ⁴	Bourke.
Riverstone	3	447 5 8	3,813	1,340 6 9	30,093	2,348	.....	.....	.....	.....	.....	.....	.....	.....	31,484 8 1	32,793 14 10	20,654 0 4	12,079 14 6	.....	Riverstone.
Mulgrave	1	170 15 0	1,918	344 4 0	11,855	730	.....	.....	.....	.....	.....	.....	.....	.....	154 5 4	403 9 4	607 2 5	.....	607 2 5	Mulgrave.
Windoor	5	493 0 2	12,383	2,250 2 9	5,047	4,841	.....	.....	.....	.....	.....	.....	.....	.....	2,484 1 2	4,774 3 11	4,862 9 8	.....	4,862 9 8	Windoor.
Carendon	1	189 0 0	1,206	181 1 10	151	82	.....	.....	.....	.....	.....	.....	.....	.....	91 7 3	275 0 1	523 3 10	.....	523 3 10	Carendon.
Richmond	7	521 11 9	11,026	2,765 10 9	10,594	4,912	.....	.....	.....	.....	.....	.....	.....	.....	1,915 0 3	4,633 11 0	5,275 4 1	.....	5,275 4 1	Richmond.
Carcoar	4	194 12 8	1,437	680 18 5	923	1,930	.....	.....	.....	.....	.....	.....	.....	.....	1,334 13 11	2,015 12 4	2,106 3 4	.....	2,106 3 4	Carcoar.
Mandurama	2	178 11 0	1,071	381 14 11	791	453	.....	.....	.....	.....	.....	.....	.....	.....	901 11 0	1,233 5 11	1,108 15 9	124 10 2	.....	Mandurama.
Lynhurst	3	198 16 9	1,322	275 13 10	1,851	201	.....	.....	.....	.....	.....	.....	.....	.....	442 5 6	717 19 4	807 16 1	.....	807 16 1	Lynhurst.
Woodstock	4	258 8 0	1,770	719 9 3	2,235	690	.....	.....	.....	.....	.....	.....	.....	.....	1,196 16 0	1,816 5 3	2,044 6 0	.....	2,044 6 0	Woodstock.
Cowa	12	828 9 3	4,929	3,542 14 4	7,531	4,500	.....	.....	.....	.....	.....	.....	.....	.....	13,223 13 1	16,760 0 6	22,597 7 11	.....	22,597 7 11	Cowa.
Borenore	2	325 9 3	1,422	310 0 7	4,906	835	.....	.....	.....	.....	.....	.....	.....	.....	1,641 3 4	1,934 3 11	3,898 17 10	.....	3,898 17 10	Borenore.
Molong	5	593 5 4	5,403	4,112 8 1	18,438	11,781	.....	.....	.....	.....	.....	.....	.....	.....	17,908 12 3	22,021 0 4	23,348 9 11 ¹	.....	23,348 9 11 ¹	Molong.
Manildra	1	40 0 0	418	217 12 3	618	115	.....	.....	.....	.....	.....	.....	.....	.....	99 2 5	310 14 8	.....	.....	310 14 8	Manildra.
Bumberry	1	51 11 0	5,718	2,782 19 0	933	1,854	.....	.....	.....	.....	.....	.....	.....	.....	6,282 13 11	9,045 12 11	.....	.....	9,045 12 11	Bumberry.
Parkes	6	310 9 4	Parkes.
Forbes	5	315 8 11	3,247	2,763 4 5	665	1,796	.....	.....	.....	.....	.....	.....	.....	.....	6,570 9 1	9,338 13 6	.....	.....	9,338 13 6	Forbes.
Piper's Flat	2	285 5 10	384	95 8 5	223	757	.....	.....	.....	.....	.....	.....	.....	.....	740 19 1	876 7 6	1,189 16 3	.....	1,189 16 3	Piper's Flat.
Capertee	5	227 15 7	542	322 3 0	1,611	603	.....	.....	.....	.....	.....	.....	.....	.....	730 8 9	1,062 10 9	983 9 11	69 6 10	.....	Capertee.
Rylstone	12	410 6 0	1,717	1,344 2 9	1,088	1,080	.....	.....	.....	.....	.....	.....	.....	.....	1,692 16 3	3,036 19 0	3,511 5 1	.....	3,511 5 1	Rylstone.
Mudgee	15	960 10 8	5,474	6,018 17 6	10,864	5,673	.....	.....	.....	.....	.....	.....	.....	.....	17,472 1 10	23,491 19 4	28,895 1 0	.....	28,895 1 0	Mudgee.
Hawkesbury	4	458 0 4	3,519	693 13 2	665	768	.....	.....	.....	.....	.....	.....	.....	.....	255 10 11	954 4 1	1,199 3 4	.....	1,199 3 4	Hawkesbury.
Woy Woy	2	308 1 1	1,430	281 19 10	114	88	.....	.....	.....	.....	.....	.....	.....	.....	42 0 2	324 0 0	427 11 2	.....	427 11 2	Woy Woy.
Gosford	5	767 10 6	5,407	1,646 9 4	1,100	841	.....	.....	.....	.....	.....	.....	.....	.....	563 11 2	2,210 0 6	2,864 16 1	.....	2,864 16 1	Gosford.
Ourimbah	7	466 6 2	2,312	323 13 1	2,417	493	.....	.....	.....	.....	.....	.....	.....	.....	210 17 7	530 10 8	715 0 2	.....	715 0 2	Ourimbah.
Wyong	5	402 10 11	3,272	731 19 7	10,932	1,405	Wyong.
-Wyee	2	296 0 0	-Wyee.
Morrisett	3	843 13 4	2,834	510 1 6	5,451	630	.....	.....	.....	.....	.....	.....	.....	.....	239 2 7	749 4 1	744 12 3	.....	744 12 3	Morrisett.
Awaba	2	283 0 0	1,668	184 2 1 ⁴	2,983	119	.....	.....	.....	.....	.....	.....	.....	.....	84 11 1	238 13 2 ¹	307 8 8	.....	307 8 8	Awaba.
Fassifern	2	309 0 0	2,216	402 13 4	1,371	633	.....	.....	.....	.....	.....	.....	.....	.....	69 2 7	471 15 11	527 3 11 ⁴	.....	527 3 11 ⁴	Fassifern.
Teralba	4	430 13 8	9,476	397 9 6	603	635	.....	.....	.....	.....	.....	.....	.....	.....	820 6 5	1,127 15 11	1,169 11 8	.....	1,169 11 8	Teralba.
Cockle Creek	6	656 6 10	10,511	790 7 5 ⁴	582	2,342	333 1 7	1,132 9 0 ¹	1,123 11 4	63 17 3 ¹	63 17 3 ¹	Cockle Creek.
Adamstown	4	517 19 11	14,023	956 16 4	1,401	1,397	.....	.....	.....	.....	.....	.....	.....	.....	126 16 4	1,082 12 8	1,121 6 3 ¹	.....	1,121 6 3 ¹	Adamstown.
Broadmeadow	Broadmeadow.
Newcastle	136	17,899 2 8	77,110	22,780 1 1 ⁴	37,559	41,643	.....	.....	.....	.....	.....	.....	.....	.....	116,623 6 4	139,418 7 5 ¹	151,068 0 0 ¹	.....	151,068 0 0 ¹	Newcastle.
Honeysuckle Point	16	2,075 14 6	31,832	2,451 2 10 ¹	5,007	9,954	4,616 16 8	7,067 19 6 ¹	6,551 16 7	316 2 11 ¹	316 2 11 ¹	Honeysuckle P.
Bullock Island	43	6,162 13 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	140 11 6	140 11 6	123 4 3	.....	123 4 3	Bullock Island.
Hamilton	23	3,119 7 4	49,155	3,370 8 0 ¹	576	2,068	.....	.....	.....	.....	.....	.....	.....	.....	617 8 2	3,937 11 2 ¹	4,333 15 2 ¹	.....	4,333 15 2 ¹	Hamilton.
Hamilton Weighbridge	1	273 15 0	Hamilton W.
Waratah	11	1,388 10 11	37,136	2,726 15 9 ⁴	924	4,378	.....	.....	.....	.....	.....	.....	.....	.....	327 8 11	3,054 4 3 ¹	3,444 2 3	.....	3,444 2 3	Waratah.
Wallsend	5	752 15 1	424	69 10 0	1,640	4,163	.....	.....	.....	.....	.....	.....	.....	.....	891 0 5	960 10 5	2,218 17 6	.....	2,218 17 6	Wallsend.
Hexham	9	838 7 1	13,298	1,754 15 7	459	2,087	.....	.....	.....	.....	.....	.....	.....	.....	544 10 9	2,290 6 4	2,331 19 11	.....	2,331 19 11	Hexham.
Tarro	2	214 0 0	3,177	212 13 1	892	65	Tarro.
Thornton	2	Thornton.
East Maitland	13	1,250 12 3	85,431	3,073 13 6	2,122	1,742	.....	.....	.....	.....	.....	.....	.....	.....	875 5 2	4,851 3 8	5,796 6 0 ¹	.....	5,796 6 0 ¹	East Maitland.
Morpeth	12	1,448 10 10	13,653	1,464 5 10	9,017	15,515	39,011 1 0	40,475 7 4	35,819 16 6	4,655 19 10	4,655 19 10	Morpeth.
High-street	5	489 2 8	19,498	2,183 16 1	High-street.
West Maitland	29	2,967 9 8	31,960	8,412 19 0 ⁴	10,310	14,798	.....	.....	.....	.....	.....	.....	.....	.....	11,770 16 2	20,133 15 2 ¹	22,610 1 3 ¹	.....	22,610 1 3 ¹	West Maitland.

43

43

APPENDIX XXI—continued.

Table with columns: Stations, No. of hands employed including Station-masters, Total Salaries and Wages Expenditure, No. of Tickets issued, Revenue from Tickets and Coaching Traffic, GOODS (Out, In), COAL (Out, In), Other Minerals (Out, In), WOOL (Out, In), HAY, STRAW, AND CHAFF (Out, In), Revenue from Goods and Live Stock, Total Earnings, exclusive of Special Earnings (1894, 1893), Increase, Decrease, Stations.

APPENDIX XXII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Appointment of Railway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1893. SOLICITOR'S BRANCH.				
1 July 1894.	Thom, James Campbell	Solicitor for Railways	£1000 per annum	Transferred from Supernumerary Staff.
1 April	Harris, Thos. Wm.	Law clerk	£200 per annum	Transferred from Supernumerary Staff; position abolished on Supernumerary Staff.
1894. CHIEF ACCOUNTANT'S BRANCH.				
1 April	Wilkin, Frederick	Apprentice clerk	£50 per ann.	Transferred from Supernumerary Staff, vice A. Hill.
1 "	Solomons, Simeon	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff, vice P. Bell.
1 "	Bavister, Albert	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff, vice F. Waller.
1 May.	Roberts, Percy E.	Clerk	£236 per ann.	From Secretary's Branch, vice F. J. Viak.
1893. ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
1 July	Williamson, Robert	Labourer	7/6 per day	Reinstated.
1 "	Blinco, John	Sub-inspector	£230 per annum	Reinstated.
7 Aug.	Lindsay, Benjamin	Painter	9/- per day	Vice A. Flenting.
15 Sept.	McKay, Alexander	Boy	2/6 per day	Vice S. McKay.
19 Oct.	Douglas, Henry	Carpenter	11/- per day	From Interlocking Branch, vice J. West.
3 Nov.	Fawcett, William	Labourer	6/6 per day	Vice J. Curry.
1 Dec.	Gowans, James	Carpenter	11/- per day	From Interlocking Branch.
8 "	Furbanks, Ernest	Labourer	6/6 per day	Vice C. Robinson.
8 "	Perfect, Henry	Improver	7/- per day	From Interlocking Branch, vice W. Ncate.
22 "	Aitcheson, David	Carpenter	10/6 per day	From Interlocking Branch.
1894.				
5 Mar.	Offwood, Edward	Fettler	7/6 per day	From Tramways, vice T. T. Thompson.
1893. CHIEF MECHANICAL ENGINEER'S BRANCH.				
3 July	Harmon, William	Driver	14/- per day	Reinstated.
7 "	Logan, William	Apprentice	-/10 per day	Vice C. Martin.
14 "	Graham, F. A.	Timekeeper	£125 per annum	From Traffic Branch.
14 "	McGowan, T. K.	Fireman	9/- per day	From Ambulance Corps. Position retrenched.
17 "	Fyfe, James	Apprentice	-/10 per day	Vice J. Nelson.
18 "	Flint, Samuel	Apprentice	-/10 per day	Vice A. Spence.
18 "	Shaw, Edward	Apprentice	-/10 per day	Vice M. Colyer.
21 "	Law, Charles	Boy	2/3 per day	Vice S. Neale.
31 "	Jones, Thomas	Apprentice	-/10 per day	Vice D. Reid.
31 "	Morris, A. F.	Apprentice clerk	£40 per annum	From Traffic Branch.
21 Aug.	Miller, Fred	Cleaner	7/- per day	From Tramways. Exchanged with J. Day.
2 Oct.	George, James	Washer-out	8/- per day	From Traffic Branch.
9 "	Stuart, William M.	Watchman	9/- per day	From Traffic Branch.
25 "	Edwards, John	Gland packer	8/- per day	From Traffic Branch.
7 Nov.	Robinson, Henry	Cleaner	5/6 per day	From Tramways, vice J. Davis.
28 "	Freckleton, Bertram	Shop boy	2/- per day	From Tramways.
1894.				
8 Mar.	Dowling, John H.	Cleaner	6/- per day	From Tramways, vice W. Stevenson.
1 April.	Ward, E. E. W.	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff
1 "	Burns, Cuthbert	Junior clerk	£75 per ann.	Transferred from Supernumerary Staff
1 "	Finlay, David	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff
1 "	Holt, Ernest	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff
6 "	O'Brien, Mrs.	Upholstrass	4/- per day	Vice Mrs. McDougall.
1 June.	Scoular, Jno.	Draftsman	£312/10/- p. ann.	Transferred from Supernumerary Staff; position abolished on Supernumerary Staff.
1893. CHIEF TRAFFIC MANAGER'S BRANCH.				
1 July	Rowland, E. A.	Gatekeeper	Free house	Vice E. Rowland.
3 "	Price, James	Porter	7/- per day	Reinstated.
6 "	Knight, Mary	Gatekeeper	Free house	Vice M. O'Toole.
7 "	M'Kay, Elizabeth	Gatekeeper	7/- per week.	
10 "	Smith, Sarah	Gatekeeper	Free house.	
10 "	Peacock, Amelia	Gatekeeper	7/- per week	Vice Mrs. Peacock.
11 "	Keegan, Elizabeth	Gatekeeper	7/- per week	Vice E. Annersley.
11 "	Rulett, Elizabeth	Gatekeeper	Free house	Vice C. Sherritt.
11 "	Moore, Thomasina	Gatekeeper	Free house	Vice A. Ross.
11 "	M'Garrity, A. C.	Porter	6/- per day	Vice F. A. Graham.
14 "	Taylor, Mrs. E.	Gatekeeper	Free house	Vice Mrs. E. Saunders.
15 "	Meadley, Mrs.	Caretaker	Free house.	
17 "	Brown, George	Probationer	2/6 per week.	
19 "	Woods, Elizabeth	Gatekeeper	Free house	Vice M. Harrison.
22 "	Foster, Annie	Gatekeeper	7/- per week	Vice Mrs. Costello.
24 "	Meade, Mrs. Mary	Gatekeeper	Free house	Vice C. Lec.
25 "	Lee, Catherine	Gatekeeper	Free house.	
27 "	Guerin, John	Porter	7/- per day	Reinstated.
28 "	Ellis, Ann	Gatekeeper	7/- per week	Vice M. Ellis.
31 "	Knight, Charlotte	Gatekeeper	Free house	Vice E. Fisher.
1 Aug.	Hudson, H. P.	Apprentice clerk	£50 per annum	Transferred from Supernumerary Staff; vice A. E. Moore.
3 "	Bynlys, Alice	Gatekeeper	7/- per week	Vice Mrs. F. Peak.
4 "	Higgins, M. A.	Gatekeeper	7/- per week	Vice Mrs. Perrin.
5 "	Douglas, Maria	Gatekeeper	Free house	Vice S. Newling.
7 "	Evans, H. J.	Junior porter	4/2 per day	Transferred from Supernumerary Staff; vice W. F. Brown.
9 "	Gow, Thomas	Signalman	7/- per day	Transferred from Supernumerary Staff; vice E. Tate.
9 "	Crawford, John	Gatekeeper	15/- per week	Vice E. Beatus.
11 "	Jamieson, Selina	Gatekeeper	Free house.	
17 "	Egan, Patrick	Porter	7/- per day	Vice R. Brown.
18 "	Hodder, Catherine	Gatekeeper	7/- per week	Vice M. Jenkins.
19 "	Sherritt, Clara	Gatekeeper	Free house.	
21 "	Mandham, A. J.	Probationer	2/6 per week	Vice J. Johnson.
30 "	Holloway, Mrs.	Gatekeeper	Free house	Vice Mrs. Jameson.
31 "	Paull, Emily	Gatekeeper	Free house	Vice Mrs. Mitchell.
5 Sept.	Cairns, Adelaide	Gatekeeper	Free house	Vice A. Graham.
6 "	Weaver, Bridget	Gatekeeper	7/- per week.	
7 "	Ross, Ann	Gatekeeper	Free house	Vice T. Moore.
9 "	Brown, Mrs.	Gatekeeper	Free house	Vice Mrs. Barton.
12 "	Sheedy, Catherine	Barack attendant	20/- per week	Vice Mrs. Thom.
19 "	Clarke, Mrs.	Gatekeeper	Free house	Vice Mrs. Summergreen.
21 "	Parry, Mrs.	Gatekeeper	Free house	Vice M. Edwards.
23 "	Johnstone, Mrs.	Gatekeeper	Free house	Vice Mrs. Chandler.
6 Oct.	Peters, Ellen	Gatekeeper	7/- per week	Vice Ellen M'Carthy.
20 "	Cox, Walter E.	Porter	7/- per day	Vice J. M'Grath.
20 "	Barry, Ellen	Gatekeeper	7/- per week	Vice Mrs. Heafy.
31 "	Lynham, Frederick	Gatekeeper	Free house	Vice Elizabeth Julien.
8 Nov.	Riddle, Caroline	Gatekeeper	Free house	Vice Mrs. Knight.
8 "	Hanna, Mrs.	Gatekeeper	Free house	Vice Mrs. Sherritt.
13 "	Harling, Archibald	Porter	7/- per day	Vice William Riley.
15 "	Allen, James	Gatekeeper	7/6 per week	Vice Mrs. Allen.
17 "	Kingston, Mary	Gatekeeper	7/- per week.	
17 "	Clarke, Elizabeth	Gatekeeper	7/- per week	Vice Mrs. Clarke.
23 "	Baldwin, Eliza	Gatekeeper	7/- per week.	
1 Dec.	Miller, Mary	Gatekeeper	7/- per week	Vice Rebecca Davies.

APPENDIX XXII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1893. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
1 Dec.	Shepherd, Sarah	Caretaker	6/- per week and free house	
7 "	Abbott, John	Gatekeeper	15/- per week	Vice Evelyn Lett.
15 "	Wilson, Mrs.	Gatekeeper	Free house.	
16 "	Norton, Arthur	Junior porter	5/- per day	From Electrical Branch, vice J. Stephenson.
19 "	Higgs, Percy	Porter-in-charge	35/- per week.	Retrenched officer; reinstated.
21 "	Wilson, Elizabeth	Gatekeeper	Free house	Vice Mary M'Cann.
22 "	Carey, Elizabeth	Gatekeeper	7/- per week	Vice Mary Highfield.
23 "	Hargrave, Ellen	Gatekeeper	Free house	Vice M. Adams.
1894.				
4 Jan.	Steel, Mrs. Mary	Gatekeeper	Free house	Vice Mrs. Lett.
5 "	Fisher, Jane Ann	Gatekeeper	Free house	Vice E. Burns.
11 "	Meale, Geo. C.	Porter	7/- per day	Reinstated; vice C. Hopkins.
12 "	Elston, Albert	Junior porter	3/4 per day	From Electrical Branch.
12 "	Reilly, Mrs.	Linen attendant	25/- per week	Vice H. Stephens.
22 "	McCallum, Kate	Gatekeeper	Free house	Vice Mrs. Knight.
23 "	Grant, John	Telephone boy	10/- per week	Vice D. Wells.
23 "	Strophair, Margaret	Gatekeeper	7/- per week	Vice M. Clifford.
24 "	James, George	Gatekeeper	15/- per week	Vice J. Crawford.
25 "	Moriarty, Ellen	Gatekeeper	Free house	Vice S. Knight.
23 "	Golding, Jane	Gatekeeper	7/- per week	Vice E. Funnell.
31 "	Reid, Duncan	Gatekeeper	30/- per week	From Permanent Way Branch, vice C. Tynan.
2 Feb.	Hannon, Margaret	Gatekeeper	7/- per week	Vice A. Sognics.
6 "	Hanley, Heneretta	Gatekeeper	Free house	Vice M. Reid.
9 "	Nicholls, Ada	Gatekeeper	Free house	Vice Mrs. Mealo.
10 "	Sykes, Kate	Gatekeeper	7/- per week	Required for platform and gate.
12 "	Hughes, Norman	Probationer	2/6 per week.	
12 "	Press, Margaret	Gatekeeper	Free house	Vice E. Russell.
12 "	Drummond, Mrs.	Gatekeeper	Free house	Vice Mrs. Berry.
14 "	Westlake, Thos.	Porter	7/- per day	Reinstated.
19 "	Harris, Martha	Gatekeeper	7/- per week	New crossing.
21 "	Booth, Sarah M.	Gatekeeper	Free house	Vice B. Booth.
23 "	Stephens, Amanda	Gatekeeper	7/6 per week	Vice J. Martin.
6 Mar.	Doughan, Margaret	Gatekeeper	Free house	Vice J. Hassal.
12 "	O'Sullivan, Pat. S.	Probationer	2/6 per week	Vice W. Bailey.
12 "	Sullivan, Mrs. Mary	Gatekeeper	Free house	Vice C. Lec.
12 "	Turner, Mrs. M. E.	Gatekeeper	7/- per week	Vice Mrs. Byrnes.
17 "	Wood, Ellen	Station caretaker	Free house	New opening.
17 "	M'Dougall, Lottisa	Station caretaker	Free house	New opening.
19 "	Shaw, Wm. John	Probationer	2/6 per week.	
19 "	Ross, Matilda	Gatekeeper	10/- per week	Vice A. Cummins.
19 "	Driver, Hannah	Gatekeeper	5/- per week	Vice C. Ewels.
19 "	Mortimer, Mrs.	Gatekeeper	7/- per week	Vice B. Byron.
22 "	Kessill, Elizabeth	Gatekeeper	Free house	Vice S. Kemp.
23 "	Baker, Mrs. A.	Station caretaker	Free house	Vice officer-in-charge, withdrawn.
23 "	Ross, Annie	Gatekeeper	7/- per week	Vice S. Felby.
24 "	Woolfe, Mrs. V.	Gatekeeper	Free house	Vice Mrs. Montgomery.
27 "	Hughes, Theresa	Caretaker	Free house	Vice Mrs. Farnsworth.
27 "	Haines, Emily	Caretaker	Free house	Vice Officer-in-charge withdrawn.
29 "	Farnsworth, Matilda	Gatekeeper	Free house	Vice S. Toohy.
29 "	Riley, Sarah	Gatekeeper	7/- per week	Vice Mrs. Wood.
30 "	Booth, Mary	Station mistress	10/- per week and free house	Vice M. Booth.
31 "	Walsh, Catherine	Gatekeeper	7/- per week	Vice S. Peacock.
3 April	Collins, Wm. H.	Porter	7/- per day	From Interlocking Branch, vice N. Flynn.
3 "	Booth, Benjamin A.	Junior porter	5/- per day	From Interlocking Branch, vice T. Field.
12 "	Dowling, Margaret	Gatekeeper	7/- per week	Vice N. Guina.
17 "	Hanson, Charles B.	Probationer	2/6 per week	Vice J. Rac.
20 "	Sweeney, Mrs.	Gatekeeper	7/- per week	Vice Mrs. Egar.
20 "	Murphy, Andrew	Porter	7/6 per day	From Interlocking Branch, for new opening.
23 "	Walkom, Herbert	Probationer	2/6 per week	From Electrical Branch.
27 "	Baker, Robt. C.	Telephone boy	10/- per week	Vice G. Roberts.
27 "	Lewis, Betsy	Gatekeeper	Free house	Vice E. Deverish.
1 May	Madden, Henry	Junior clerk & operator	£80 per ann.	From Electrical Branch, vice H. Wallace.
1 "	Rose, Bridget	Gatekeeper	15/- per week	Vice N. Dever.
1 "	Campbell, Sarah	Station mistress	10/- per week and free house	Vice officer-in-charge, withdrawn.
1 "	Craven, Henry	Junior clerk	£80 per ann.	From Electrical Branch.
2 "	Spears, Mrs.	Gatekeeper	7/- per week	Vice M. Almark.
4 "	Adams, Arthur	Junior porter	2/6 per day	From Electrical Branch, vice J. Jones.
4 "	Cameron, Fanny	Gatekeeper	7/- per week	Vice F. Touse.
4 "	Overend, Mrs.	Gatekeeper	Free house	Vice Mrs. O'Donnell.
4 "	Davidson, Clara	Gatekeeper	Free house	Vice Mrs. M'Cann.
14 "	Secry, Ellen	Station caretaker	Free house	New opening.
16 "	Melville, Hugh	Junior porter	2/6 per day	From Electrical Branch, vice H. Moore.
17 "	Gillard, Joshua	Telephone boy	10/- per week	Vice H. Craven.
19 "	Young, Emily	Gatekeeper	7/- per week	Vice A. Ross.
21 "	Goode, Chas.	Apprentice clerk	£40 per ann.	From Electrical Branch.
22 "	Hannon, Caroline	Gatekeeper	10/- per week	Vice J. Watts.
23 "	Baker, Rupert	Probationer	2/6 per week.	
1 June	Butler, Walter	Telephone boy	10/- per week.	
1 "	Dumbrell, Mrs. E.	Station caretaker	5/- per week	New opening.
1 "	Premdergast, Ellen	Gatekeeper	Free house	Vice M. Douglas.
3 "	Cowie, Sarah	Gatekeeper	Free house	Vice K. M'Goldrick.
3 "	Russell, Edward	Probationer	2/6 per week.	
12 "	Harty, Mary	Station caretaker	Free house	New opening.
15 "	Walsh, Thomas.	Probationer	2/6 per week	Vice W. Brown.
15 "	Stewart, Mary	Station caretaker and Postmistress.	Free house and £5 per ann.	New opening.
18 "	Kennedy, James	Junior clerk & operator	£80 per ann.	From Electrical Branch, vice H. Higham.
20 "	Bowe, Matilda	Gatekeeper	Free house	Vice Mrs. Carroll.
20 "	Melville, Wm. C.	Telephone boy	10/- per week	Vice C. O'Brien.
21 "	Kirby, Ed. J.	Telephone boy	10/- per week	Vice R. Fox.
25 "	Finlay, Mary Ann	Station caretaker	5/- per week and free house.	New opening.
25 "	Long, Mary	Station caretaker	5/- per week and free house.	New opening.
27 "	Sutcliffe, Fred	Gatekeeper	30/- per week	Vice Wm. Donaldson.
27 "	Mears, Sarah	Baracks attendant	25/- per week	Vice Mrs. Stafford.
1894.				
CONTROLLER OF STORES BRANCH.				
27 Mar.	Handfield, Chas. A.	Clerk	£250 per ann.	From Secretary's Branch, vice R. Bamford.
1 April	Holt, Frank	Apprentice clerk	£70 per annum	
1 "	Thompson, William	Apprentice clerk	£50 per annum	
1 "	Meagher, Francis P.	Apprentice clerk	£50 per annum	Transferred from Supernumerary Staff; positions abolished on Supernumerary Staff.
1 "	Andrew, George F.	Apprentice clerk	£40 per annum	
1 "	Hart, Albert L.	Apprentice clerk	£40 per annum	
1 "	Bretinay, James	Apprentice clerk	£40 per annum	
1893.				
SIGNAL AND INTERLOCKING BRANCH.				
9 Oct.	West, Joseph	Carpenter	11/- per day	From Permanent Way Branch, vice H. Douglas.
1894.				
PROPERTY AND ESTATE BRANCH.				
12 Feb.	Little, Robert B.	Apprentice clerk	£50 per ann.	From Traffic Branch, vice A. W. Larnour.

APPENDIX XXII—continued.

Date	Name	Position	Rate	Remarks
ELECTRICAL ENGINEER'S BRANCH.				
189 .				
Aug.	Elwell, P. B.	Electrical engineer	£800 per annum	Transferred from Supernumerary Staff; vice S. Watson and M. Moloney.
1893.				
1 Aug.	Shoobert, H.	Messenger	12/- per week	From Traffic Branch; vice E. Colless.
19 "	Duesbury, George	Fitter	10/- per day	From Locomotive Branch.
15 Dec.	Stephenson, James	Messenger	5/- per day	From Traffic Branch, vice A. Norton.
1894.				
1 Jan.	Craven, Henry	Operator	£80 per ann.	From Traffic Branch, vice J. M'Kenzie.
26 Feb.	Bailey, William D.	Probationer	2/6 per week	From Traffic Branch.
1 May.	Morphy, James J.	Probationer	2/6 per week	Vice H. Brady.
16 "	Yeomans, Sydney	Probationer	2/6 per week	Vice H. Melbourne.

APPENDIX XXIII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Removals of Railway Employés from 1st July, 1893, to 30th June, 1894.

Date	Name	Position	Rate	Remarks
SECRETARY'S BRANCH.				
1894.				
26 Mar.	Handfield, Charles A.	Clerk	£250 per ann.	To Stores Branch; position abolished.
1 May.	Roberts, Percy E.	Clerk	£226 per annum	To Chief Accountant's Branch; position abolished.
1 "	Clements, David	Clerk	£140 per annum	To Tramways; position abolished.
CHIEF ACCOUNTANT'S BRANCH.				
31 May.	Ramsden, Richard J.	Paymaster	£425 per annum	Resigned; position abolished.
30 June.	Vick, Frederick J.	Junior Clerk	£120 per annum	Retired.
TRAFFIC AUDITOR'S BRANCH.				
1893.				
6 Aug.	Ellis, John C.	Apprentice clerk	£40 per annum	Resigned; position abolished.
17 "	Beverley, Robert J.	Clerk	£135 per annum	Discharged.
30 Sept.	Farry, Robert	Clerk	£105 per annum	Retrenchment.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
5 July	Fagan, Christopher	Fettler	7/6 per day	Resigned; position abolished.
6 "	Brady, Owen	Labourer	7/6 per day	Retrenchment.
6 "	Riddell, James	Fettler	7/6 per day	Retrenchment.
6 "	Gill, George	Fettler	7/6 per day	Retrenchment.
6 "	Cozens, Charles	Labourer	7/6 per day	Retrenchment.
6 "	Lowe, Peter	Labourer	7/6 per day	Retrenchment.
6 "	Robinson, Charles	Labourer	7/6 per day	Retrenchment.
6 "	Grant, Alexander	Flagman	7/6 per day	Retrenchment.
6 "	Davoren, James	Labourer	7/6 per day	Retrenchment.
6 "	Ward, John	Labourer	6/6 per day	Retrenchment.
6 "	Richards, Robert	Flagman	7/6 per day	Retrenchment.
6 "	Hayes, Cornelius	Labourer	7/6 per day	Retrenchment.
6 "	Brogan, John	Labourer	7/6 per day	Retrenchment.
6 "	M'Garrigale, John	Labourer	7/6 per day	Retrenchment.
6 "	Hennessey, Jeremiah	Fettler	7/6 per day	Retrenchment.
6 "	Perrin, Louis	Ganger	9/- per day	Retrenchment.
6 "	Wells, Thomas	Labourer	7/6 per day	Retrenchment.
6 "	Power, Patrick	Fettler	7/6 per day	Retrenchment.
6 "	Reading, Richard	Fettler	7/6 per day	Retrenchment.
6 "	Kelly, Anthony	Fettler	7/6 per day	Retrenchment.
19 "	Wilmott, William	Ganger	9/- per day	Resigned; position abolished.
25 "	M'Kay, Samuel	Boy	2/6 per day	Discharged.
27 "	Brown, William	Labourer	7/6 per day	Deceased; position abolished.
31 "	Penn, James	Ganger	9/- per day	Retrenchment.
5 Aug.	Chaseling, Amos	Fettler	7/6 per day	Deceased; position abolished.
7 "	Willis, George	Fettler	7/6 per day	Resigned.
9 "	Fleming, Alfred	Painter	9/8 per day	Resigned.
11 "	Mason, Thomas	Fettler	7/6 per day	Resigned; position abolished.
14 "	Driscoll, Timothy	Fettler	7/6 per day	Resigned; position abolished.
14 "	Lynham, James	Carpenter	8/- per day	Resigned; position abolished.
24 "	Annersley, Emanuel	Fettler	7/6 per day	Resigned; position abolished.
4 Sept.	Fagan, Patrick	Fettler	7/6 per day	Discharged; position abolished.
12 "	Benwall, Alexander	Fettler	7/6 per day	Retired.
15 "	Covlin, William	Labourer	7/6 per day	Discharged.
21 "	Schofield, Samuel	Fettler	7/6 per day	Retrenchment.
21 "	Berthy, Julian	Fettler	7/6 per day	Retrenchment.
21 "	Jaques, John	Labourer	7/6 per day	Retrenchment.
21 "	Grainger, Charles	Fettler	7/6 per day	Retrenchment.
21 "	Cameron, Duncan	Fettler	7/6 per day	Retrenchment.
21 "	Jameson, John	Watchman	7/6 per day	Retrenchment.
21 "	Comins, Denis	Fencer	7/6 per day	Retrenchment.
1 Oct.	Robinson, Charles	Fettler	7/6 per day	Resigned.
1 "	Farrell, Henry	Ganger	12/- per day	Retired.
1 "	Stephens, Frederick	Rough carpenter	8/6 per day	Retrenchment.
1 "	White, David	Carpenter	10/4 per day	Retrenchment.
1 "	Vogt, Theophilus	Rough carpenter	8/6 per day	Retrenchment.
9 "	West, Joseph	Carpenter	11/- per day	To Interlocking Branch; position abolished.
26 "	Curry, John	Labourer	7/- per day	Resigned.
2 Nov.	Highfield, George	Labourer	7/6 per day	Retrenchment.
2 "	Corbett, Thomas	Fettler	7/6 per day	Deceased; position abolished.
4 "	Swinfield, John	Fettler	7/6 per day	Retired.
8 "	Hambley, Thomas	Labourer	7/6 per day	Retrenchment.
9 "	Walkom, Samuel	Blacksmith	10/6 per day	Retrenchment.
30 "	Bryant, Roeben	Fettler	8/- per day	Retrenchment.
7 Dec.	Royal, Henry	Labourer	7/6 per day	Retrenchment.
8 "	Townsend, Malchi	Labourer	7/6 per day	Retrenchment.
14 "	Brunon, Joseph	Fettler	7/6 per day	Resigned; position abolished.
20 "	Neate, William	Boy	6/- per day	Services not required.
1894.				
1 Jan.	Knowles, James	Fettler	7/6 per day	Deceased; position abolished.
4 "	Martin, Patk.	Fettler	7/6 per day	Resigned.
6 "	Royal, John	Labourer	7/- per day	Retrenchment.
6 "	Tynan, Michael	Labourer	7/- per day	Retrenchment.
6 "	Budd, James	Labourer	7/- per day	Retrenchment.
6 "	Rootes, Swyer	Labourer	7/- per day	Retrenchment.
6 "	Mullens, James	Labourer	7/- per day	Retrenchment.
6 "	Tynan, John	Labourer	7/- per day	Retrenchment.
6 "	Norberry, John	Labourer	7/- per day	Retrenchment.
6 "	Kennedy, John	Labourer	7/- per day	Retrenchment.
6 "	Johnson, James	Labourer	6/6 per day	Retrenchment.
6 "	Bates, James	Labourer	7/- per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894. ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH—continued.				
10 Jan.	Grinrod, Albert	Fettler	7/6 per day	Discharged.
11 "	Purdon, John	Labourer	6/6 per day	Retrenchment.
11 "	M'Mulkin, James	Labourer	7/- per day	Resigned.
11 "	Yates, John	Labourer	6/6 per day	Retrenchment.
12 "	M'Fadden, John	Fettler	9/- per day	Deceased.
12 "	Sayers, Charles	Fettler	7/6 per day	Resigned.
18 "	Foster, Thomas	Labourer	7/6 per day	Retrenchment.
18 "	Armstrong, Peter	Labourer	7/6 per day	Retrenchment.
18 "	Sullivan, John	Fettler	7/6 per day	Retrenchment.
18 "	M'Inerney, Peter	Labourer	7/6 per day	Retrenchment.
18 "	Dewhurst, John	Fettler	7/6 per day	Retrenchment.
18 "	Dixon, William	Labourer	7/6 per day	Retrenchment.
18 "	Bell, Thomas	Fettler	7/6 per day	Retrenchment.
18 "	Reid, Duncan	Flagman	7/- per day	To Traffic Branch; position abolished.
18 "	Williams, George	Flagman	7/- per day	Retrenchment.
20 "	Parsons, Christopher	Labourer	7/6 per day	Retrenchment.
20 "	Franklin, Alfred	Labourer	9/- per day	Retrenchment.
20 "	Stubbings, Matthew	Labourer	7/6 per day	Retrenchment.
20 "	Bates, William	Labourer	7/6 per day	Retrenchment.
24 "	Horne, Charles Henry	Labourer	7/- per day	Retrenchment.
31 "	Duncanson, James	Labourer	7/- per day	Retrenchment.
31 "	Murphy, Patrick	Labourer	7/- per day	Retrenchment.
5 Feb.	O'Shea, Michael	Labourer	7/6 per day	Resigned.
7 "	Smith, William	Fettler	7/6 per day	Resigned.
13 "	O'Shea, Thomas	Labourer	7/6 per day	Retrenchment.
14 "	Clark, George	Carpenter	11/- per day	Retrenchment.
15 "	Brown, William	Fettler	7/6 per day	Resigned.
17 "	M'Caffrey, John	Labourer	7/6 per day	Resigned; position abolished
19 "	M'Dermott, John	Labourer	7/- per day	Retrenchment.
20 "	Wilson, Allen	Fettler	7/- per day	Resigned.
23 "	Hazel, John	Labourer	7/6 per day	Retrenchment.
23 "	M'Grath, David	Fettler	7/- per day	Retrenchment.
24 "	Freight, Henry	Labourer	7/6 per day	Retrenchment.
28 "	Bradwell, John	Fettler	6/6 per day	Retrenchment.
28 "	Madin, Bernard	Labourer	6/6 per day	Retrenchment.
28 "	Abraham, John A.	Labourer	7/- per day	Retrenchment.
28 "	Jackson, John J.	Labourer	7/- per day	Retrenchment.
28 "	Trunley, John	Labourer	6/6 per day	Retrenchment.
28 "	M'Aviney, James	Labourer	7/- per day	Retrenchment.
28 "	Atkins, Thomas	Labourer	7/6 per day	Retrenchment.
28 "	Cole, Charles William	Labourer	7/- per day	Retrenchment.
28 "	Howe, Michael	Labourer	6/6 per day	Retrenchment.
2 Mar.	Burgess, William	Labourer	6/6 per day	Retrenchment.
3 "	Hewston, John	Ganger	9/- per day	Retired.
3 "	Dixon, Samuel	Ganger	9/- per day	Resigned.
5 "	Thompson, Theodore	Fettler	7/6 per day	To Tramways.
7 "	Foreman, James	Fettler	7/6 per day	Retrenchment.
7 "	Taylor, George	Labourer	7/- per day	Retrenchment.
7 "	Taylor, Thomas	Fettler	7/6 per day	Retrenchment.
8 "	Bowden, Nicholas	Fettler	7/6 per day	Retrenchment.
8 "	Deeley, George	Labourer	7/6 per day	Retrenchment.
8 "	Curtain, David	Fettler	7/6 per day	Retrenchment.
8 "	Dennisson, Thomas	Labourer	7/6 per day	Retrenchment.
8 "	Fisher, Frank	Fettler	7/6 per day	Retrenchment.
8 "	Montgomery, John	Fettler	7/6 per day	Retrenchment.
8 "	Baird, William	Fettler	7/6 per day	Retrenchment.
8 "	Graham, Robert	Labourer	7/6 per day	Retrenchment.
10 "	Harland, Charles	Fettler	7/- per day	Retrenchment.
10 "	Duke, Alfred	Labourer	7/6 per day	Retired.
17 "	Perfect, Henry	Improver	7/- per day	Retrenchment.
17 "	Mathews, Richard	Timber inspector	11/- per day	Retrenchment.
17 "	Bayliss, George	Tool collector	7/6 per day	Retrenchment.
17 "	Brown, Charles	Labourer	7/6 per day	Retrenchment.
17 "	Carroll, John	Labourer	7/6 per day	Retrenchment.
17 "	Harrison, Walter	Labourer	7/6 per day	Retrenchment.
17 "	Conlin, John	Labourer	7/6 per day	Retrenchment.
17 "	Lester, Edward	Fettler	7/6 per day	Retrenchment.
17 "	Peatty, Thomas	Labourer	7/6 per day	Retrenchment.
17 "	Waddophs, Richard	Labourer	7/6 per day	Retrenchment.
17 "	M'Grath, John	Fettler	7/6 per day	Retrenchment.
17 "	Stephens, Alexander	Carpenter	11/- per day	Retrenchment.
17 "	Paine, James	Carpenter	8/6 per day	Retrenchment.
17 "	Fitton, John	Fitter	10/- per day	Retrenchment.
17 "	Pettit, Alfred	Painter	9/2 per day	Retrenchment.
17 "	New, Mark	Rough carpenter	10/- per day	Retrenchment.
17 "	Bowler, James	Bricklayer	11/- per day	Retrenchment.
17 "	Brown, James	Labourer	7/6 per day	Retrenchment.
17 "	Elsley, Charles	Rough carpenter	9/6 per day	Retrenchment.
17 "	Phillips, James	Labourer	7/6 per day	Retrenchment.
22 "	Bell, George	Fettler	7/6 per day	Resigned.
22 "	Lowe, William	Fettler	7/- per day	Resigned.
22 "	Sutherland, John	Fettler	7/6 per day	Resigned.
26 "	Ward, Patrick	Fettler	7/6 per day	Retrenchment.
26 "	M'Grath, Denis	Fettler	7/6 per day	Retrenchment.
26 "	Broderrick, Owen	Fettler	7/6 per day	Retrenchment.
27 "	Alston, Robert	Fettler	7/6 per day	Retrenchment.
28 "	O'Donnell, John	Fettler	7/6 per day	Discharged; position abolished.
28 "	Hazlewood, William	Labourer	7/6 per day	Retrenchment.
28 "	Waldron, Thomas	Labourer	7/6 per day	Retrenchment.
28 "	Jones, Thomas	Labourer	7/6 per day	Retrenchment.
29 "	Simpson, William	Labourer	7/6 per day	Discharged.
30 "	Murphy, Gerald	Fettler	7/6 per day	Retrenchment.
30 "	O'Neil, Francis	Inspector of timber	12/6 per day	Retrenchment.
30 "	Foreman, John	Fettler	7/6 per day	Deceased.
31 "	Bourke, Edward	Labourer	7/6 per day	Resigned.
2 April	Blogg, Thomas	Fettler	7/6 per day	Resigned.
5 "	Williams, George	Fettler	7/6 per day	Retrenchment.
5 "	Jones, John	Fettler	7/6 per day	Retrenchment.
5 "	Channell, James	Fettler	9/- per day	Retrenchment.
5 "	Mitchell, Andrew	Fettler	7/6 per day	Retrenchment.
5 "	Condon, Patrick	Fettler	7/6 per day	Resigned.
6 "	Conly, Martin	Fettler	7/6 per day	Retrenchment.
6 "	M'Donald, Alex.	Labourer	6/6 per day	Resigned.
8 "	Laundry, Wm.	Labourer	7/6 per day	Deceased; position abolished.
9 "	Warton, Henry	Fettler	7/6 per day	Discharged.
10 "	Morton, George	Ganger	9/- per day	Retrenchment.
10 "	Knudson, Peter	Ganger	9/- per day	Retrenchment.
10 "	Lake, George	Labourer	7/6 per day	Discharged; position abolished.
11 "	Jasper, Stephen	Fettler	7/6 per day	Retrenchment.
12 "	Filby, Edward	Fettler	7/6 per day	Retrenchment.
12 "	Walton, Robert	Fettler	7/6 per day	Retrenchment.
12 "	Young, Thomas	Fettler	7/6 per day	Retrenchment.
13 "	Anderson, James	Fettler	7/6 per day	Retrenchment.
14 "	Douglas, Buchanan	Painter	9/- per day	Retrenchment.
14 "	Dear, Joseph	Painter	9/- per day	Retrenchment.
21 "	Watson, Matthew	Fettler	7/6 per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894. ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH—continued.				
21 April	Davis, James	Fettler	7/6 per day	Retrenchment.
21 "	Walsh, James	Labourer	7/6 per day	Retrenchment.
21 "	Sullivan, Alfred	Labourer	6/6 per day	Retrenchment.
24 "	Howlett, Thomas	Labourer	7/6 per day	Retrenchment.
24 "	Devereux, John	Labourer	6/6 per day	Retrenchment.
24 "	Schmeer, Charles	Labourer	6/6 per day	Retrenchment.
24 "	Bradley, John	Labourer	6/6 per day	Retrenchment.
24 "	Taylor, Alfred	Labourer	6/6 per day	Retrenchment.
24 "	Cameron, Daniel	Labourer	7/6 per day	Retrenchment.
24 "	Guilfoyle, John, jun.	Labourer	7/- per day	Retrenchment.
24 "	Stephens, Alfred	Labourer	7/- per day	Retrenchment.
24 "	Eggleston, John	Labourer	7/- per day	Retrenchment.
24 "	Feenan, Peter	Labourer	7/- per day	Retrenchment.
24 "	Worthington, James	Labourer	7/6 per day	Retrenchment.
24 "	Brennan, Joseph	Labourer	7/6 per day	Retrenchment.
24 "	York, William	Labourer	7/6 per day	Retrenchment.
24 "	Bourke, Michael	Labourer	6/8 per day	Retrenchment.
24 "	Gay, Samuel	Labourer	7/- per day	Retrenchment.
24 "	Unwin, William	Labourer	7/6 per day	Retrenchment.
25 "	Carr, Curtis	Fencer	8/8 per day	Discharged; position abolished.
28 "	Dunn, William	Labourer	6/6 per day	Resigned; position abolished.
28 "	Hooker, Alex.	Labourer	7/6 per day	Retrenchment.
30 "	Parker, William	Working foreman painter.	11/6 per day	Retrenchment.
30 "	Teeling, Patrick	Fettler	7/6 per day	Resigned.
2 May	Lynch, William	Labourer	7/6 per day	Retrenchment.
2 "	Mulqueeny, John	Labourer	7/6 per day	Retrenchment.
2 "	Sweeney, Hugh	Labourer	7/6 per day	Retrenchment.
2 "	Sherwin, John	Labourer	7/6 per day	Retrenchment.
2 "	Nugent, Patk.	Labourer	7/6 per day	Retrenchment.
2 "	Burton, Hy.	Labourer	7/6 per day	Retrenchment.
2 "	Evans, Alfred	Labourer	7/6 per day	Retrenchment.
2 "	Gallagher, James	Labourer	7/6 per day	Retrenchment.
2 "	Wood, Joseph	Labourer	7/6 per day	Retrenchment.
2 "	McDonnell, Patk.	Labourer	7/6 per day	Retrenchment.
2 "	Duggan, Daniel	Labourer	7/6 per day	Retrenchment.
2 "	Rdph, George	Labourer	7/6 per day	Retrenchment.
2 "	Hickey, Daniel	Labourer	7/6 per day	Retrenchment.
2 "	McFadden, John	Labourer	7/6 per day	Retrenchment.
2 "	McKervey, Patk.	Labourer	7/6 per day	Retrenchment.
2 "	Purtil, Peter	Labourer	7/6 per day	Retrenchment.
3 "	Slingsby, Arthur	Fencer	7/6 per day	Resigned.
3 "	Rivers, Fredk.	Fettler	7/6 per day	Resigned.
3 "	McGuire, John	Labourer	7/6 per day	Resigned.
24 "	Bouveng, Charles	Fettler	7/6 per day	Retrenchment.
31 "	Field, Alfred	Labourer	7/6 per day	Resigned.
31 "	Abel, Lyndsay	Office boy	4/- per day	Discharged.
2 June	Campbell, Wm.	Labourer	7/6 per day	Retrenchment.
9 "	Coleman, Edward	Ganger	9/- per day	Deceased.
15 "	Osborne, Wm.	Fettler	7/6 per day	Retrenchment.
18 "	Williams, William	Ganger	9/- per day	Deceased.
22 "	Davis, George	Labourer	7/6 per day	Discharged.
24 "	Wessell, David	Labourer	7/6 per day	Deceased.
30 "	Lucas, Peter	Inspector of buildings	£299 per ann.	Retrenchment.
1893. CHIEF MECHANICAL ENGINEER'S BRANCH				
1 July	Burcher, George	Pumper	8/- per day	Resigned.
8 "	Gallagher, James	Boilermaker	12/- per day	Deceased.
10 "	Geldard, William	Cleaner	14/- per day	Retrenchment.
12 "	Dodds, William	Cleaner	7/- per day	Resigned; position abolished.
13 "	Platt, John	Boilermaker's assistant	7/- per day	Retrenchment.
18 "	Barkwell, John	Cleaner	7/- per day	To Tramways; position abolished.
19 "	Osmond, John	Boy	5/- per day	Resigned.
20 "	Nevison, William	Gland packer	8/- per day	Resigned; position abolished.
20 "	Tasdale, Charles	Cleaner	7/- per day	To Tramways; position abolished.
21 "	Watson, John	Gasfiter	10/8 per day	Deceased; position abolished.
27 "	Nord, Christopher	Labourer	7/- per day	Discharged; position abolished.
27 "	Main, James P.	Turner	10/8 per day	Retrenchment.
27 "	Cahill, Michael	Fuelman	7/- per day	Resigned.
31 "	Boag, Charles	Cleaner	7/- per day	To Tramways; position abolished.
7 Aug.	Hayes, Albert	Cleaner	7/- per day	Discharged.
8 "	Hoyle, Arthur	Cleaner	7/- per day	Resigned; position abolished.
11 "	Hines, Frederick	Apprentice	10d. per day	Resigned.
18 "	Cox, James	Labourer	7/6 per day	Discharged.
19 "	Johnston, Fred	Lifter	9/2 per day	Deceased.
19 "	Duesbury, George	Fitter	10/- per day	To Electrical Branch.
19 "	Day, John	Cleaner	7/- per day	To Tramways; exchanged with F. Miller
22 "	Nicholls, Robert	Storeman	7/- per day	Discharged.
27 "	Forrester, Peter	Fuelman	8/- per day	Deceased; position abolished.
28 "	Porteus, John	Painter's assistant	7/8 per day	Discharged.
28 Sept.	Dwyer, Hugh	Labourer	7/6 per day	Deceased; position abolished.
30 "	Braid, Thomas	Inspector	£350 per annum	Resigned; position abolished.
14 Oct.	Brown, Joseph	Tube repairer	9/6 per day	Retired; position abolished.
21 "	Davis, John	Fireman	10/- per day	Discharged.
24 "	Owen, William	Driver	14/- per day	Retired.
2 Nov.	Renshaw, Benjamin	Car-builder	10/- per day	Discharged; position abolished.
18 "	Rodger, James	Driver	15/- per day	Retired.
20 "	Schroder, Conrad	Fitter	10/8 per day	Deceased; position abolished.
27 "	Fraser, James	Cleaner	7/- per day	Discharged; position abolished.
27 "	Stewart, George	Pumper	8/8 per day	Deceased.
30 "	Bryant, John	Fuelman	7/- per day	Discharged; position abolished.
7 Dec.	Jones, Thomas	Boiler-maker's assistant	7/6 per day	Discharged.
10 "	Moodie, Alfred	Fireman	10/- per day	Deceased.
14 "	Sheldon, Arthur	Fitter	10/- per day	Resigned; position abolished.
28 "	Marks, Henry	Labourer	7/6 per day	Deceased.
1894.				
24 Jan.	Smith, John R.	Gland packer	10/- per day	Retrenchment.
26 "	Adams, Andrew	Cleaner	7/- per day	Retrenchment.
26 "	Calvert, John	Cleaner	7/- per day	Retrenchment.
25 "	Dodds, Edward	Apprentice	10d. per day	Resigned; position abolished.
27 "	Thomas, Joseph	Cleaner	7/- per day	Retrenchment.
27 "	Plunkett, John	Cleaner	7/- per day	Retrenchment.
30 "	Bletterby, John	Cleaner	7/- per day	Retrenchment.
30 "	Gow, Charles S.	Cleaner	7/- per day	Retrenchment.
30 "	Grant, William	Cleaner	7/- per day	Retrenchment.
3 Feb.	Davidson, John	Driver	13/- per day	Deceased.
6 "	Wallace, Henry	Cleaner	7/- per day	Retrenchment.
8 "	Knapp, Henry	Cleaner	7/- per day	Retrenchment.
8 "	Stevenson, Maitland	Cleaner	7/- per day	Retrenchment.
9 "	Fleming, James	Fitter	12/4 per day	Resigned; position abolished.
9 "	Smith, Henry	Cleaner	7/- per day	Retrenchment.
15 "	Downs, William	Driller	8/- per day	Resigned.
17 "	Shallick, George	Fuelman	7/- per day	Resigned.
17 "	Spence, Robert E.	Cleaner	7/- per day	Retrenchment.
19 "	Byrnes, James	Cleaner	7/- per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894. CHIEF MECHANICAL ENGINEER'S BRANCH—continued.				
22 Feb.	Dodds, Fenwick	Cleaner	7/- per day	Retrenchment.
22 "	Byrne, Charles M.	Cleaner	7/- per day	Retrenchment.
22 "	Elliott, David	Cleaner	7/- per day	Retrenchment.
22 "	King, James	Cleaner	7/- per day	Retrenchment.
22 "	Ireland, Rupert	Cleaner	7/- per day	Retrenchment.
22 "	M'Loughlin, John	Cleaner	7/- per day	Retrenchment.
22 "	Gordon, James	Cleaner	7/- per day	Retrenchment.
22 "	Giblett, Alfred H.	Labourer	7/- per day	Retrenchment.
23 "	Swan, Charles	Fitter	10/- per day	Resigned; position abolished.
23 "	Hurd, William	Car & waggon examiner	8/3 per day	Deceased; position abolished.
1 Mar.	Stafford, Robert	Cleaner	7/- per day	Retrenchment.
1 "	Brodie, Thomas	Cleaner	7/- per day	Retrenchment.
1 "	Ritchie, James	Cleaner	7/- per day	Retrenchment.
1 "	Boylan, James	Plumber	10/6 per day	Retrenchment.
1 "	Shoebridge, George	Carpenter	10/- per day	Retrenchment.
1 "	M'Lean, Angus	Fireman	10/- per day	Discharged.
1 "	Mackie, R. D.	Call Boy	4/- per day	To Tramways; position abolished.
2 "	Sims, Richard	Cleaner	5/6 per day	Retrenchment.
4 "	Sinclair, William	Cleaner	7/- per day	Retrenchment.
5 "	Powell, Sid.	Cleaner	7/- per day	Retrenchment.
5 "	Pope, Frank	Cleaner	7/- per day	Retrenchment.
5 "	Musgrove, P. D. L.	Cleaner	7/- per day	Retrenchment.
7 "	Brown, Robert	Boilermaker	10/6 per day	Deceased; position abolished.
8 "	Jones, Adam	Driver	14/- per day	Resigned.
8 "	Reidy, Cornelius	Cleaner	7/- per day	Retrenchment.
8 "	M'Keown, William	Cleaner	7/- per day	Retrenchment.
8 "	Thick, William	Cleaner	7/- per day	Retrenchment.
8 "	Duke, Alfred	Cleaner	7/- per day	Retrenchment.
10 "	Stenson, William	Cleaner	6/6 per day	To Tramways.
18 "	Critchley, Charles	Labourer	7/6 per day	Resigned; position abolished.
19 "	Dewhurst, Joseph	Cleaner	7/- per day	Retrenchment.
20 "	Homer, Charles	Fuelman	7/- per day	Resigned; position abolished.
22 "	Byrne, Austin	Cleaner	5/6 per day	Retrenchment.
22 "	Fryer, Thomas	Cleaner	6/- per day	Retrenchment.
22 "	Beak, Samuel	Cleaner	6/- per day	Retrenchment.
25 "	Root, Alexander	Cleaner	7/- per day	Retrenchment.
29 "	Campbell, Percy	Cleaner	5/6 per day	To Tramways; position abolished.
29 "	Dobbie, William	Pumper	8/4 per day	Discharged; position abolished.
2 April	Matthews, Wm.	Cleaner	7/- per day	To Tramways; position abolished.
4 "	Cracknell, Jno.	Cleaner	7/- per day	Retrenchment.
4 "	Lancaster, Rd.	Fuelman	7/- per day	Resigned; position abolished.
5 "	Bonnett, Percy	Apprentice	5/- per day	Retrenchment.
5 "	Whisker, Sidney	Cleaner	7/- per day	Retrenchment.
5 "	Bothal, Hy.	Cleaner	7/- per day	Retrenchment.
12 "	Camps, Ellis	Driver	15/- per day	Retired.
12 "	Compton, Thos.	Carriage builder	10/- per day	Retrenchment.
13 "	Brown, W. H.	Gasfitter	10/- per day	Retrenchment.
13 "	Ray, Hy.	Labourer	7/- per day	Retrenchment.
19 "	Egan, John	Painter	9/6 per day	Position abolished.
19 "	M'Ginley, Neil	Driver	15/- per day	Deceased.
19 "	Blunt, Robt.	Cleaner	7/- per day	Retrenchment.
19 "	Cooke, Jas. A.	Cleaner	7/- per day	Resigned; position abolished.
19 "	Reside, Wm.	Fireman	10/- per day	Resigned.
20 "	Berkeley, John A.	Fitter	10/- per day	To Tramways; position abolished.
20 "	Sutherland, Robt.	Labourer	6/- per day	Retrenchment.
25 "	Pearce, John	Boilermaker	10/6 per day	Deceased; position abolished.
26 "	Smally, Jas.	Cleaner	7/- per day	Resigned; position abolished.
26 "	Cahill, Michael	Cleaner	7/- per day	Resigned; position abolished.
27 "	Chandler, Wm.	Cleaner	7/- per day	Retrenchment.
1 May	Johnston, Geo.	Fitter	10/- per day	Deceased; position abolished.
3 "	Templeton, Robt.	Cleaner	7/- per day	Retrenchment.
3 "	Houston, Andrew	Cleaner	7/- per day	Retrenchment.
4 "	Oates, George	Plumber	10/- per day	Resigned; position abolished.
5 "	M'Gill, Chas.	Cleaner	7/- per day	Retrenchment.
15 "	Turner, Thos.	Fireman	10/- per day	Not required.
17 "	Penhall, Hy.	Firelighter	7/- per day	Resigned; position abolished.
23 "	Vaughan, Chas.	Driller	9/2 per day	Position abolished.
30 "	Fletcher, Jas.	Driver	14/- per day	Resigned.
31 "	Mitchell, Jas. H.	Gas Inspector	£370 per ann.	Retired; position abolished.
31 "	McCallar, Chas.	Carpenter	10/10 per day	Resigned; position abolished.
6 June	Collins, J. H.	Apprentice clerk	£70 per ann.	Deceased; position abolished.
7 "	Blandford, And.	Fitter	10/- per day	Resigned; position abolished.
11 "	Reid, H. C.	Improver	8/- per day	Resigned; position abolished.
11 "	Palmer, Step.	Painter's assistant	8/2 per day	Deceased; position abolished.
11 "	Vaughan, A. E.	Boy	2/6 per day	Discharged.
14 "	Loug, Ed.	Driver	12/- per day	Deceased.
15 "	Webb, Chas.	Oiler	8/- per day	Position abolished.
18 "	Burridge, Jno.	Storeman	7/- per day	Retrenchment.
21 "	Kelso, Jas.	Crane driver	7/6 per day	Discharged; position abolished.
1893. CHIEF TRAFFIC MANAGER'S BRANCH.				
1 July	Poulton, James E.	Porter	6/- per day	Retrenchment.
1 "	Rowland, Edith	Gatekeeper	Free house	Resigned.
1 "	Fisher, Emma	Gatekeeper	Free house	Resigned.
1 "	Asprey, Arthur	Night officer	£120 per ann.	Retrenchment.
1 "	Woodward, B.	Weigher's assistant	6/- per day	Retrenchment.
1 "	Fyle, William	Junior clerk	£120 per ann.	Retrenchment.
4 "	Thompson, Frank A.	Porter	7/- per day	Deceased; position abolished.
4 "	Russell, P. J.	Junior clerk	£80 per ann.	Retrenchment.
5 "	Forshaw, Henry	Night officer	£150 per ann.	Retrenchment.
6 "	Green, Alfred C.	Porter	7/- per day	Retrenchment.
6 "	Bartlett, Fred. D.	Porter	6/6 per day	Retrenchment.
6 "	O'Toole, Margaret	Gatekeeper	Free house	Resigned.
6 "	Oates, S. H.	Apprentice clerk	£40 per ann.	Retrenchment.
6 "	Carr, H.	Apprentice clerk	£40 per ann.	Retrenchment.
6 "	Krempin, Frederick	Night officer	£140 per ann.	Retrenchment.
6 "	Keene, H. J. R.	Porter	7/- per day	Retrenchment.
7 "	Atwell, J.	Officer-in-charge	£140 per ann.	Retrenchment.
8 "	Thomas, John S.	Porter	7/6 per day	Retrenchment.
9 "	Paacock, Mrs.	Gatekeeper	7/- per week	Deceased.
11 "	Annersley, Ellen	Gatekeeper	7/- per week	Resigned.
11 "	Sherritt, Clara	Gatekeeper	Free house	Resigned.
11 "	Ross, Ann	Gatekeeper	Free house	Resigned.
13 "	Deax, Joseph	Junior porter	2/6 per day	Retrenchment.
14 "	Graham, F. A.	Operator and clerk	£110 per ann.	To Locomotive Branch.
14 "	Saunders, Mrs. E.	Gatekeeper	Free house	Resigned.
14 "	Jacks, Theodosia	Attendant	15/- per week	Retrenchment.
16 "	Bailey, H.	Assistant guard	8/6 per day	Retrenchment.
18 "	Bios, W. H.	Porter	7/6 per day	Retrenchment.
18 "	Wilson, Townsend	Porter	7/- per day	Retrenchment.
18 "	Harrison, Martha	Gatekeeper	10/- per week	Resigned.
20 "	Newling, Charles J.	Porter	7/- per day	Retrenchment.
22 "	Richardson, John	Porter	7/- per day	Retrenchment.
22 "	Evans, Thomas	Porter	7/- per day	Retrenchment.
22 "	Futton, W. E.	Junior porter	3/4 per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1893. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
22 July.	Cox, Walter	Porter	7/- per day	Retrenchment.
22 "	Costello, Mrs.	Gatekeeper	7/- per week	Resigned.
23 "	Lee, Catherine	Gatekeeper	Free house	Resigned.
24 "	Rolt, James	Porter	7/6 per day	Retrenchment.
25 "	Geelan, Frank	Officer-in-charge	£140 per ann.	Resigned; position abolished.
26 "	Egan, Patrick	Guard	10/6 per day	Deceased.
27 "	Ellis, Mary Emily	Gatekeeper	7/- per week	Resigned.
29 "	Edwards, Edward	Assistant guard	8-6 per day	Deceased.
31 "	Bennett, A. S.	Operator and apprentice clerk	£50 per ann.	Retrenchment.
31 "	Morris, Arthur E.	Apprentice clerk	£40 per ann.	To Locomotive Branch.
1 Aug.	Shoobert, H.	Apprentice clerk	£30 per ann.	To Electrical Branch.
2 "	Tate, Edward John	Porter	8/- per day	Discharged.
2 "	Peak, Mrs. Fanny	Gatekeeper	7/- per week	Resigned.
3 "	Fletcher, Elizabeth	Gatekeeper	7/6 per week	Retrenchment.
3 "	Irwin, Charles H.	Junior porter	5/- per day	Retrenchment.
4 "	Perrin, Mrs.	Gatekeeper	7/6 per week	Resigned.
5 "	Beatus, Ernest E.	Junior porter	4/2 per day	Discharged.
5 "	Newling, Sarah	Gatekeeper	Free house	Resigned.
8 "	Melan, Charles	Porter	7/- per day	Retrenchment.
14 "	Hollis, T.	Shunter	7/6 per day	Retrenchment.
15 "	Harper, J.	Shunter	8/- per day	Deceased.
17 "	Hodgins, Andrew	Gatekeeper	15/- per week	Discharged.
17 "	Jenkins, Mary	Gatekeeper	7/- per week	Resigned.
21 "	Fuz, George	Junior porter	5/- per day	Retrenchment.
22 "	Wall, Thomas	Gatekeeper	15/- per week	Gates closed.
25 "	Ingram, John	Junior porter	5/- per day	Retrenchment.
25 "	Heffernan, William	Apprentice clerk	£40 per ann.	Retrenchment.
27 "	Gardner, William	Night officer	£130 per ann.	Retrenchment.
30 "	Jameson, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Mitchell, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Cox, Frederick W.	Junior clerk	£70 per annum	Retrenchment.
4 Sept.	Graham, Annie	Gatekeeper	Free house	Resigned.
6 "	Moore, Thomasina	Gatekeeper	Free house	Resigned.
6 "	Reidy, Denis	Porter	7/6 per day	Retrenchment.
7 "	Reilly, John	Shunter	8/6 per day	Retrenchment.
9 "	Barton, Mrs.	Gatekeeper	Free house	Resigned.
9 "	Doughan, Hugh	Gatekeeper	10/- per week	Retrenchment.
9 "	Crimstone, A.	Porter	7/- per day	Resigned; position abolished.
9 "	Thom, Mrs.	Barrack attendant	22/6 per week	Discharged.
12 "	Brown, Roderick	Porter	8/- per day	Retired.
18 "	Kranth, Robert	Porter	7/6 per day	Retrenchment.
19 "	Summergreen, Mrs.	Gatekeeper	Free house	Resigned.
21 "	Harling, A.	Porter	7/- per day	Retrenchment.
21 "	M'Donald, J. A.	Conductor	7/- per day	Retrenchment.
21 "	Edwards, Mary	Gatekeeper	Free house	Discharged.
21 "	Grant, James	Lamp-cleaner	7-6 per day	Deceased; position abolished.
26 "	Morris, Thomas	Conductor	7/- per day	Retrenchment.
28 "	Chandler, Mrs.	Gatekeeper	Free house	Resigned.
30 "	Edwards, John	Porter	10/- per day	To Locomotive Branch; position abolished.
30 "	George, James	Crane-driver	10/- per day	To Locomotive Branch; position abolished.
4 Oct.	Ellis, Robert	Junior porter	5/- per day	Retrenchment.
5 "	M'Carthy, Ellen	Gatekeeper	7/- per week	Resigned.
9 "	Pallier, Robert	Officer-in-charge	£140 per annum	Resigned; position abolished.
9 "	Stuart, William M.	Clerk	£165 per annum	To Locomotive Branch; position abolished.
17 "	M'Grath, Joseph	Porter	8/- per day	Discharged.
19 "	Healy, Mrs.	Gatekeeper	7/- per week	Resigned.
20 "	O'Connor, William	Probationer	2/6 per week	Resigned; position abolished.
22 "	O'Brien, James	Porter	45/- per week	Deceased; position abolished.
23 "	Knight, Mrs.	Gatekeeper	Free house	Resigned.
24 "	Kell, Donald	Porter	8/- per day	Retrenchment.
31 "	French, William R.	Clerk	£210 per ann.	Retrenchment.
31 "	Moore, William J.	Clerk	£165 per ann.	Retrenchment.
31 "	Paton, David	Clerk	£150 per ann.	Retrenchment.
31 "	Irons, Alexander	Clerk	£205 per ann.	Retrenchment.
31 "	Wilson, James A.	Clerk	£180 per ann.	Retrenchment.
31 "	Kestley, William E.	Relieving officer	£189 per ann.	Retrenchment.
31 "	West, Edward A.	Clerk	£150 per ann.	Retrenchment.
31 "	Baxter, John	Clerk	£150 per ann.	Retrenchment.
31 "	Ferguson, George	Clerk	£150 per ann.	Retrenchment.
31 "	Thompson, Robert P.	Clerk	£180 per ann.	Retrenchment.
31 "	Lewis, Robert	Platform inspector	12/- per day	Retrenchment.
31 "	Julien, Elizabeth	Gatekeeper	Free house	Resigned.
1 Nov.	O'Brien, Ellen	Gatekeeper	28/- per week	Retrenchment.
1 "	King, John	Porter	7/- per day	Resigned; position abolished.
2 "	Miller, Mrs.	Linen attendant	20/- per week	Resigned.
5 "	Johnson, David	Junior porter	2/4 per day	Retrenchment.
7 "	Hewitt, James	Junior porter	5/- per day	Retrenchment.
7 "	Sherritt, Mrs.	Gatekeeper	Free house	Resigned.
10 "	Riley, William	Ticket collector	8/- per day	Discharged.
10 "	Gazety, James H.	Porter	7/- per day	Retrenchment.
14 "	Allen, Mrs.	Gatekeeper	7/6 per week	Deceased.
16 "	Cotter, James	Relieving porter	7/- per day	Resigned; position abolished.
16 "	M'Cann, Mary	Gatekeeper	Free house	Deceased.
16 "	Clark, Mrs.	Gatekeeper	7/- per week	Deceased.
17 "	Bennett, Peter	Gatekeeper	30/- per week	Retired; position abolished.
18 "	Coghlan, Charles	Gatekeeper	7/6 per day	Retrenchment.
23 "	Hawke, Joseph	Porter	7/- per day	Retrenchment.
27 "	Minch, Andrew	Guard	10/6 per day	Deceased; position abolished.
29 "	Cruickshank, John J.	Junior porter	5/- per day	Resigned; position abolished.
30 "	Vile, John	Clerk	£180 per ann.	Retired; position abolished.
30 "	Barker, James	Clerk	£165 per ann.	Retired; position abolished.
1 Dec.	Danes, Rebecca	Gatekeeper	Free house	Resigned.
4 "	Lett, Evelyn	Gatekeeper	Free house	Resigned.
9 "	Tyler, James	Porter	7/- per day	Retrenchment.
11 "	Piems, Thomas	Shunter	8/6 per day	Retrenchment.
11 "	Ambrose, Henry	Signalman	8/6 per day	Retrenchment.
11 "	Kraanshaar, Frank	Porter	7/4 per day	Retrenchment.
12 "	Westlake, Thomas	Porter	7/- per day	Discharged; position abolished.
14 "	Brown, Charles	Porter	40/- per week	Retrenchment.
14 "	Moore, Joseph	Telegraph probationer.	2/6 per week	Retrenchment.
15 "	Stephenson, James	Junior porter	5/- per day	To Electrical Branch.
15 "	Summergreen, James	Porter	7/- per day	Deceased; position abolished.
16 "	Leamey, Edward	Porter	7/- per day	Retrenchment.
16 "	Burns, Sylvester J.	Porter	7/- per day	Retrenchment.
16 "	Duffy, Wm. A.	Porter	7/- per day	Retrenchment.
16 "	Price, James	Porter	7/- per day	Retrenchment.
18 "	Boland, Alexander	Porter	7/- per day	Retrenchment.
18 "	Ramsay, Gilbert	Junior porter	5/- per day	Resigned; position abolished.
21 "	Higfield, Mary	Gatekeeper	7/- per week	Resigned.
22 "	Wakeling, Jas.	Officer-in-charge	£150 per ann.	Retrenchment.
23 "	Gibson, William	Junior porter	3/4 per day	Retrenchment.
26 "	Malony, John	Porter	7/- per day	Retrenchment.
27 "	Hunter, William	Porter	7/- per day	Retrenchment.
27 "	Craven, Hy.	Operator	£80 per ann.	To Electrical Branch; position abolished.
28 "	Adams, Martha	Gatekeeper	Free house	Resigned.

APPENDIX XXIII—*continued.*

Date.	Name.	Position.	Rate.	Remarks
1893.	CHIEF TRAFFIC MANAGER'S BRANCH— <i>continued.</i>			
28 Dec.	Cochrane, David	Clerk	£120 per ann.	Retrenchment.
29 "	Guerin, John	Porter	7/- per day	Retrenchment.
31 "	Boehme, Gustave	Wool inspector and collector.	£200 per ann.	Resigned.
31 "	Graham, Anthony	Station-master	£180 per annum	Retired; position abolished.
1894.				
2 Jan.	Stephens, Henry	Gatekeeper	80/- per week	Retired.
5 "	Hunter, Wm.	Porter	7/- per day	Retrenchment.
5 "	Maher, Wm.	Porter	7/6 per day	Retrenchment.
5 "	Burns, Ellen	Gatekeeper	Free house	Resigned.
10 "	M'Guckin, John	Porter	7/- per day	Retrenchment.
11 "	Hopkins, Chas.	Porter	7/- per day	Resigned.
11 "	Weir, John	Assistant guard	8/6 per day	Retrenchment.
12 "	Peak, Geo.	Shunter	7/6 per day	Deceased; position abolished.
13 "	Robey, Robert	Junior clerk	£120 per ann.	Retrenchment.
18 "	Wright, Percy	Junior porter	5/- per day	Retrenchment.
20 "	Wells, Douglas	Telegraph boy	2/6 per day	Deceased.
22 "	Knight, Mrs. Mary	Gatekeeper	Free house	Resigned.
23 "	Crawford, John	Gatekeeper	15/- per week	Resigned.
23 "	Clifford, Mary	Gatekeeper	7/- per week	Resigned.
24 "	Blomdahl, Oscar	Porter	7/- per day	Retrenchment.
24 "	Funnell, Emma	Gatekeeper	7/- per week	Resigned.
25 "	Ford, Frank	Porter	7/- per day	Retrenchment.
25 "	Knight, Sarah	Gatekeeper	Free house	Resigned.
29 "	Curtis, Wm.	Flagman	7/6 per day	Retrenchment.
29 "	Hill, Alfred Ernest	Porter	7/- per day	Retrenchment.
30 "	Tynan, Catherine	Gatekeeper	10/- per week	Resigned.
30 "	Hicks, Ernest	Probationer	2/6 per week	Retrenchment.
1 Feb.	Sognies, Ann	Gatekeeper	7/- per week	Resigned.
1 "	Little, Robt. B.	Apprentice clerk	£50 per ann.	To Property and Estate Branch; position abolished.
5 "	Reid, Mary	Gatekeeper	Free house	Resigned.
7 "	Murphy, John	Collector's boy	1/8 per day	Retrenchment.
8 "	Meade, Mrs.	Gatekeeper	Free house	Resigned.
8 "	Frost, Wm. E.	Junior porter	3/4 per day	Deceased.
10 "	M'Donald, Donald	Porter	7/- per day	Retrenchment.
10 "	Russell, Elizabeth	Gatekeeper	Free house	Resigned.
12 "	Berry, Mrs.	Gatekeeper	Free house	Resigned.
12 "	Deane, James	Watchman	7/- per day	Retrenchment.
16 "	M'Manus, John W.	Junior porter	5/- per day	Retrenchment.
16 "	Donaldson, Andrew	Junior porter	4/2 per day	Retrenchment.
19 "	Colls, Edward J.	Junior porter	5/- per day	Retrenchment.
19 "	Joyce, Jos. V.	Night officer	£180 per ann.	Discharged; position abolished.
19 "	Frazier, Edward	Night officer	£130 per ann.	Discharged; position abolished.
19 "	Cook, Jos. S.	Night officer	£130 per ann.	Discharged; position abolished.
22 "	Murphy, Mrs.	Gatekeeper	7/- per week	Retrenchment.
22 "	Weaver, Sydney	Probationer	2/6 per week	Retrenchment.
22 "	Martin, Ida	Gatekeeper	7/6 per week	Resigned.
22 "	Hughes, Hy.	Night officer	£150 per ann.	Retrenchment.
24 "	Munro, James	Signalman	10/6 per day	Retrenchment.
24 "	Bailey, Wm. D.	Probationer	2/3 per week	To Electrical Branch.
27 "	Harling, Arch.	Porter	7/- per day	Retrenchment.
28 "	James, Wm.	Porter	7/- per day	Retrenchment.
28 "	Lake, Carl	Porter	7/- per day	Retrenchment.
28 "	M'Donald, Wm.	Porter	7/- per day	Retrenchment.
28 "	Whelan, Chas. J.	Clerk	£200 per ann.	Retrenchment.
28 "	Bowditch, Clarence	Junior clerk	£80 per ann.	Retrenchment.
1 Mar.	Jones, Samuel	Porter	6/- per day	Retrenchment.
2 "	Field, Thomas	Guard	10/6 per day	Deceased; position abolished.
3 "	Johnson, John	Junior porter	5/- per day	To Tramways; position abolished.
4 "	Foster, James	Porter	7/6 per day	Retrenchment.
8 "	Wilbow, Louisa	Gatekeeper	Free house	Position abolished.
8 "	Butler, William	Porter	45/- per week	Deceased; position abolished.
8 "	Lee, Catherine	Gatekeeper	Free house	Resigned.
9 "	Rea, John	Goods clerk	£140 per ann.	Retrenchment.
9 "	Cummins, Annie	Gatekeeper	10/- per week	Resigned.
10 "	Egan, Patrick	Porter	7/- per day	Retrenchment.
10 "	Smith, Ernest C.	Signalman	8/6 per day	Retrenchment.
11 "	Byrnes, Mrs. C.	Gatekeeper	7/- per week	Resigned.
15 "	Yeldon, Archibald	Junior porter	5/- per day	Retrenchment.
15 "	Ewels, Catherine	Gatekeeper	5/- per week	Resigned.
15 "	Hudson, Samuel F.	Apprentice clerk	£40 per ann.	Retrenchment.
17 "	Flynn, Michael	Porter	8/- per day	Retrenchment.
17 "	Hodges, Alfred James	Porter	7/- per day	Retrenchment.
20 "	Donohoe, James	Junior porter	5/- per day	Retrenchment.
20 "	Byron, Bridget	Gatekeeper	7/- per week	Resigned.
21 "	M'Keown, Patrick C.	Junior porter	3/4 per day	Retrenchment.
22 "	Connelly, Daniel	Porter	7/- per day	Retrenchment.
22 "	Felby, Sarah	Gatekeeper	7/- per week	Resigned.
22 "	Kemp, Sophia	Gatekeeper	10/- per week	Resigned.
24 "	Montgomery, Mrs. M.	Gatekeeper	Free house	Resigned.
25 "	Burns, William	Night porter	8/- per day	Deceased; position abolished.
25 "	Farnsworth, Mrs.	Caretaker	Free house	Resigned.
28 "	Warne, Francis	Junior porter	5/- per day	Retrenchment.
29 "	Toohay, Sarah	Gatekeeper	Free house	Resigned.
29 "	Wood, Mrs.	Gatekeeper	7/- per week	Resigned.
30 "	Booth, Mary Ann	Station-mistress	10/- per week	Resigned.
30 "	Walton, Storey	Gatekeeper	30/- per week	Retrenchment.
30 "	Parkinson, Jas.	Assistant guard	8/0 per day	Retrenchment.
31 "	Fenton, Henry	Clerk	£165 per ann.	Retrenchment.
31 "	Cochrane, Thomas N.	Clerk	£180 per ann.	Retrenchment.
31 "	Fisher, Jabez A.	Clerk	£150 per ann.	Retrenchment.
31 "	Davies, David L.	Clerk	£120 per ann.	Retrenchment.
31 "	Dutton, Henry	Officer-in-charge	£140 per ann.	Retrenchment.
31 "	Grimwood, R. Herbert	Officer-in-charge	£165 per ann.	Retrenchment.
31 "	Peacock, Susan	Gatekeeper	7/- per week	Resigned.
3 April	Pearson, Geo.	Porter	7/- per day	Retrenchment.
3 "	Flynn, Michl.	Porter	8/- per day	Discharged.
12 "	Bargary, Denis	Porter	8/6 per day	Retrenchment.
12 "	Day, Thomas	Porter	8/- per day	Retrenchment.
12 "	Laing, Thomas	Porter	45/- per week	Retrenchment.
12 "	McGrath, Francis	Porter	7/6 per day	Retrenchment.
12 "	Evans, Richd.	Operator	£80 per ann.	Retrenchment.
12 "	Guina, Mary	Gatekeeper	10/- per week	Discharged.
13 "	Quinn, Jas. W.	Porter	7/- per day	Retrenchment.
14 "	Wilson, Geo.	Porter	7/- per day	Retrenchment.
14 "	McCloskey, Owen	Junior porter	5/- per day	Resigned; position abolished.
14 "	Touse, John	Porter	7/- per day	Retrenchment.
14 "	Bennis, Fred.	Porter	7/- per day	Retrenchment.
18 "	Jones, John	Junior porter	5/- per day	To Tramways.
19 "	Egan, Mrs.	Gatekeeper	7/6 per week	Resigned.
20 "	Tyson, John	Porter	7/- per day	Resigned; position abolished.
21 "	Vance, John	Porter	46/- per week	Retrenchment.
21 "	Whites, Edward	Porter	7/- per day	Retrenchment.
21 "	Haslam, James	Porter	8/- per day	Retrenchment.
21 "	Delaney, Edwd.	Porter	8/- per day	Retrenchment.
21 "	Peters, Englebert	Office-cleaner	7/6 per day	Retrenchment.

APPENDIX XXIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1894.				
CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
21 April	Stephens, Chas.	Porter	7/6 per day	Retrenchment.
21 "	Jamieson, Wm.	Porter	7/- per day	Retrenchment.
21 "	Shoebridge, A.	Porter	7/- per day	Retrenchment.
23 "	Coombes, E.	Porter	7/- per day	Retrenchment.
23 "	Devenish, Eliza	Gatekeeper	Free house	Discharged.
26 "	Wallis, H. E.	Junior porter	5/- per day	Discharged.
26 "	Stokes, Wm. J.	Junior porter	5/- per day	Retrenchment.
27 "	Roberts, Geo.	Telephone boy	10/- per week	Resigned.
28 "	Edwards, Edwin B.	Porter	7/- per day	Retrenchment.
30 "	Crawford, James	Night officer	£130 per ann.	Resigned; position abolished.
30 "	M'Cann, John	Porter	7/- per day	Retrenchment.
30 "	Dever, Mary	Gatekeeper	15/- per week	Discharged.
3 May..	Tanner, Edgar	Porter	7/- per day	Retrenchment.
3 "	Allmark, Mary	Gatekeeper	20/- per week	Resigned.
3 "	Touse, Fanny	Gatekeeper	7/- per week	Resigned.
3 "	O'Donnell, Mrs.	Gatekeeper	Free house	Resigned.
3 "	M'Cann, Mary	Gatekeeper	Free house	Resigned.
9 "	Gallagher, Chas. S.	Junior clerk	£100 per ann.	Retrenchment.
13 "	Lalfe, Edward	Junior clerk	£100 per ann.	Retrenchment.
16 "	Wilson, James	Porter	6/- per day	Retrenchment.
18 "	Dent, Fred. A.	Porter	7/- per day	Retrenchment.
19 "	Ross, Ann	Gatekeeper	Free house	Resigned.
21 "	Watts, Jane	Gatekeeper	10/- per week	Resigned.
29 "	Carroll, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Craven, Henry	Junior clerk	£80 per ann.	Resigned.
31 "	Yeldon, Richard	Guard	11/- per day	Retired; position abolished.
1 June.	Douglas, Maria	Gatekeeper	Free house	Resigned.
2 "	Brackenrigg, Robert	Junior porter	5/- per day	Retrenchment.
5 "	Moore, Henry	Porter	7/6 per day	Retired.
6 "	Deas, Thomas	Foreman	11/6 per day	Discharged; position abolished
6 "	Bruce, Thomas	Porter	6/- per day	Resigned; position abolished.
7 "	Baker, Louis	Porter	7/- per day	Discharged; position abolished.
7 "	Fox, Richard	Junior porter	5/- per day	Resigned.
7 "	Coutts, Wallace B.	Operator	£80 per ann.	Retrenchment.
8 "	M'Goldrick, Kate	Gatekeeper	Free house	Resigned.
13 "	Hartley, James	Porter	7/- per day	Retrenchment.
14 "	Brown, Walter	Probationer	2/6 per week	Resigned.
14 "	Douglas, Niel	Clerk	£150 per ann.	Resigned; position abolished.
16 "	Higham, Horace	Junior porter	4/2 per day	Discharged.
18 "	O'Brien, Con.	Junior porter	5/- per day	Resigned.
19 "	Smith, Geo.	Night officer	£140 per ann.	Resigned; position abolished.
27 "	Donaldson, Wm.	Gatekeeper	35/- per week	Deceased.
28 "	Stafford, Mrs.	Barrack attendant	25/- per week	Resigned.
30 "	Terry, John	Station-master	£222 10/- p. ann.	Retired.
1893.				
SIGNAL AND INTERLOCKING BRANCH.				
5 Oct..	Bendall, Henry	Signal-fitter	8/- per day	Retrenchment.
9 "	Douglas, Henry	Carpenter	11/- per day	To Permanent Way Branch; position abolished
3 Nov..	Dingle, George	Plaster	9/- per day	Retrenchment.
1 Dec..	Gowans, James	Carpenter	11/- per day	To Permanent Way Branch.
8 "	Perfect, Henry	Improver	7/- per day	To Permanent Way Branch; position abolished.
22 "	Aitchison, David	Carpenter	10/6 per day	To Permanent Way Branch.
1894.				
18 Jan.	M'Donald, J.	Carpenter	10/6 per day	Retrenchment.
23 "	Fitzosborne, James	Labourer	7/6 per day	Retrenchment.
25 "	Hubert, William	Carpenter	11/- per day	Retrenchment.
25 "	Linklater, John	Carpenter	10/- per day	Retrenchment.
25 "	Coombes, William	Carpenter	10/- per day	Retrenchment.
25 "	M'Cord, William	Carpenter	10/- per day	Retrenchment.
30 "	Harding, Alfred	Labourer	7/6 per day	Discharged; position abolished.
12 Feb.	Thompson, William	Fitter	10/- per day	Retrenchment.
12 "	Graham, John	Labourer	7/6 per day	Retrenchment.
12 "	Munroe, George	Striker	7/6 per day	Retrenchment.
12 "	Fordham, George	Striker	7/6 per day	Retrenchment.
15 "	Garred, Edward	Signal-fitter	8/- per day	Retrenchment.
15 "	Furey, J.	Labourer	7/6 per day	Retrenchment.
15 "	Dillon, M.	Labourer	7/6 per day	Retrenchment.
22 "	Blanks, Thomas	Striker	6/6 per day	Retrenchment.
26 "	Gowan, William	Labourer	7/6 per day	Retrenchment.
28 "	Piand, Hugo	Draughtsman	£280 per ann.	Retrenchment.
5 Mar..	Dickens, George	Labourer	7/6 per day	Retrenchment.
15 "	Black, John	Striker	7/6 per day	Retrenchment.
15 "	Turner, Thomas	Striker	7/6 per day	Retrenchment.
15 "	Turner, T. J.	Striker	7/6 per day	Retrenchment.
15 "	Saunders, John	Striker	7/6 per day	Retrenchment.
22 "	Wright, William	Carpenter	7/6 per day	Retrenchment.
1 April	Collins, William H.	Junior clerk	£110 per ann.	To Traffic Branch; position abolished.
4 "	Booth, Benjamin A.	Apprentice clerk	£70 per ann.	To Traffic Branch; position abolished.
5 "	Taylor, Joseph	Blacksmith	10/4 per day	Retrenchment.
19 "	Hood, J.	Painter	8/6 per day	Retrenchment.
19 "	Hamilton, William	Carpenter	10/6 per day	Retrenchment.
19 "	Lewis, James	Signal fitter	3/6 per day	Retrenchment.
20 "	Murphy, Andrew	Signal fitter	3/- per day	To Traffic Branch; position abolished
20 "	Hodgson, Joseph	Labourer	7/6 per day	Retrenchment.
26 "	Cameron, Neil	Carpenter	11/- per day	Retrenchment.
26 "	Yeager, Charles	Machinist	9/2 per day	Retrenchment.
PROPERTY AND ESTATE BRANCH.				
20 Jan. /	Larmour, Alfred W.	Apprentice Clerk	£50 per ann.	Resigned.
CONTROLLER OF STORES BRANCH.				
25 May..	Burke, David	Foreman	11/6 per day	Resigned; position abolished.
31 "	Bamford, Richard H.	Overseer	£300 per ann.	Retired.
30 June	Bennett, Hossa	Clerk	£205 per ann.	Retrenchment.
1893.				
ELECTRICAL ENGINEER'S BRANCH.				
31 July	M'Garrity, A. C.	Junior operator	£95 per annum	Retrenchment.
31 "	Lowry, E.	Probationer	2/6 per week	Retrenchment.
5 Aug.	Colless, E. H.	Probationer	2/6 per week	Resigned.
22 Nov.	Fraser, Richard G.	Junior clerk	£110 per annum	Resigned.
15 Dec.	Norton, Arthur	Messenger	5/- per day	To Traffic Branch.
1894.				
1 Jan..	Ash, William	Probationer	2/6 per week	Discharged.
5 "	M'Kenzie, John	Operator	£110 per ann.	Discharged.
12 "	Elston, Albert	Switcher	11/7 per week	To Traffic Branch.
10 April	Young, J. H.	Operator	£110 per ann.	Resigned; position abolished.
19 "	Brady, Herbert	Probationer	2/6 per week	Resigned.
27 "	Adams, Arthur	Messenger	15/- per week	To Traffic Branch; position abolished.
1 May..	Madden, Henry	Operator	£80 per ann.	To Traffic Branch; position abolished.
1 "	Craven, Henry	Operator	£80 per ann.	To Traffic Branch; position abolished.
17 "	Melville, Hugh	Probationer	2/6 per week	To Traffic Branch.
21 "	Goode, Charles	Probationer	2/6 per week	To Traffic Branch; position abolished.
17 June.	Kennedy, James	Operator	£80 per ann.	To Traffic Branch; position abolished.

APPENDIX XXIV.

Report of the Tramway Locomotive Superintendent.

To the Secretary to the Railway Commissioners,—

Sir,

I have the honor, for the information of the Railway Commissioners, to submit the following report of the working of the Locomotive Department, Tramways, for the year ending 30th June, 1894.

The whole of the rolling stock, workshop machinery, and plant has been maintained in thoroughly efficient condition, while, at the same time, continued effort has been made to secure economic working. That considerable success in the latter direction has been achieved will be apparent from the fact that, notwithstanding the additional train service given (56,565 train miles), the working expenses are slightly more than 2d. per train mile less than in the previous year.

SYDNEY CITY AND SUBURBAN LINES.

Locomotive Engines.

The stock has been reduced by 5 engines, transferred to Newcastle and Morpeth lines, the present total being 103. The repairing work executed in the workshops may be classified as follows:—General overhaul, 72; heavy repairs, 88; minor repairs, ranging from two to six days each, 116. Seven new boilers have been built, and 9 more are in process of construction.

Cars, Trucks, &c.

Seven cars have been transferred to Newcastle and Morpeth Lines, while 1 additional car has been received, so that the stock is now 199, as against 205 last year. The repairing work performed represents: Cars completely overhauled and repaired, 109; repaired and partially repainted, 156; while minor repairs—averaging one day each—to 704 vehicles have been executed. One new car for electric traction by accumulators was constructed during the year.

NORTH SHORE CABLE TRAMWAY.

The new engines and plant brought into operation on the opening of the extension of this line to North Sydney Road on the 17th July last, have been working well, and are now in a satisfactory condition. The cable operating the old section which commenced to run on the 4th December, 1892, continued to run smoothly and well until the 7th April of the current year, when it was replaced. This rope has given the best life so far, having been in continuous service for 490 days, during which period 104,539 train miles were run, and, although it was considered prudent to replace it on the date stated, it is intended to again use it on the extension section, where the conditions of surface running and traffic are much lighter than on the first section. It is pleasing to note that the locomotive working expenses of this system are 3d. per train mile less than in the previous year.

NEWCASTLE-PLATTSBURG TRAMWAYS.

To operate the extensions of this system to Merewether and Tighe's Hill, which were opened on the 19th April last, the rolling stock has been increased by four motors and six cars, transferred from the Sydney City and Suburban lines. The engines and cars have been maintained in good order, while the cost of working has been reduced by over 2d. per train mile.

KOGARAH TO SANS SOUCI TRAMWAY.

The rolling stock has been maintained in good order, and the traffic requirements fully met at a material decrease on the expenditure of the previous year.

MORPETH BRANCH LINE.

The Locomotive Branch of this line was placed in my charge on 1st August last, when it was arranged to work the section as a tramway for the future. One motor and one car were transferred from the Sydney lines for the purpose, and under the altered conditions the traffic has been conducted in a most satisfactory manner, notwithstanding that the wool traffic was much heavier than in the previous year, while at the same time a very large decrease in the working expenses has been effected.

MILITARY ROAD ELECTRIC TRAMWAY.

This line was opened on the 20th September, and is being operated by the trolley system, the overhead equipment and cars formerly in use on the Waverley to Randwick section being transferred to this line, while the power is supplied from the engine-house of the North Shore Cable Tramway.

This system is now working very well, but it will be necessary to make early provision for renewals of plant, &c., if the system is to be continued.

GEO. DOWNE,

Locomotive Superintendent.

Randwick, 26th July, 1894.

APPENDIX XXV.

Report of Tramway Engineer.

Tramway Department,
Office of Engineer for Tramways, July, 1894.

To the Secretary to the Railway Commissioners,—
Sir,

I have the honor to submit my annual report, for the information of the Railway Commissioners, on the condition of the Existing Tramways for the year ending 30th June, 1894.

The following extensions have been opened for traffic during the year:—Bondi Aquarium to Bondi Beach, 45 chains, double track; Five Dock to Abbotsford, 1 mile 25 chains, single track; Ridge-street, North Sydney, to Spit Road (electric), 2 miles 11 chains, single track; and the extension of the North Shore cable line from the Power House to Lane Cove Road, 60 chains.

Owing to the sandy formation through which the greater portion of the Bondi Beach line passes, difficulty is experienced in keeping the rails free from sand.

The maintenance on the North Sydney extensions will be light for many years to come, the wear on the rails from the electric and cable cars being slight as compared with the heavy steam motors on the city lines.

The roads are well macadamised throughout, and have been generally well maintained, the chief difficulty being still experienced in keeping in good order those portions which have not yet been relaid with heavier rails. A considerable length of rails on the Botany, Randwick, Waverley, and Glebe Point lines have been turned and respiked during the year.

George-street West, from Regent-street to Newtown Road Junction, a distance of 32 chains, has been relaid and repaved; also that portion of the Newtown line between Forbes-street and Cook's River Junction, a distance of 48 chains. This work has naturally been expensive, the repaving, as well as the relaying, being charged to revenue. Short lengths, aggregating 23 chains, have been relaid on the Waverley line.

The question of improving the present method of fishing the rail joint on the tramways has received special attention. As an experiment, 510 feet of track was laid in King-street, Newtown, without any allowance for expansion; all the rails abutting and held in position by specially-made fish-plates of heavy section, and secured by $1\frac{1}{4}$ -inch machine-turned bolts, made a driving fit. The experiment up to the present time has been entirely satisfactory, for, notwithstanding the rails were laid about the middle of November last, they experienced the hot summer months and the cold of May and June without getting out of line or altering the usual expansion allowed at each end of the length laid. It is now difficult to find where the rails butt, and not the slightest jar can be felt by the travelling public.

The North Shore Cable line is in good order, the work of strengthening the slot rails having been extended.

The buildings and waiting-sheds on the Tramways are in good order, ten of the latter having been repaired and painted during the year.

I have, &c.,

G. R. COWDERY,
Engineer for Tramways.

APPENDIX XXVI.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1894, WITH COMPARISONS FOR 1893 AND 1888.
TRAMWAYS.

DR.

CR.

EXPENDITURE.	YEAR ENDING JUNE 30, 1894.	CORRESPONDING PERIOD IN		REVENUE.	YEAR ENDING JUNE 30, 1894.	CORRESPONDING PERIOD IN	
		1893.	1888.			1893.	1888.
CITY AND SUBURBAN.	£	£	£	CITY AND SUBURBAN.	£	£	£
To MAINTENANCE OF WAY, WORKS, AND STATIONS	42,138	38,630	29,002	By PASSENGERS—			
LOCOMOTIVE POWER	97,331	102,888	115,367	FARES	250,802	271,026	215,355
CARS AND WAGGONS	11,005	19,514	13,678	MISCELLANEOUS RECEIPTS	7	15	5,705
TRAFFIC EXPENSES	44,832	45,934	41,469				
COMPENSATION	3,448	1,890	603				
GENERAL CHARGES	7,800	6,459	4,108				
	206,554	214,824	204,227		250,809	271,041	221,060
NORTH SHORE CABLE.				NORTH SHORE CABLE.			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	928	1,007	920	By PASSENGERS—			
LOCOMOTIVE POWER	4,781	4,046	4,031	FARES	11,683	10,635	7,232
CARS AND WAGGONS	276	371	459	MISCELLANEOUS RECEIPTS			16
TRAFFIC EXPENSES	1,971	1,601	1,202				
COMPENSATION		25					
GENERAL CHARGES	190	148	221				
	8,146	7,198	6,833		11,683	10,635	7,248
NEWCASTLE AND PLATTSBURG. (INCLUDING TIGHE'S HILL AND MEREWETHER.)				NEWCASTLE AND PLATTSBURG. (INCLUDING TIGHE'S HILL AND MEREWETHER.)			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	1,144	904	750	By PASSENGERS—			
LOCOMOTIVE POWER	6,067	5,824	4,136	FARES	13,191	12,549	8,085
CARS AND WAGGONS	915	678	287	MISCELLANEOUS RECEIPTS	2		126
TRAFFIC EXPENSES	2,898	2,500	2,843				
COMPENSATION	1						
GENERAL CHARGES	152	118	120				
	11,177	10,024	8,136		13,193	12,549	8,211
ASHFIELD TO ENFIELD.				ASHFIELD TO ENFIELD.			
To MAINTENANCE OF WAYS, WORKS, AND STATIONS	312	360		By PASSENGERS—			
LOCOMOTIVE POWER	1,175	982		FARES	1,004	1,142	
CARS AND WAGGONS	32	57					
TRAFFIC EXPENSES	317	311					
COMPENSATION	1	30					
GENERAL CHARGES	26	22					
	1,863	1,762			1,004	1,142	
NORTH SHORE MILITARY ROAD ELECTRIC.				NORTH SHORE ELECTRIC.			
To MAINTENANCE OF WAY, WORKS, AND STATIONS	426			By PASSENGERS—			
LOCOMOTIVE POWER	876			FARES	1,505		
CARS	36						
TRAFFIC EXPENSES	205						
	1,543						
TOTAL WORKING EXPENSES£	229,283	233,808	219,196	GRAND TOTAL£	278,194	295,367	236,519
BALANCE, NET PROFIT } AFTER PAYING WORKING EXPENSES. }	£ 48,911	£ 61,559	£ 17,323				
GRAND TOTAL£	278,194	295,367	236,519				

THOMAS HALL,
Chief Accountant.

APPENDIX XXVII.

SCHEDULES under Working Expenses for the Year ending 30th June, 1894, with comparisons for 1893 and 1888.

CITY AND SUBURBAN TRAMWAYS.

H—II	Branches.	Year ending June 30,		Corresponding period in		Branches.	Year ending June 30,		Corresponding period in	
		1894.		1893.			1894.		1893.	
		£	£	£	£		£	£	£	£
	Maintenance of Way and Works.					Traffic Expenses.				
	Salaries, office expenses, and general superintendence.....	1,502	1,014	580		Traffic Manager's office and staff	1,874	1,958	2,131	
	Maintenance and renewals of permanent way, viz. :	25,017	23,133	17,581		Clerks	1,019	1,209	922	
	Repairs, &c., of bridges, culverts, and other works.....	15,331	14,096	9,332		Staffmen, pointsmen, and flagmen	5,455	6,085	5,833	
	Repairs, &c., of waiting-sheds and buildings.....	75	45	464		Conductors	23,895	23,915	19,433	
		213	272	1,045		Car-cleaners, shunters, and lamp-trimmers	5,038	4,856	5,393	
	£	42,138	38,565	29,002		Stores	2,568	2,414	1,833	
						Advertising, printing, and stationery	1,221	1,422	317	
						Travelling and incidental.....	176	328	215	
						Sundries	3,586	3,722	5,392	
						£	44,832	45,909	41,469	
	Locomotive Power.					Compensation.				
	Locomotive superintendence and clerks	1,971	1,925	3,925		For personal injury	3,314	1,670	603	
	Locomotive foremen and Clerks	1,743	1,729	860		For damage to vehicles, &c.....	134	229	.....
	Locomotive drivers and firemen	44,852	44,879	37,523		£	3,448	1,899	603	
	Locomotive cleaners, coalmen, and labourers.....	9,267	9,164	10,724						
	Locomotive sundries	2,077	2,352	7,007						
	Coal, coke, and wood	9,550	10,737	11,818						
	Water.....	1,481	1,644	1,104						
	Oil, tallow, and waste.....	2,284	2,716	2,270						
	Stores for cleaners	554	551	469						
	Repairs and renewals of engines.....	19,985	21,448	32,350						
		3,567	5,043	7,312						
	£	97,331	102,188	115,367						
	Cars and Waggon.					General Expenses.				
	Car repairs.....	5,976	6,635	9,604		Commissioners	673	624	207	
	Waggon repairs ..	4,612	12,244	3,559		Secretary's office.....	659	640	553	
		14	72	97		Accountant's office.....	1,250	921	553	
		6	44	61		Audit office.....	1,398	1,563	1,040	
	£	10,608	18,995	13,321		Stores office.....	393	378	1,196	
						Sundries†	2,447	2,333	559	
						£	6,820	6,459	4,108	
	Greasing and oiling	249	256	236						
	Traffic charge	148	213	121						
	£	397	469	357						
						GRAND TOTAL.....	£	206,554	214,824	204,227

† Includes commission on sale of tickets which was formerly deducted from earnings, amounting to £2,007 in 1893, and £2,314 in 1894.

APPENDIX XXVIII.

APPENDIX XXIX.

SCHEDULES under Working Expenses for the Year ending the 30th June, 1894, with comparisons for 1893 and 1888.

North Shore Cable Tram.				Plattsburg (including Tighe's Hill and Merewether Lines).			
Branches.	Year ending June 30,	Corresponding period in		Branches.	Year ending June 30,	Corresponding period in	
	1894.	1893.	1888.		1894.	1893.	1888.
	£	£	£		£	£	£
Permanent Way Branch.				Permanent Way.			
Superintendence and Office Expenses	38	21	12	Superintendence and Office Expenses.....	60	55	1
Repairs and Renewals of Line, Sidings, Buildings, &c.	890	986	908	Maintenance of Lines, Sidings, Bridges, Buildings, &c.....	1,084	840	749
	£ 928	1,007	920		£ 1,144	904	750
Locomotive Branch.				Locomotive Power.			
GENERAL EXPENSES.				Locomotive Superintendent, Foremen, and Clerks	219	372	47
Superintendence and Office Expenses	335	367	43	Locomotive Drivers, Firemen, Cleaners, and others.....	3,274	2,802	2,099
Repairs, Machinery, Tools, &c., and Lighting Buildings and Depôts	154	304	231	Coal, Coke, Water, Oil, Tallow, Waste, &c.	1,071	846	967
	£ 489	671	274	Repairs and Renewals of Engines.....	1,508	1,804	1,023
RUNNING EXPENSES.					£ 6,067	5,824	4,136
Wages of Drivers, Firemen, Cleaners, Grippers, and others	2,318	1,665	1,667	Carriages and Waggon.			
Cost of Fuel, Running Stores, &c.	1,037	820	953	Carriage Repairs, including Oiling.....	£ 915	678	287
	£ 3,355	2,486	2,620	Traffic Expenses.			
REPAIRING EXPENSES.				Traffic Manager and Office Staff	427	402	160
Repairs, Stationary Engines, Cables, &c.	937	889	1,137	Conductors, Staffmen, Pointsmen, Car-cleaners, &c.	2,062	1,800	2,408
				Misellaneous, including Stores, &c.	400	298	275
Carriages and Waggon.					£ 2,898	2,500	2,843
Repairs to Carriages, Grippers, &c.	276	371	450	General Charges.			
				Proportion of General Establishment, &c.....	£ 153	118	120
Traffic Branch.				GRAND TOTAL.....	£ 11,177	10,024	8,136
Management and Office Expenses	77	60	.....			
Wages of Conductors, and others	1,757	1,470	1,171				
Repairs of Furniture, Fittings, Stores, &c.	137	71	31				
	£ 1,971	1,601	1,202				
General Charges.							
Proportion of General Establishment, &c.	190	173	221				
GRAND TOTAL.....	8,146	7,198	6,833				

APPENDIX XXX.

Sydney, City and Suburban Lines.—Rolling Stock Tramways, 30th June, 1894.

Year ending	Motors.	Cars.	Goods trucks.	Water tanks.	Total.	RENEWALS OUT OF WORKING EXPENSES.			
						Motors.	Cars.	Goods trucks.	Water tanks.
31 December, 1879.....	4	6	.....	.....	10	Nil.	Nil.	.....	.....
31 " 1880.....	10	20	.....	.....	30	"	"	.....	.....
31 " 1881.....	29	47	.....	.....	76	"	"	.....	.....
31 " 1882.....	46	83	4	.....	133	"	"	Nil.	.....
31 " 1883.....	57	99	4	.....	160	"	"	"	.....
31 " 1884.....	75	108	13	2	198	"	"	"	Nil.
31 " 1885.....	95	108	16	2	221	"	"	"	"
31 " 1886.....	96	127	16	2	241	"	1	"	"
31 " 1887.....	88	114	14	3	219	"	Nil.	"	"
30 June, 1888.....	88	125	14	3	230	"	"	"	"
30 " 1889.....	88	129	14	3	234	"	10	"	"
30 " 1890.....	83	143	14	4	252	"	21	"	1
30 " 1891.....	95	180	14	5	294	4	15	"	"
30 " 1892.....	108	193	14	5	320	.....	.....	.....	.....
30 " 1893.....	108	205	14	5	332	.....	20	.....	.....
30 " 1894.....	103	199	14	6	322	.....	.....	.....	.....

Five motors and seven cars transferred during the year ending 30th June, 1894, to Morpeth, Tighe's Hill and Merewether branches, Newcastle. One electric-car and one tank-wagon additional built at Randwick workshops.

Military Road Electric Rolling Stock, 30th June, 1894.

Year ending	Motor Cars.
30 June, 1892.....	3
30 " 1893.....	3
30 " 1894.....	3

North Shore Cable Tramway Stock, 30th June, 1894.

Year ending	Total Stock.		
	Dummies.	Cars.	Total.
31 December, 1886.....	8	8	16
31 " 1887.....	8	8	16
30 June, 1888.....	8	8	16
30 " 1889.....	8	10	18
30 " 1890.....	8	14	22
30 " 1891.....	8	14	22
30 " 1892.....	10	18	28
30 " 1893.....	13	23	36
30 " 1894.....	13	23	36

Newcastle, City and Suburban Tramway Stock, 30th June, 1894.

Year ending	Motors.	Cars.	Trucks.	Total.
30 June, 1889.....	8	18	2	28
30 " 1890.....	8	18	2	28
30 " 1891.....	11	18	2	31
30 " 1892.....	13	20	2	35
30 " 1893.....	13	24	2	39
30 " 1894.....	17	30	2	49

APPENDIX XXXI.

RETURN of the total Amount paid for Wages on the different Branches of the Tramways, year ending 30th June, 1894, 1893, and 1888.

Branches.	1894.	1893.	1888.
TRAMWAYS:—	£	£	£
Maintenance Branch.....	27,166	25,323	30,824
Locomotive ".....	97,577	95,524	97,751
Traffic ".....	36,892	36,805	31,087
TOTAL, TRAMWAYS.....£	161,635	157,652	159,662

NOTE.—Includes all wages paid by the Department, whether on maintenance or new work

APPENDIX XXXII.

STATEMENT showing the cost of Construction and cost per Mile open on different Sections of the Tramway Lines on the 30th June, 1894.

Particulars.	Length in Miles.	Total Cost.	Cost per Mile.
Sydney, City, and Suburban—			
	ms. chs.	£	£
Railway Station to Bridge-street	1 59	95,133	54,753
Liverpool-street to Randwick and Coogee	5 9	113,436	22,188
Darlinghurst Junction to Waverley and Woollahra	4 40	58,904	13,090
Waverley to Bondi Beach	2 8	37,747	17,975
Waverley to Randwick	1 30	11,182	6,390
Crown-street Junction to Cleveland-street	0 69	16,069	18,631
Railway Station to Glebe and Forest Lodge	2 25	40,050	17,319
Newtown and Parramatta-street Junction to Dulwich Hill	4 7	58,284	14,259
Forest Lodge Junction to Leichhardt, Five Dock, and Abbotsford	6 57	61,407	9,148
Railway Station Junction to Botany	6 66	90,787	13,302
Forest Lodge to Gladstone Park, Balmain	2 66	28,436	10,066
Newtown Bridge to St. Peters	0 63	13,092	16,625
Redfern to Moore Park	1 6	18,524	17,231
Average cost of Construction	40 25	643,051	19,592
Tramway Workshops	£55,261		
Rolling Stock	241,268		
Machinery	12,342		
Furniture	2,113		
	.....	310,984	.....
Total and average cost per mile	40 25	954,035	23,666
Ashfield to Enfield—			
Cost of construction	1 78	12,479	6,318
Rolling-stock .....	.....	3,386	.....
Total and average cost per mile	1 78	15,865	8,033
North Shore Cable—			
Cost of construction	2 11	94,358	44,144
Rolling-stock	7,811	.....	.....
Machinery	16,078	.....	.....
	.....	23,889	.....
Total and average cost per mile	2 11	118,247	55,320
North Shore Electric—			
Cost of construction	2 13	17,688	8,179
Rolling-stock	6,138	.....	.....
Machinery	966	.....	.....
	.....	7,104	.....
Total and average cost per mile	2 13	24,792	11,464
Plattsburg, including Tighe's Hill and Merewether—			
Cost of construction	12 1	105,113	8,750
Rolling-stock	30,631	.....	.....
Machinery	303	.....	.....
	.....	30,934	.....
Total and average cost per mile	12 1	136,047	11,325
Total cost of all lines and average cost per mile	58 48	1,248,986	21,314

APPENDIX XXXIII.

RETURN of the Number of Passenger Fares collected, Earnings and Working Cost, Total and per train mile, Percentage Working Cost to Earnings, Capital Invested, and Interest on Capital returned by the City and Suburban Tramways for each year from 1879 to 1894 inclusive.

Year.	Length of Line.	Number of Passenger Fares collected.	Car mileage.	Total Earnings.	Working Expenses.	Earnings per Car Mile.	Working Cost per Car Mile.	Percentage of Working Cost to Gross Earnings.	Net Earnings.	Capital invested on lines open.	Interest on Capital.
1879*	Miles. 1½	443,341	13,270	£ 4,416	£ 2,278	79.87	41.19	51.59	£ 2,138	£ 22,269	33.00
1880	4	2,086,897	84,074	18,980	13,444	54.18	38.38	70.83	5,536	60,218	12.34
1881	9½	7,090,125	296,906	62,549	52,107	50.56	42.12	83.31	10,442	169,450	6.16
1882	22	15,269,100	670,649	126,202	103,136	45.16	36.91	81.72	23,066	412,561	6.80
1883	25	25,684,285	1,076,096	190,699	178,877	42.53	39.80	93.80	11,822	544,105	2.22
1884	27½	30,202,303	1,242,491	219,942	215,167	42.48	41.56	97.83	4,775	643,111	0.76
1885	27½	†39,594,753	1,220,500	223,340	207,995	43.91	40.90	93.13	15,345	708,109	2.17
1886	27½	52,977,578	1,222,943	226,367	201,737	44.42	39.59	89.12	24,630	742,113	3.37
1887	29½	50,109,256	1,220,026	214,125	201,468	42.12	39.63	94.08	12,657	731,582	1.76
1888	29½	51,563,197	1,246,543	221,060	204,227	42.56	39.32	92.38	16,833	742,555	2.22
1889	29½	52,810,026	1,338,386	225,833	206,092	40.49	36.95	91.25	19,741	771,255	2.56
1890	30½	57,463,650	1,474,646	249,508	207,517	40.60	36.46	83.17	41,991	790,555	5.31
1891	33½	62,676,636	1,553,048	270,365	221,505	41.78	31.23	81.92	48,860	857,455	5.74
1892	37	65,299,063	1,613,443	279,321	229,145	41.55	34.09	82.04	50,176	932,907	5.54
1893	38	63,588,885	1,681,232	271,041	214,824	38.69	30.67	79.26	56,217	947,775	5.94
1894	40½	58,773,094	1,737,846	250,809	206,554	34.04	28.53	82.35	44,255	954,035	4.64

* The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.
† Up to the year 1885, 3d. cash fares and 2d. tickets were counted as single fares; from 1886, inclusive, all tickets issued were at 1d. value, and cash fares paid are in this Return calculated at same rate.

APPENDIX XXXIV.

TRAMWAYS.

RETURN of the number and nature of Accidents, and the Injuries to Life and Limb, which occurred on the Tramways from 1st July, 1893, to 30th June, 1894.

Date.	Servants of Department.		Passengers.		Other than Passengers.		Nature of Accident.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1893.							
12 July	1	.....	.....	.....	Man attempted to enter a tram in motion.
13 "	1	.....	Child ran in front of car.
26 "	1	.....	Man threw himself in front of motor.
7 August	1	.....	.....	.....	.....	.....	Conductor knocked off car by passing tram.
12 "	1	.....	.....	.....	.....	Conductor injured between car and shed.
12 September	1	Man threw himself in front of motor.
19 "	1	.....	.....	.....	.....	Driver attempted to get off the tram in motion.
17 November	1	.....	.....	Slightly injured—left tram in motion.
25 "	1	.....	.....	Foot crushed—left tram in motion.
1894.							
3 January	1	Cabman slightly injured; cab broke down on line.
23 March	1	Child knocked down by motor.
3 May	1	Child ran in front of motor.
31 "	1	Boy ran in front of motor.
2 June	1	.....	.....	.....	Man jumped out of tram in motion.
3 "	1	.....	Child ran in front of motor.
27 "	1	.....	Child playing rolled under car.

APPENDIX XXXV.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

RETURN showing the Appointments of Tramway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1893. TRAMWAYS—LOCOMOTIVE BRANCH.				
14 July	Bryant, John G.	Apprentice	10d. per day	Vice E. McNamara.
17 "	Quinn, Timothy	Gripman	7/6 per day	From Permanent-way Branch.
21 "	Darkwell, John	Labourer	6/6 per day	From Railways, vice W. Miranda.
23 "	Teasdale, Charles	Fireman	7/6 per day	From Railways, vice J. Ryan.
1 Aug.	Boag, Charles	Cleaner	7/6 per day	From Railways.
22 "	Dege, Hermann	Cleaner	4/6 per day	Vice A. Timms.
22 "	Day, John	Cleaner	7/6 per day	From Railways. Exchanged with F. Miller.
7 Oct.	Hippitt, Henry J.	Boy labourer	3/- per day	Vice J. Green.
9 "	Grimble, Arthur H.	Boy labourer	4/- per day	Vice R. Walker.
13 "	Carr, William J.	Labourer	6/6 per day	Vice G. Reynolds.
1 Nov.	Weldon, Albert E.	Shop boy	2/3 per day	Vice C. Aldred.
7 Dec.	Rees, Sidney	Cleaner	5/6 per day	Vice H. W. Robinson.
14 "	Neilan, Thomas	Shop boy	2/- per day	Vice W. Weaver.
14 "	Harding, William	Shop boy	2/3 per day	Vice B. Freckelton.
15 "	O'Grady, Edwin	Boy labourer	5/- per day	Vice Isaac Chambers.
1894.				
10 Mar.	Stevenson, William A.	Cleaner	6/- per day	From Railways, vice J. Dowling.
1 April	Campling, Percy	Cleaner	6/- per day	From Railways, vice W. Whitlock.
3 "	Matthews, William	Cleaner	7/6 per day	From Railways, vice E. Crowley.
23 "	Berkeley, John A.	Fitter	10/- per day	From Railways, vice H. Pratt.
15 June.	McCracken, Thomas	Cleaner	5/6 per day	Vice G. H. Weller.
26 "	Spence, John F.	Apprentice	10d. per day	Vice A. McKay.
1893. TRAMWAYS—TRAFFIC BRANCH.				
21 Aug.	Kelly, Phillip	Assistant conductor	6/6 per day	Vice N. W. Maffey.
11 Sept.	Cockburn, William J.	Assistant conductor	5/- per day	Vice C. Pooley.
16 Dec.	Wood, Thomas A.	Assistant conductor	5/- per day	Vice H. D. Elliott.
1894.				
16 Feb.	Stoek, Henry	Junior conductor	5/- per day	From Railways, vice P. Cooper.
19 "	Large, Joseph	Junior conductor	6/- per day	From Railways, vice M. Wilson.
19 "	Campy, Henry E.	Junior conductor	5/- per day	From Railways, vice G. Scott.
10 Mar.	Mackie, Robert D.	Junior conductor	5/- per day	From Railways, vice L. Lewis
13 April	Jones, John	Junior conductor	5/- per day	From Railways.
1 May	Clement, David	Clerk	£140 per annum	From Secretary's Branch, vice W. H. Muir.
1894.				
TRAMWAYS—MAINTENANCE BRANCH.				
5 Mar.	Thompson, Theodore	Labourer	7/3 per day	From Railways, vice E. Offwood.

APPENDIX XXXVI.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

RETURN showing the Removals of Tramway Employés from 1st July, 1893, to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1893. TRAMWAYS—LOCOMOTIVE BRANCH.				
14 July	Timms, Alfred W.	Cleaner	6/- per day	Left the Service.
19 Aug.	Miller, Frederick	Cleaner	7/6 per day	To Railways; exchanged with J. Day.
25 "	Reynolds, George	Labourer	7/- per day	Left the Service.
28 Sept.	Walker, Richard	Driver	13/- per day	Resigned.
7 Oct.	Aldred, Charles	Fireman	8/- per day	Left.
3 Nov.	Robinson, Henry	Cleaner	6/- per day	To Railways.
11 "	Bird, Charles	Boilermaker	10/- per day	Deceased; position abolished.
13 "	Weaver, William	Cleaner	6/6 per day	Resigned.
25 "	Chambers, Isaac	Driver	14/- per day	Resigned.
27 "	Freckelton, Bertam	Shop boy	2/- per day	To Railways.
10 Dec.	Rose, William	Motor man	8/- per day	Discharged.
1894.				
21 Feb.	Whitlock, Wm.	Driver	13/- per day	Left the service.
15 Mar.	Crowley, Edward	Driver	13/- per day	Resigned.
22 "	Orchard, Oliver	Driver	11/- per day	Left.
27 "	Dowling, John H.	Fireman	7/6 per day	To Railways.
28 "	Vargen, Herbert G.	Fitter	10/- per day	Discharged; position abolished
4 April	Pratt, Henry	Fitter	10/2 per day	Resigned.
19 "	Bishop, James	Labourer	7/- per day	Resigned; position abolished
23 "	McKay, Archibald	Apprentice	10d. per day	Resigned.
10 May.	Weller, George H.	Driver	13/- per day	Resigned.
18 June.	Plummer, William J.	Blacksmith	10/- per day	Retrenchment
24 "	Moran, John	Car lifter	8/6 per day	Deceased; position abolished
1893. TRAMWAYS—TRAFFIC BRANCH.				
7 Aug.	Maffey, Nicholas W.	Assistant conductor	7/- per day	Deceased.
25 "	Harper, George G.	Inspector	14/- per day	Retrenchment.
30 Sept.	Bowden, George W.	Clerk	£220 per ann.	Retrenchment.
1 Oct.	Wilson, Robert	Car-cleaner	6/6 per day	Deceased.
18 "	Lewis, Lewis	Car-cleaner	7/- per day	Resigned.
13 Dec.	Elliott, Henry D.	Car-cleaner	7/- per day	Discharged.
1894.				
16 Feb.	Swain, Daniel	Pointsman	7/6 per day	Deceased; position abolished.
28 "	Francis, Robert	Conductor	9/- per day	Resigned; position abolished.
17 Mar.	Ryan, Wm.	Conductor	9/- per day	Resigned.
23 "	Hutcheson, Thos. H.	Assistant conductor	5/- per day	Resigned.
1 April	Orwin, George	Flagman	7/- per day	Retrenchment.
5 "	Beverly, Henry J.	Junior conductor	0/- per day	Resigned; position abolished.
7 "	Morris, William	Assistant conductor	8/- per day	Resigned; position abolished.
28 "	Hanley, Patrick	Car cleaner	7/- per day	Retrenchment.
26 "	Clarke, Leonard	Car cleaner	7/- per day	Retrenchment.
26 "	Millar, Robert	Car cleaner	7/- per day	Retrenchment.
26 "	Morris, Denis	Car cleaner	7/- per day	Retrenchment.
26 "	Patrick, John	Car cleaner	7/- per day	Retrenchment.
31 May.	Outram, James	Pointsman	7/6 per day	Retrenchment.
31 "	Jones, Jenkyn H.	Clerk	£260 per ann.	Retrenchment.
31 "	Muir, William Henry	Apprentice clerk	£70 per ann.	Retired.
26 June.	Muir, John S.	Timekeeper	£220 per ann.	Retrenchment.
1893. TRAMWAYS—MAINTENANCE BRANCH.				
17 July	Quinn, Timothy	Labourer	7/6 per day	To Locomotive Branch.
1894.				
5 Mar.	Offwood, Edward	Labourer	7/6 per day	To Railways.
2 June.	Poster, George	Gangor	12/- per day	Retrenchment.
11 "	Killeen, Thomas	Labourer	7/6 per day	Deceased.

APPENDIX XXXVII.

[Paper published in the Sydney Morning Herald and Daily Telegraph on 13th September, 1893, by the Railway Commissioners of New South Wales.]

Railway Rates.

So many letters have appeared in the press recently in regard to railway rates, and statements have been made from extreme points of the question, that it may be desirable to state generally a few absolute facts, as well as some main principles affecting railway working.

Many statements have been brought into the correspondence in regard to rates in America and the alleged satisfactory financial results to the railway companies of the exceedingly low scale of charges that generally obtain upon the lines.

In order to protect the public in various ways from the actions of individual railways, the Government of the United States created what is known as the Interstate Commerce Commission; and it will be well to learn from this official source what the financial position of the railway interest really is.

The Commissioners deal in their Annual Reports with the railways of the United States in ten groups—1 to 5 representing all lines on the east side of the Mississippi River, and 6 to 10 representing the railways on the Pacific side of the Mississippi. In dealing with the return upon capital the Commissioners stated in their Report, dated 1st December, 1891, for the fiscal year ending 30th June, 1890:—

“The total amount of stock issued on railways in the United States is \$4,409,658,485 (£918,678,851 sterling), of which \$2,811,526,552 (£585,734,698 sterling), or 63·76 per cent. paid no dividend. In the New England States 24·58 per cent. of stock paid no dividend; in the Middle States 47·27 per cent. of stock paid no dividend; in Group IX, which comprises Louisiana, the greater part of Texas and part of New Mexico, 99·99 per cent. of stock paid no dividend; and in Group X, which comprises the States bordering upon the Pacific Ocean and certain States and Territories adjacent, 83·54 per cent. of stock paid no dividend.”

This official statement effectually disposes of the alleged profitable condition of things in connection with the American railways.

The Pennsylvania Railroad has been referred to to a considerable extent; but the circumstances of that line are so altogether different from those surrounding New South Wales, that the comparison is of scarcely any value. For instance, the State of Pennsylvania alone in the 1890 Census contained a population of $5\frac{1}{4}$ millions of persons; but, in addition to its own enormous local business, no less than $39\frac{1}{2}$ million tons of *through* goods traffic—or ten times the whole goods traffic of this Colony—passed over the line. This, as compared with the exceedingly small amount of goods traffic by rail between Brisbane, Melbourne, and Adelaide, is a very striking commentary upon the unwisdom of comparing railways when the local circumstances are unknown.

But now let us look at the different circumstances surrounding railway rates in America and in this Colony. America has a population of $62\frac{1}{2}$ millions of people, and the volume of trade to and from the Atlantic seaboard is immense. New South Wales, at the 1891 Census, had a population, exclusive of aborigines, of 1,123,954, and when we deduct the population of Sydney and suburbs, Newcastle and suburbs, and the purely coastal population which does not use the railways, we have eliminated 504,000 people, leaving 619,954 only, scattered throughout the land.

If we had a few cities like Philadelphia, Washington, Pittsburgh, Chicago, and St. Louis, with populations respectively of 1,046,000, 230,000, 238,000, 1,099,000, and 451,000, situated at Dubbo, Bourke, Hay, Albury, and Tenterfield, and also a considerable agricultural population, our rates could then be very materially lowered.

Again, the average haul per ton of traffic in the United States is 119·72 miles, whereas in New South Wales, for the year 1892, the average haul was 60·64 miles. In consequence of the easier grades and very much more powerful engines in general use in the United States, the average number of tons per train hauled is

175 tons, whereas in New South Wales in 1892 the average was 58 tons only, or about one-third. This tonnage, however, is a considerable improvement over 1888, consequent on the introduction of more powerful engines and other improvements in the working.

Critics of railway rates are very prone to pick out the highest class of rates, and in many instances exceptional ones, for traffic which bears an insignificant proportion to the whole business dealt with, and then, by inference or direct assertion, endeavour to lead the public to believe that the whole business is carried at these exceptional rates. The traffic carried on the New South Wales Railways, however, is worked out so as to show the actual payment made for each mile each ton of many of the classes of goods is carried, the result for 1892 being :—

RETURN of Ton Mileage for Year ending 31st December, 1892.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
				£	D.	per cent.
Coal and Shale... ..	2,303,299	40,008,075	17·37	123,097	·74	58·63
Firewood	193,411	5,077,038	26·25	19,968	·94	4·92
Grain, Flour, &c.	184,275	21,757,420	118·07	70,130	·77	4·69
Hay, Straw, and Chaff... ..	70,362	10,234,835	145·46	25,964	·61	1·79
*Miscellaneous and A Class	370,344	20,113,382	54·31	71,237	·85	9·43
Wool	114,623	32,313,376	281·91	326,457	2·42	2·91
Live Stock	146,390	32,274,402	220·46	283,523	2·11	3·73
All other goods... ..	545,925	76,478,633	140·09	694,848	2·18	13·90
Total	3,928,629	238,257,161	60·64	1,615,224	Average. 1·63	100

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

This table shows that the whole of the business done earned an average of 1·63d. per ton per mile, and that 79·46 per cent. of the whole paid an average of ·77d. per ton per mile only; that is, out of a total of 3,928,629 tons of traffic conveyed on the lines in 1892, 3,121,691 paid an average rate of a fraction over $\frac{3}{4}$ d. per ton per mile only, the remaining 806,938 tons having paid an average of 2·22d. per ton per mile.

The circumstances surrounding the American traffic are so varied that the average rates dealt with are of little value unless the local circumstances are carefully considered. As bearing upon this point, the following extract from a recent work by a most careful student of railway working—Mr. W. M. Acworth—entitled “The Railways and the Traders,” will be of considerable interest. Mr. Acworth immediately preceding the writing of his book, studied carefully in the States the whole question of rates. He writes :—

“ ‘On account of the great extent of territory through which the railways
 “ ‘run, and the great variety of conditions, both social and industrial, to
 “ ‘which their business must be adjusted . . . an average taken for
 “ ‘any class of facts reported for all the railways of the United States has but
 “ ‘little meaning. It is typical of nothing in the sense that it is a measure
 “ ‘with which corresponding facts for individual cases may be compared.’ This
 “ ‘very average of $\frac{1}{2}$ d. per mile, for instance, is made up out of an average
 “ ‘charge of $\frac{1}{4}$ d. on the New York, Chicago, and St. Louis, and 21d. on the
 “ ‘Pittsburg and Castle Shannon. But then the former line is 523 miles long,
 “ ‘and carries 800,000,000 tons 1 mile; the latter is 9 miles long, and carries
 “ ‘95,000. Between these two extreme points there are all possible variations.
 “ ‘There are roads earning 5d., 10d., and 15d. per ton per mile. Quite con-
 “ ‘siderable systems even have a high average rate.’ ”

Mr.

Mr. Acworth in the same work gives the following rates as samples of American local charges, and it will be seen from the rates obtained for similar distances on the same class of traffic in New South Wales that, as a matter of fact, the New South Wales rates are, in the majority of instances, lower than in America:—

Miles.	Description.	From—	To—	Per ton.	N.S.W. rate for similar distances.
				s. d.	
117	Fruit ...	Cambridge ...	Wilmington ...	43 3	12s. 3d.
526	Potatoes ...	Philadelphia ...	Morehead City	33 6	22s. 2d., or 16s. 11d. in 6-ton lots.
40	Grain ...	New York ...	Bedford ...	9 2	4s. 1d.
	Butter ...	" ...	" ...	16 7	7s. 2d. or 15s. 3d. in small quantities.
	Tea ...	" ...	" ...	18 5	24s. 10d.
	Furniture ...	" ...	" ...	73 7	24s. 10d.

In dealing with this question of rate per ton, none of the writers to the papers have referred to, or given any credit for, the material difference between the American ton and the English ton. Are they aware of it?

In regard to the classification of goods and valuable articles of merchandise having to pay higher rates than are applied to goods of great bulk and low value, it may be stated that it has been the practice from the earliest days to make goods of high value pay heavier charges than those of low value. Had this not been the case, seeing that it would not be profitable to carry all the traffic at the minimum rates, business in articles whose bulk or weight was large as compared with their value would have been effectually stopped, and when it comes to be considered that the question of a few pence per ton has no material bearing upon the price at which silks, pictures, tea, coffee, and articles of this kind are retailed, no injustice is inflicted; but the higher rates materially assist the whole country in enabling raw materials necessary in the manufacture of the higher classes of goods and agricultural produce to be carried at rates slightly in excess of the actual cost of working.

The relative value of the service, more than the relative cost of carriage, is the main factor that should influence railway administrators in arranging rates for articles of this sort.

Again, raw materials and commodities, the production of which creates a volume of business of its own, should be given the lowest possible rates consistent with paying for its own movement and contributing something towards the general expenditure. For these reasons the rates for grain and agricultural produce have been materially lowered since the Commissioners took over the control of the railways, until now, for long distances, they are as low as they are in America. The following figures will show the rates at present in force, and the reductions made since 1888:—

AGRICULTURAL PRODUCE.

Grain, Flour, Meal, Potatoes, and other articles of the same class.

Miles.	1888. Up Journey.		1893. Up Journey.	
	Per ton.	In Truck Loads. Per ton.	Per ton.	Per ton in 6-ton Truck Loads.
	s. d.	s. d.	s. d.	s. d.
100	9 9	9 9	9 0	8 4
200	16 10	14 6½	14 6	11 8
300	21 10	18 9½	18 6	14 0
500	31 10	25 8	21 6	16 3
1,000	56 10	.....	28 2	22 11

The mining industry is also one which creates a valuable traffic, and the lower the rates for ore and coke for smelting the greater the business is likely to be. The rates for these classes of traffic have been largely reduced and stand as under:—

ORES.

In 1888 ores were carried at various rates, from miscellaneous to third class, according to value. The comparative rates per ton for ore, and also coke, are as follows:—

ORES.							COKE.	
1888.			1893. At per ton in Truck Loads.				1888.	1893.
Miles.	Miscellaneous	3rd Class.	5 Tons and over. Per ton.	20 Trucks per week.	30 Trucks per week.	Over 30 Trucks per week.	Per ton.	Per ton in Truck Loads.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
100	8 4	58 7	8 4	4 6	4 2	3 10	13 0	8 4
200	15 8	108 2	15 8	9 0	8 4	7 8	21 4	13 1
300	20 10	143 2	20 10	13 6	12 6	11 5	29 8	16 11

The fruit industry, also, looking at the low prices obtained for the produce, requires encouragement. Suitable vans for its conveyance have been constructed, and the traffic is carried on at the following rates:—

Miles.	Per ton. s. d.
50	6 0
100	10 10
200	18 8
300	24 2

The dairying industry also holds an important position; and here again facilities have been afforded, and the following reduced rates are in operation:—

DAIRY PRODUCE.

Miles.	1888.		1893.	
	1 Ton and over. Per ton.	Small lots under 1 ton. Per ton.	1 Ton and over. Per ton.	Small lots under 1 ton. Per ton.
	s. d.	s. d.	s. d.	s. d.
50	17 8	21 7	8 10	18 9
100	34 4	42 5	17 2	36 3
200	62 8	77 10	31 4	66 0
300	82 8	102 10	41 4	87 0

The rates for parcels by passenger trains have been materially reduced, as shown by the following table:—

Weight.	50 miles.		150 miles.		300 Miles.		1893. Maximum rate for any distance.
	1888.	1893.	1888.	1893.	1888.	1893.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
3 lb. and under ...	0 4	0 3	0 9	0 6	1 5	1 0	1 6
7 to 14 lb. ...	0 11	0 6	2 1	1 0	3 10	1 9	2 6
28 to 56 lb. ...	1 7	1 0	3 5	2 6	6 8	4 0	6 0
98 to 112 lb. ...	2 2	1 9	5 6	5 0	9 8	7 3	11 0

These are the directions in which low rates may be expected to fructify, and it is to these objects the efforts of the Commissioners have been specially directed, as well as to making a better financial return; but in bringing about the much-improved financial position of the railways, they have not lost sight of the necessity for cheapening the means of communication, as not only have the foregoing rates been reduced, but the higher rates have also been materially lowered. Large numbers of articles have been reduced to a lower class, and the 4th class rates, which were formerly as high as 9d. per ton per mile have been abolished altogether, making the 3rd class now the maximum rate.

The suburban fares in the Sydney district have been extended, and a reduced scale of rates for suburban passenger traffic in the Newcastle district adopted. Cheap excursion trains have now for several years been run throughout the colonies at periodical intervals, and by this means passengers can travel 2nd class as far as Albury and back, a distance of 772 miles, for 25s., or to Bourke and return, a distance of 1,006 miles, for 35s.

As has been shown, the rates for agricultural produce have been made especially low in consequence of the settlement that the cultivation of the land induces, and owing to the fact that unless exceedingly low rates were adopted for the outlying districts it would be impossible to raise grain in districts at long distances from the seaboard. The following rough estimate of the value to the railways of 10,000 acres of land under cultivation, as against 10,000 acres of land employed for running sheep, will strongly illustrate this point.

A distance of 300 miles from Sydney has been adopted in each case.

Agricultural Result.

The average yield over the whole Colony for the past three years has been $12\frac{1}{2}$ bushels per acre.

Which gives 3,304 tons, @ 14/- per ton ...	...	£2,312	16	0
Carriage of wheat bags =	...	84	14	8
Machinery and implements of all kinds, binder twine, &c., materials for repairs, &c.	...	350	0	0
Rations, clothing, &c., for one man for every 100 acres = 100 men	...	398	0	0
[No allowance made for families, nor for travelling upon the Railways, which would be a fair additional revenue.]				
		<hr/>		
		£3,145	10	8
		<hr/>		

If the crop were reaped and the straw sent to market a large additional revenue would result.

Pastoral Result.

Average for the whole Colony gives one sheep to $2\frac{1}{5}$ acres = 11 tons of wool, @ 72/- ($5\frac{1}{2}$ lb. per sheep)	...	£39	12	0
Increase of the flock to be reduced by 25 % each year, by trucking to market or by boiling down (say) 600 sheep trucked, and 525 boiled down	...	44	4	4
Wool-packs, rations for one man to every 4,000 sheep continuously, and two men for 14 days per 1,000 sheep at shearing time	...	6	13	0
		<hr/>		
		£90	9	4
		<hr/>		

In this instance a higher average is adopted for the stock sent by rail than is found to be the usual result. No proper estimate can be arrived at in regard to materials for improvements required in the future, as the requirements in this respect will now be comparatively small, owing to the majority of the runs having completed their fencing, &c., maintenance supplies only in future being required. Allowing £20 per annum for each 10,000 acres for material of this kind, an occasional wool-press, &c., it gives a total revenue of £110 per 10,000 acres, against £3,145 per 10,000 acres, under crop.

In

In addition to the enormous disadvantages these lines labour under owing to the great amount of severe grades, we have the very great disadvantage of a large proportion of our business being "unbalanced"—that is, empty trucks have to be hauled to a very large extent in one direction—so practically reducing the earning powers of the train mileage by one half.

One great feature in American railroad working which has had an enormous effect in enabling companies to reduce their rates has been the adoption throughout the country, to a great extent, of sending traffic in truck loads, in the same way as has been in operation for a considerable time with the competitive traffic of the Darling, Riverina, and other districts. If our customers would combine together with their fruit and other business and consign full truck loads of traffic, it would economise the working expenses of the railways and it could be made to work very much to the personal advantage of those using the railways.

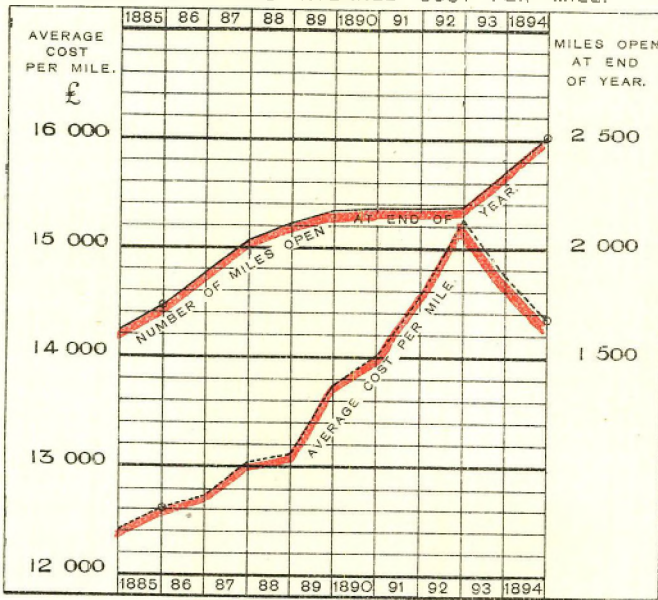
The Commissioners realise most keenly the great importance to the country of cheap railway transit, and all economies in working effected by them assist in this direction. The reduction of the working expenses from 66·69 of the gross revenue in 1888 to 59·39 for the year ending 30th June last represents a sum of £213,675, which sum would have had to be provided out of the general taxation, or by increased railway rates, had this reduced cost of working not have been effected. It must also be borne in mind that the property has been enhanced in value out of working expenses, and the services much improved during the same period.

What is wanted is volume of traffic, which can only be obtained in connection with increased population and the greater development of the land. If on a large proportion of our railway lines, instead of running trains once a day and on some only three days a week, we had trains running five or six times a day each way, even at our lowest existing rates, it would add largely to the net earnings and so assist to reduce all rates; but in reducing rates a cautious policy is required, and not a reckless one, as suggested by some of the writers to the papers; but it must be admitted from a study of the foregoing figures that the Commissioners have not been unmindful of the question of cheapening conveyance of both goods and passengers.

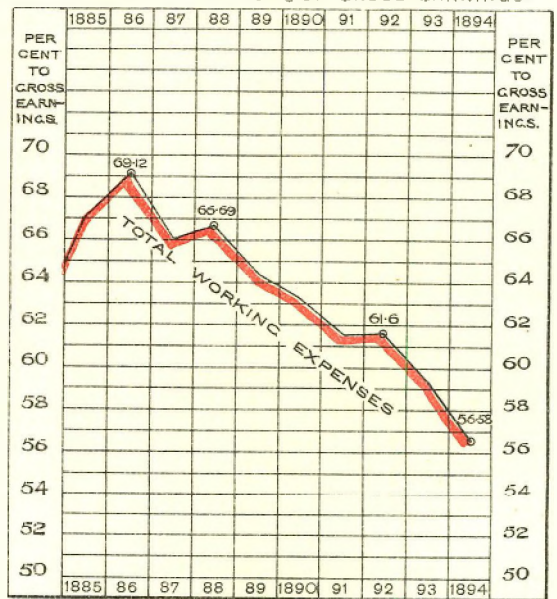
[Maps, &c.]

RAILWAYS

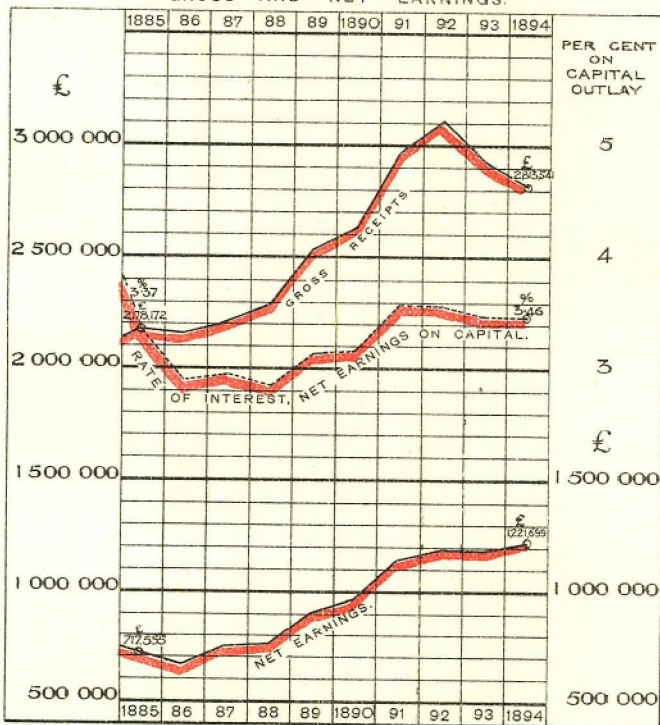
MILES OPEN AND AVERAGE COST PER MILE.



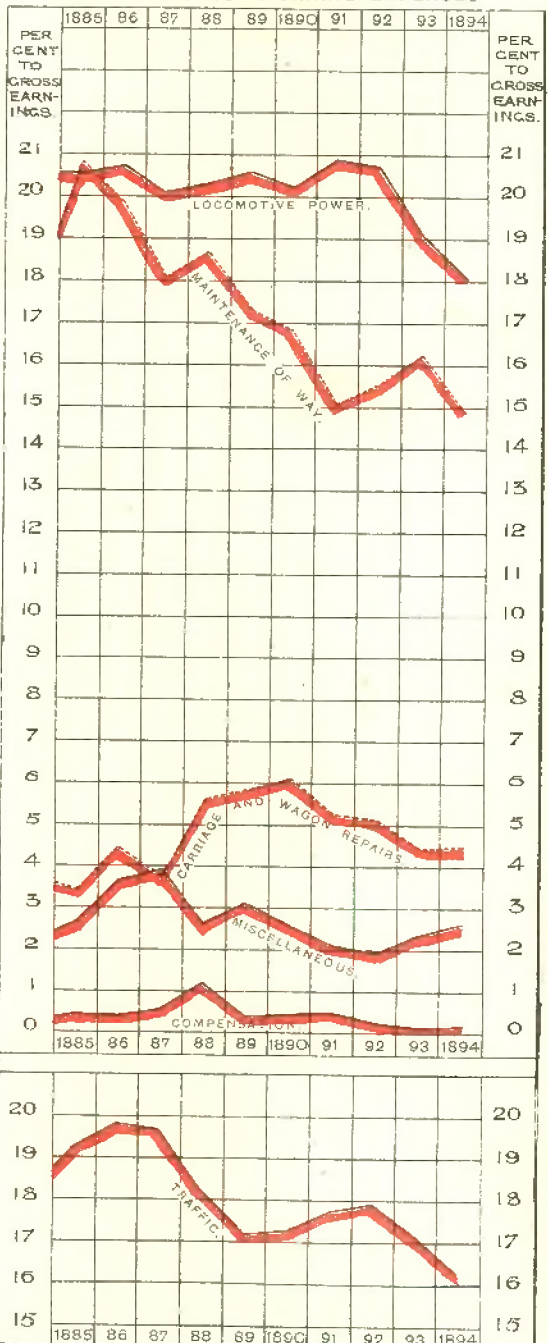
WORKING EXPENSES % OF GROSS EARNINGS



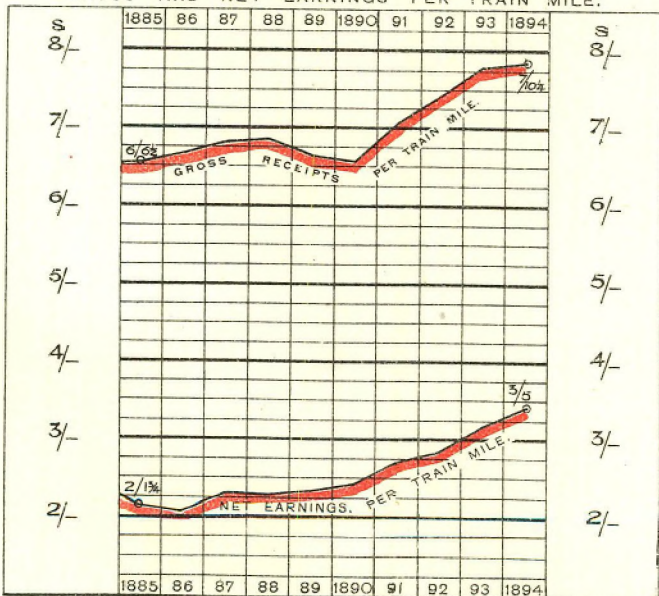
GROSS AND NET EARNINGS.



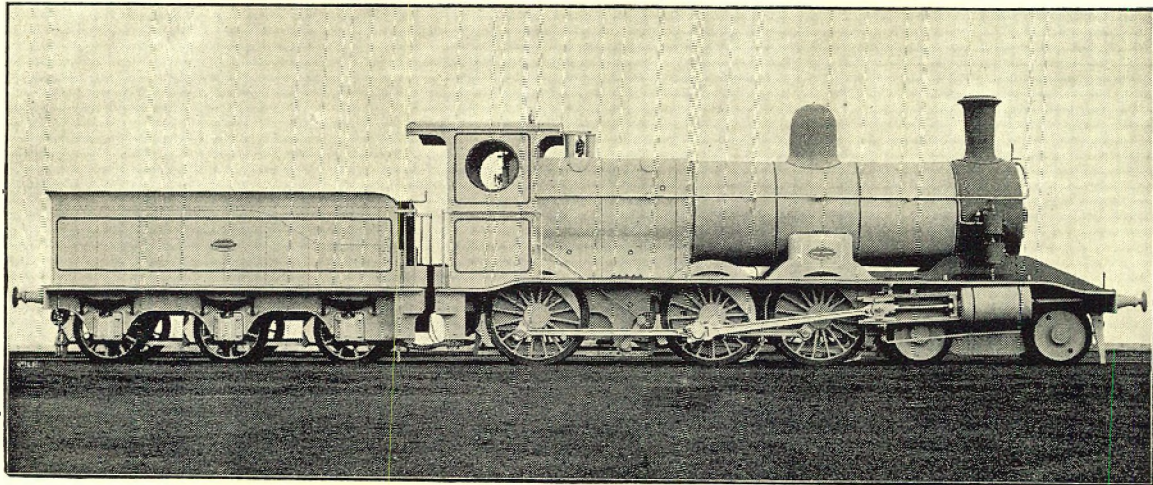
DEPARTMENTAL WORKING EXPENSES



GROSS AND NET EARNINGS PER TRAIN MILE.



Sig 11



EXPRESS AND MAIL TRAIN ENGINE (DESIGNED, 1890) — N.S.W. GOVT. RAILWAYS.

(Also worked in with Live Stock and Goods Traffic.)

PRINCIPAL DETAILS.

	ft. in.
Diameter of bogie-wheels	3 3
Diameter of coupled wheels	5 0
Cylinders 20 inches diameter by 28 inches stroke.	
Heating surface: Tubes	1,786 square feet.
Firebox	130 "
Total	1,916 square feet.
Total grate area	27 "
Boiler pressure, 160 lb. per square inch.	

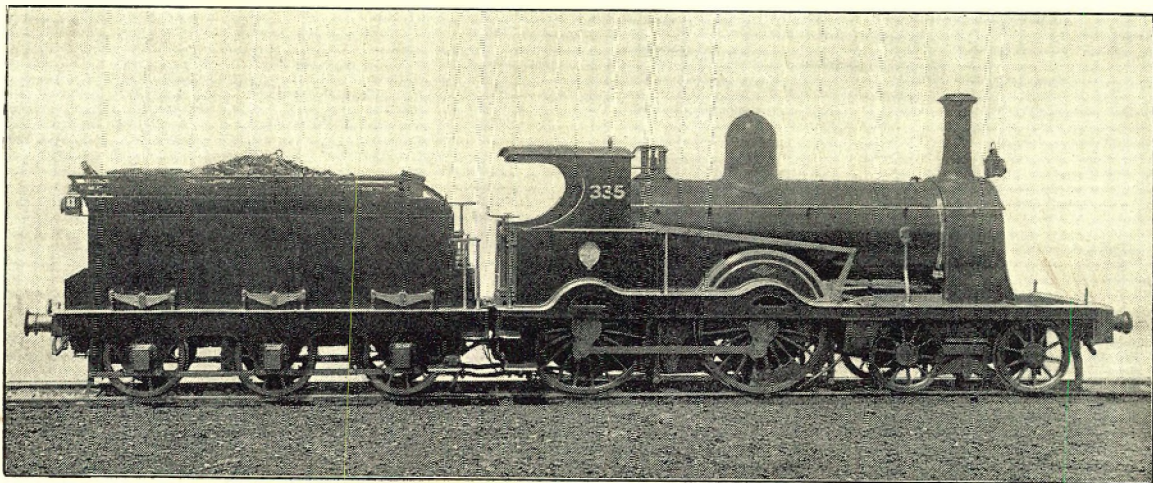
Weight in working order:—

	t. c. q.
Bogie (4 wheels)	14 13 2
Leading wheels (coupled)	14 10 3
Driving " "	14 13 0
Trailing " "	12 13 2
Total	56 19 3
Tender	31 16 1
Total Engine and Tender	88 7 0

Capacity of tank, 3,030 gallons.
Capacity of coal-space, 4½ tons.

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDER).

When working Passenger Trains.			When working Goods Trains.		
Grade.	Tons.	Speed per hour.	Tons.	Speed per hour.	
1 in 40	225	20 miles	275	10 miles.	
1 in 60	270	25 miles	415	10 miles.	
1 in 75	260	30 miles	503	12 miles.	
1 in 100	253	35 miles	660	15 miles.	



EXPRESS ENGINE (DESIGNED 1884)—N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

	ft. in.
Diameter of bogie-wheels	3 6½
Diameter of coupled wheels	6 0½
Cylinders 18 inches diameter by 26 inches stroke.	
Heating surface: Tubes	1,033 square feet.
Firebox	102 "
Total	1,135 square feet.
Total grate area	16.75 "
Boiler pressure, 140 lb. per square inch.	

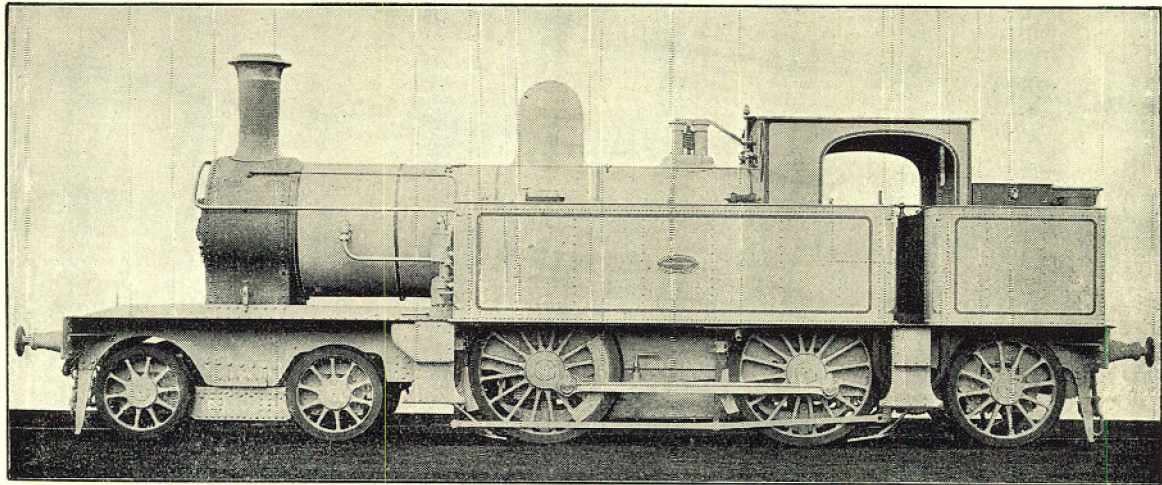
Weight in working order:—

	t. c. q.
Bogie (4 wheels)	13 13 3
Driving wheels (coupled)	13 13 0
Trailing " "	11 12 0
Total	38 18 3
Tender	25 2 3

Total engine and tender ... 64 1 2
Water capacity, 2,000 gallons.
Coal " " 4½ tons.

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDER).

Grade.	Tons.	Speed per hour.
1 in 40	88	20 miles.
1 in 60	118	25 miles.
1 in 75	115	30 miles.
1 in 100	106	35 miles.



SUBURBAN TANK ENGINE (DESIGNED, 1890) — N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

	ft. in.
Diameter of bogie-wheels ...	3 3
Diameter of coupled wheels ...	5 1
Diameter of trailing wheels ...	4 0½
Diameter of cylinder, 17 inches x 26 inches stroke.	

Boiler pressure, 160 lb. per square inch.
Grate area, 18.75 square feet.

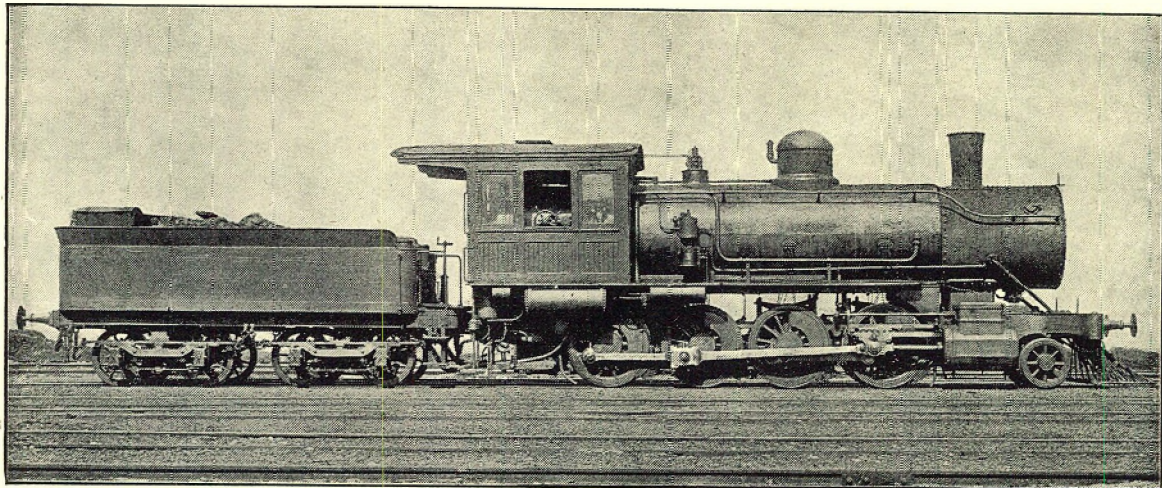
Coal capacity, 2 tons 5 cwt.
Water capacity, 1,200 gallons.

Weight in working order—	t. c. q.
Bogie (4 wheels) ...	15 18 3
Driving wheels (coupled) ...	14 8 0
Trailing " ...	14 6 0
Radial trailing axle " ...	11 16 2

Total ... 56 9 1

Heating surface: Tubes ...	1,108 square feet.
Firebox ...	127 "

Total ... 1,235 square feet.



CONSOLIDATION GOODS ENGINE (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

	ft. in.
Diameter of bogie-wheels ...	3 6
Diameter of coupled wheels ...	4 3
Cylinders 21 inches diameter by 26 inches stroke.	
Heating surface: Tubes ...	1,809 square feet.
Firebox ...	158 "
Total ...	1,967 square feet.

Total grate area... 52
Boiler pressure, 160 lb. per square inch.

Weight in working order—	t. c. q.
Bogie (2 wheels) ...	5 16 3
Leading wheels (coupled) ...	13 17 3
Intermediate wheels (coupled) ...	13 14 0
Driving " ...	15 9 0
Trailing " ...	13 15 0

Total ... 62 12 2

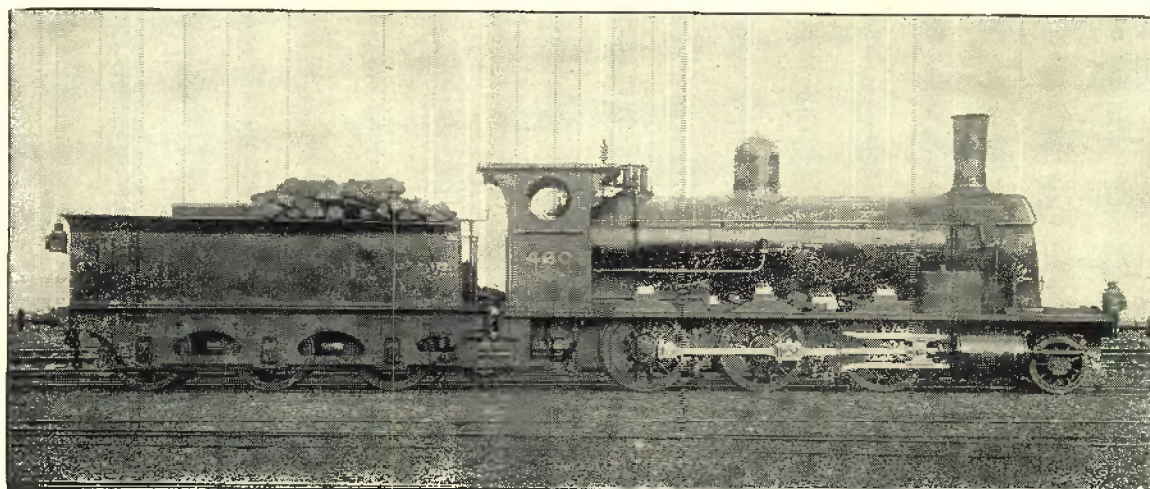
Tender ... 34 10 2

Total engine and tender ... 97 3 0

Water capacity, 3,650 gallons.
Coal " 6 tons.

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDER).

Grade.	Tons.	Speed per hour.
1 in 40 ...	350	10 miles.
1 in 60 ...	520	10 miles.
1 in 75 ...	580	12 miles.
1 in 100 ...	620	15 miles.



GOODS ENGINE (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.

PRINCIPAL DETAILS.

	ft. in.
Diameter of bogie-wheels	2 9½
Diameter of coupled wheels	4 0½
Cylinders 18 inches diameter by 26 inches stroke.	
Heating surface: Tubes	1,245 square feet.
Firebox	105 "
Total	1,350 square feet.
Total grate area	21
Boiler pressure, 160 lb. per square inch.	

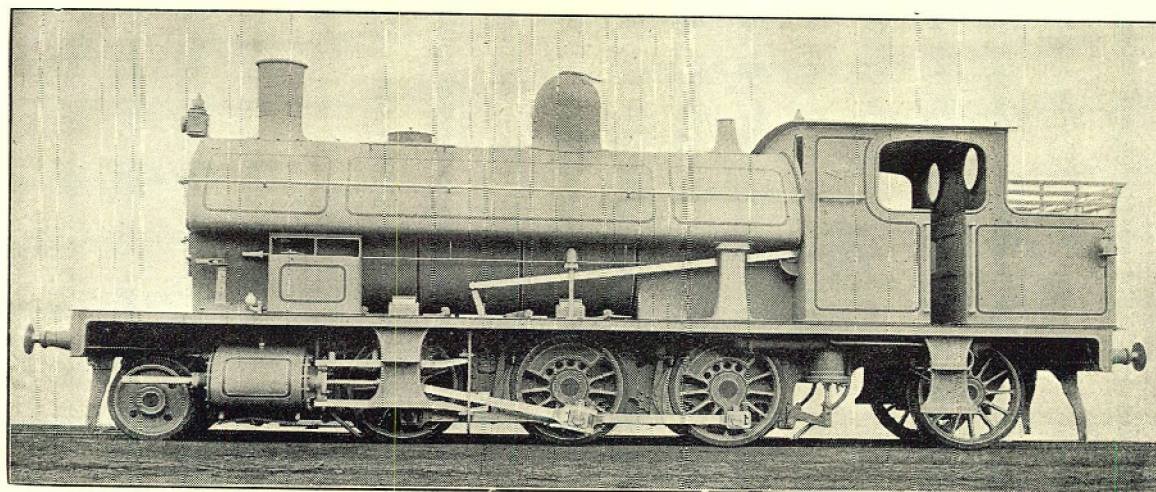
Weight in working order:—

	t. c. q.
Bogie (2 wheels)	8 16 0
Leading wheels (coupled)	10 14 0
Driving " "	13 11 0
Trailing " "	13 9 0
Total	46 10 0
Tender	30 0 0
Total engine and tender	76 10 0

Water capacity, 2,500 gallons.
Coal " 4½ tons.

HAULAGE POWER (EXCLUSIVE OF ENGINE AND TENDER).

Grade.	Tons.	Speed per hour.
1 in 40	230	10 miles.
1 in 60	350	10 miles.
1 in 75	395	12 miles.
1 in 100	430	15 miles.



SADDLE TANK ENGINE (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

(Interchangeable in all its parts with above Tender Engine.)

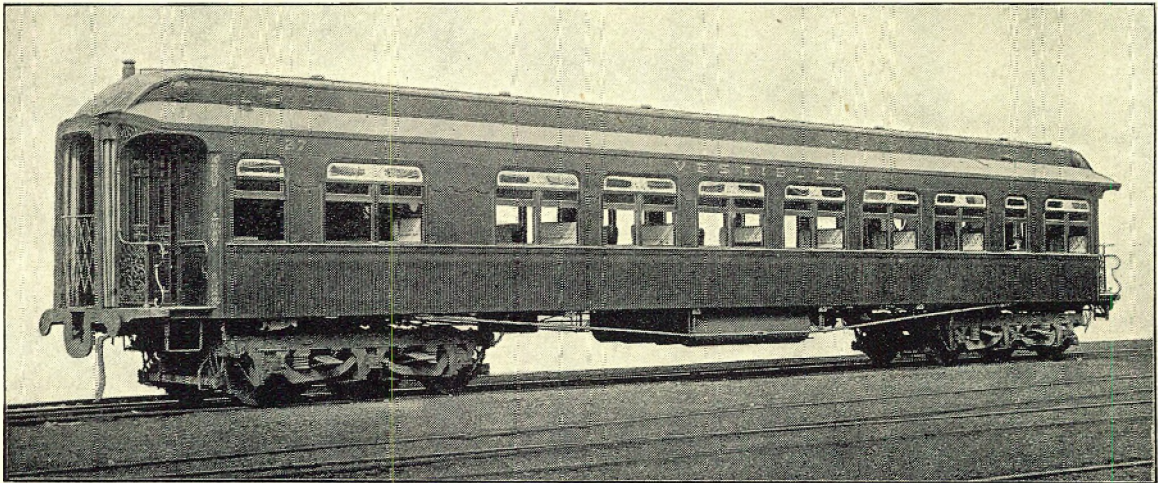
PRINCIPAL DETAILS.

	ft. in.
Diameter of bogie-wheels	2 9½
Diameter of coupled wheels	4 0½
Diameter of trailing wheels	4 0½
Cylinders 18 inches diameter by 26 inches stroke.	
Heating surface: Tubes	1,245 square feet.
Firebox	100 "
Total	1,345 square feet.
Total grate area	21
Boiler pressure, 160 lb. per square inch.	

Weight in working order:—

	t. c. q.
Bogie (2 wheels)	10 3 2
Leading wheels (coupled)	13 0 1
Driving " "	13 15 2
Trailing " "	14 8 0
Radial trailing axle	14 11 0
Total	65 18 1

Water capacity, 1,600 gallons.
Coal " 2½ tons.

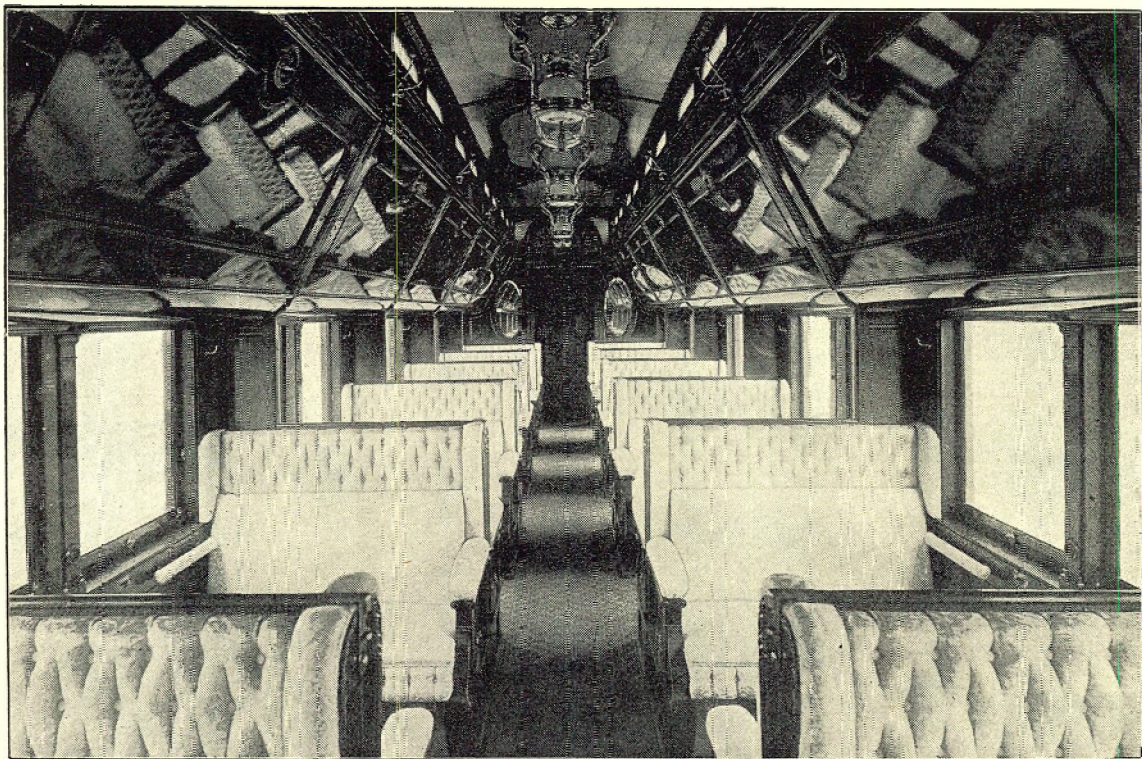


PULLMAN VESTIBULE SLEEPING CAR (EXTERIOR), DESIGNED 1891.—N.S.W. GOVT. RAILWAYS.

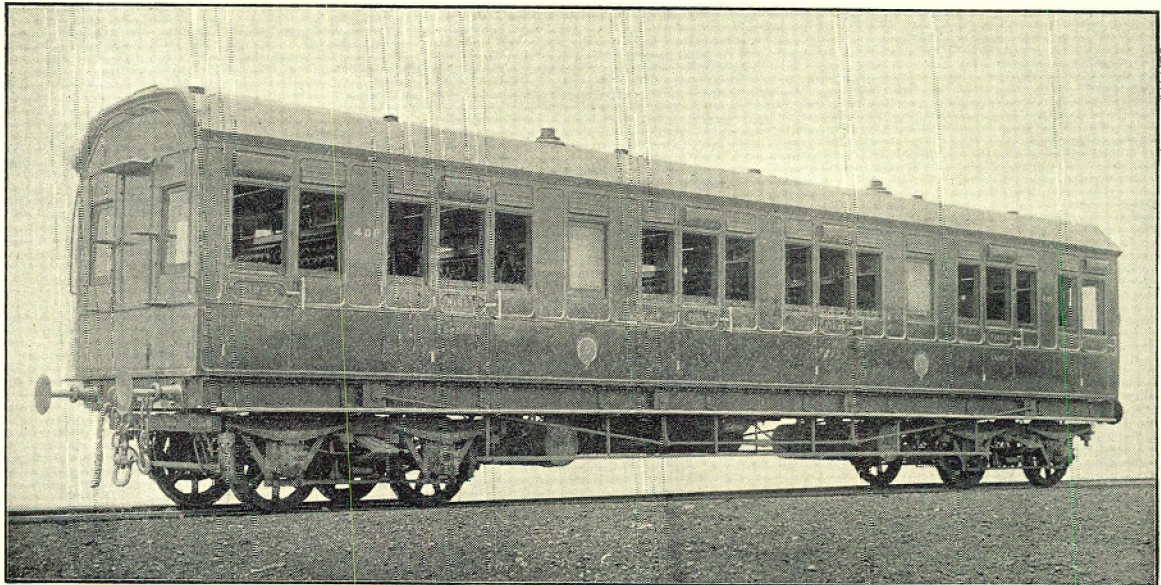
Length of body	...	...	...	...	...	...	...	...	...	ft. in.
										61 0
Length over platforms	...	...	...	...	...	...	...	...	...	67 8
Width	...	...	...	...	...	...	...	...	...	9 4
Height from floor to ceiling in centre of lantern roof	...	...	...	...	...	...	...	...	...	9 0 $\frac{1}{2}$

The interior is divided into a smoking-room, with lavatories, &c., a main sleeping compartment (in which there are 24 berths), and a ladies' saloon containing 4 berths. It accommodates during the night 28 persons in all, and during the day has seating capacity for 58 persons. These vehicles are fitted with what is known as "Vestibule" ends, through which communication is made from one car to another.

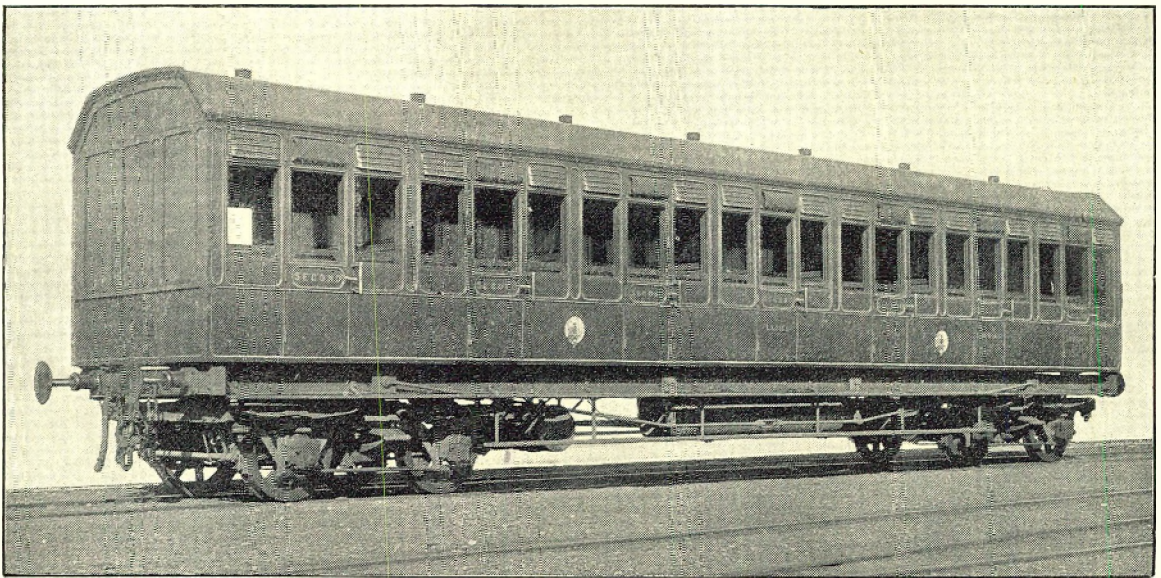
Tare, 35 tons 10 cwt.



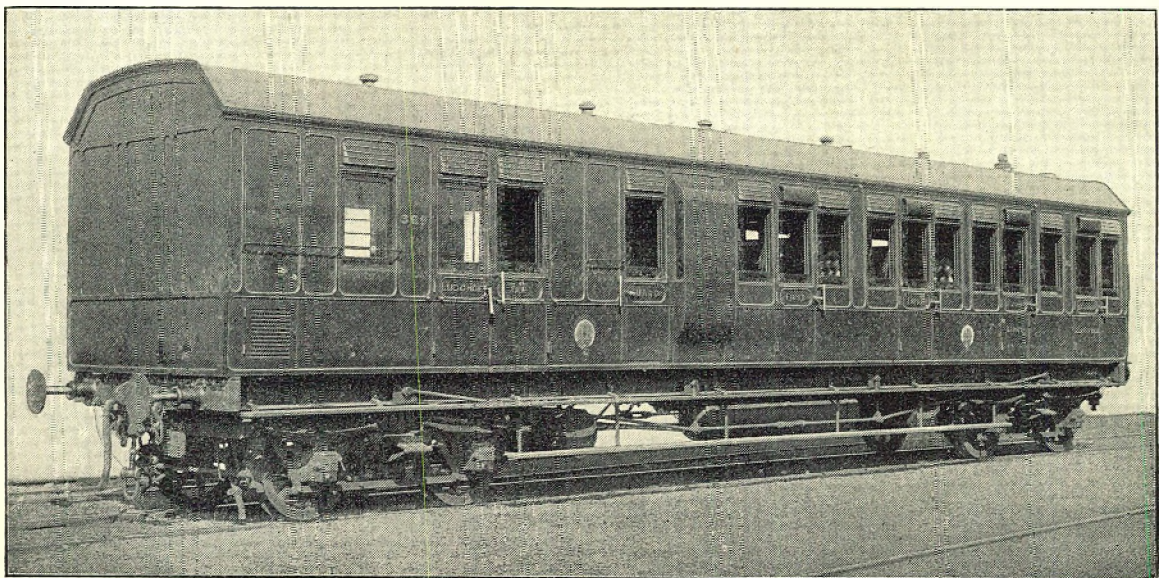
PULLMAN SLEEPING CAR (INTERIOR).—N.S.W. GOVT. RAILWAYS.



(a) FIRST-CLASS LAVATORY CARRIAGE (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.



(b) SECOND-CLASS MAIN LINE CARRIAGE (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.



(c) COMPOSITE BRAKE-VAN (DESIGNED, 1889)—N.S.W. GOVT. RAILWAYS.

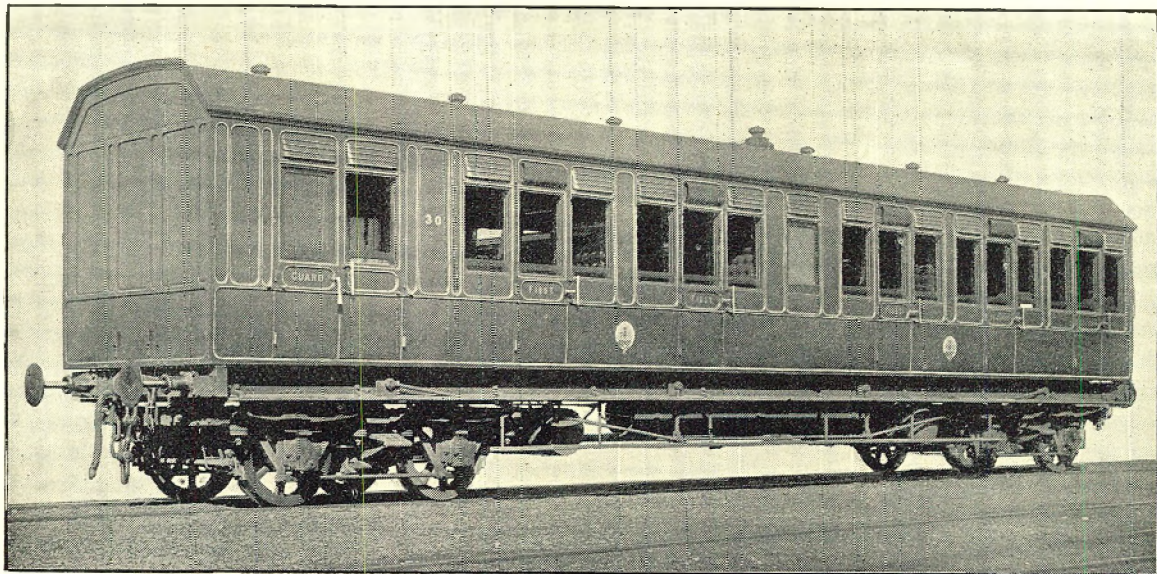
General dimensions, all vehicles.	{	Length of body	48 0
		Length over buffers	49 3
		Width (outside)	8 6
		Height from floor to centre of ceiling	7 9

Capacity:—(a) 40 passengers (4 full compartments, each 7 ft. 1 in. by 7 ft. 9 in., communicating with lavatory, also 2 coupe ends).

(b) 70 passengers, 7 compartments, each 6 ft. 5 in. partition to partition.

(c) 16 first class and 10 second-class passengers, with lavatory accommodation for the latter (2 compartments—one for Ladies and the other for gentlemen). Luggage compartment 19 ft. by 7 ft. 10 in., to carry 5 tons of luggage or mails.

Tare:—(a) 21 tons 11 cwt.; (b) 20 tons 1 cwt.; (c) 19 tons 4 cwt.

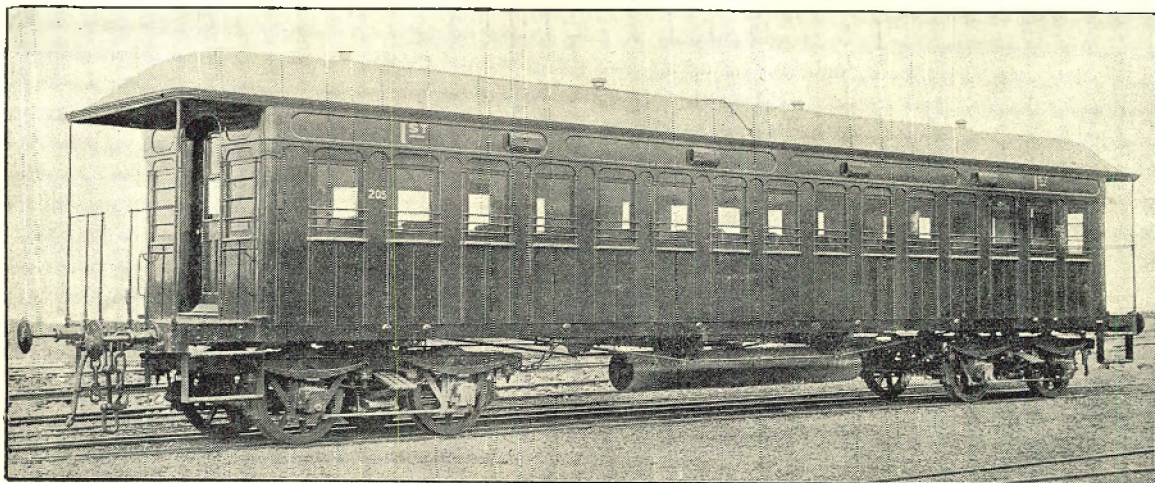


COMPOSITE SLEEPING CARRIAGE (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

	ft. in.
Length of body	46 0
Length over buffers	49 3
Width (outside)	8 6
Height from floor to centre of ceiling	7 9

Capacity:—2 first-class compartments, 7ft. 1in. each between linings, and communicating with lavatories; these compartments are arranged to give sleeping accommodation to 3 travellers each by night; also 1 first-class compartment without lavatory accommodation. 2 second-class compartments, 6ft. 5in. between linings, and a baggage room 7ft. 5in. long. The total passenger accommodation is 20 second-class passengers, and 14 first-class by night, or 24 by day.

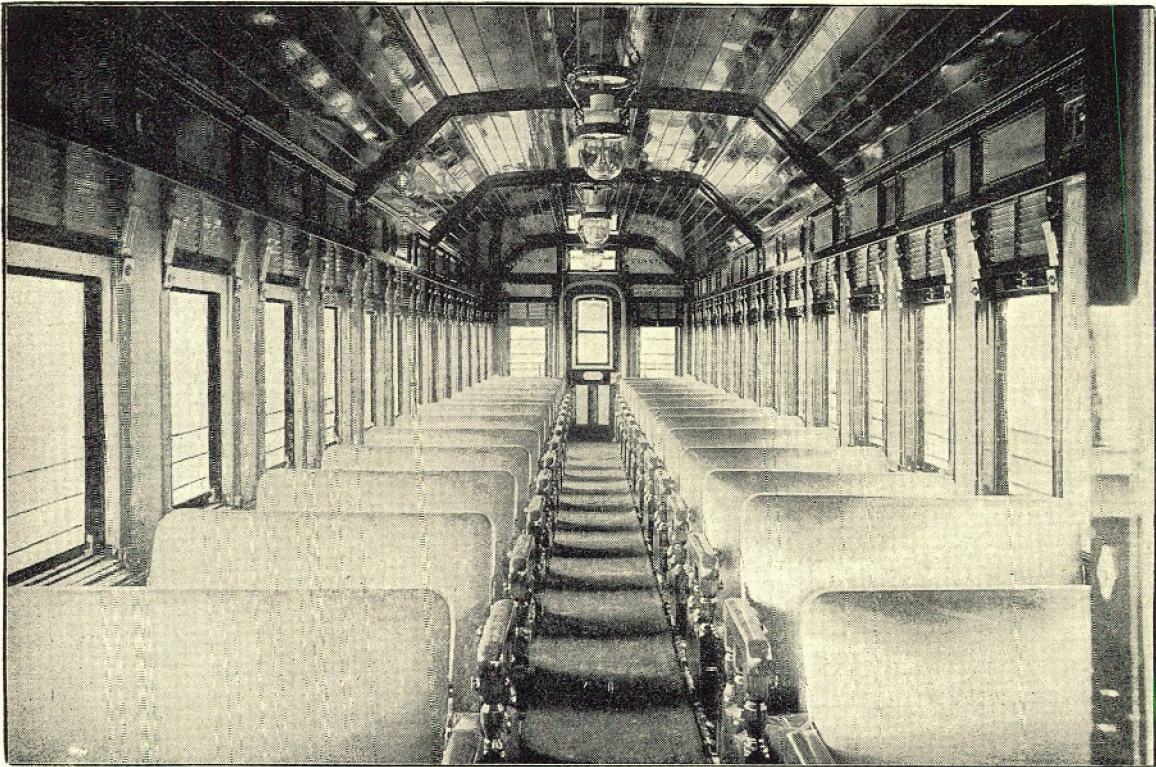
Tare 19 tons.



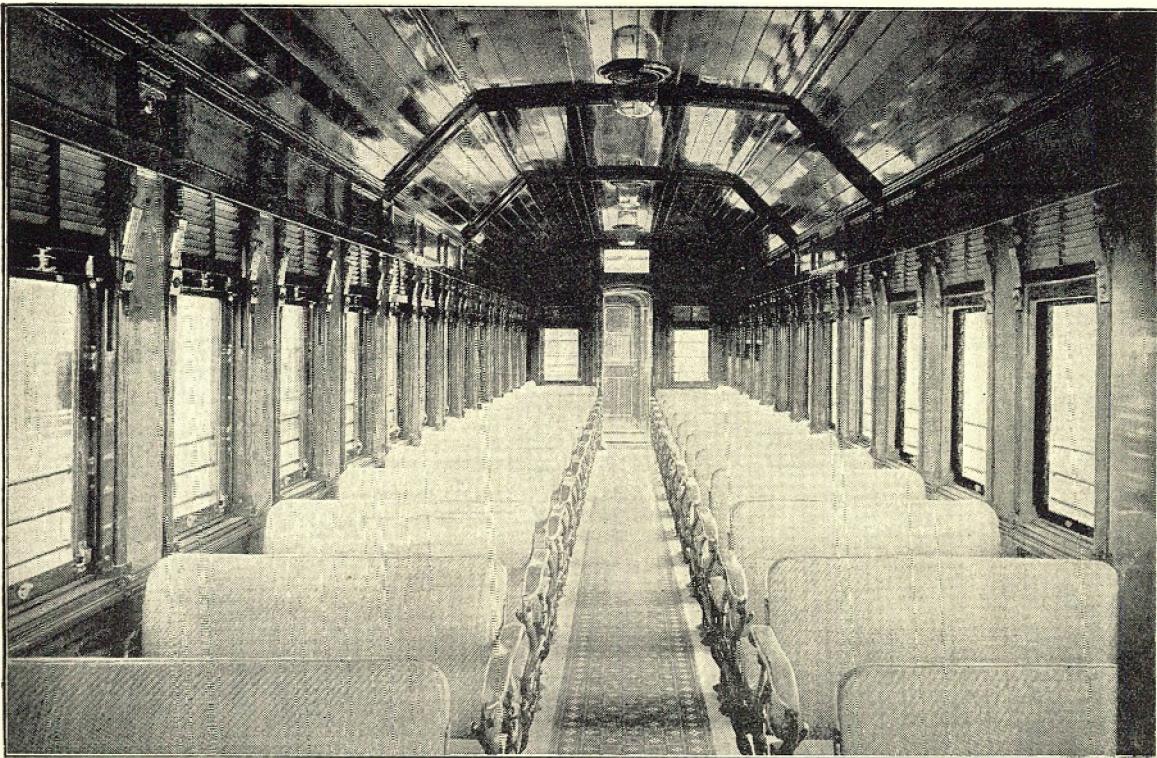
SUBURBAN CAR (EXTERIOR) 1ST. AND 2ND. CLASS (DESIGNED 1889)—N.S.W. GOVT. RAILWAYS.

	ft. in.
Length of body	44 0
Length over platforms	49 6
„ „ buffers	51 0
Width (outside)	8 11
Height, floor to centre of ceiling	8 5½
Capacity, 60 passengers.	
Tare	18 tons 10 cwt.

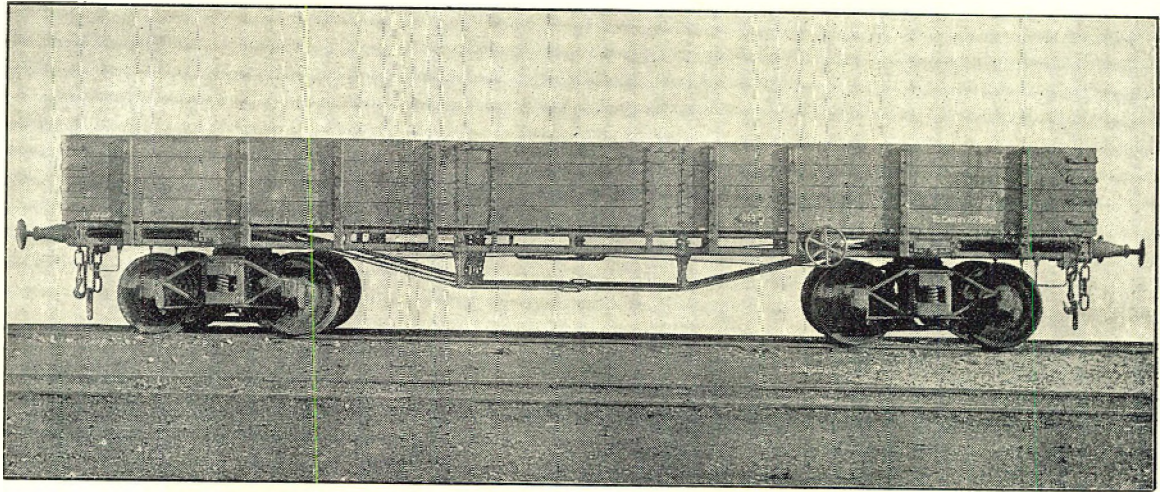
Lighted with compressed gas; fitted with the Westinghouse Brake, and Anderson Ventilators.



FIRST-CLASS SUBURBAN CAR (INTERIOR)—N.S.W. GOVT. RAILWAYS.

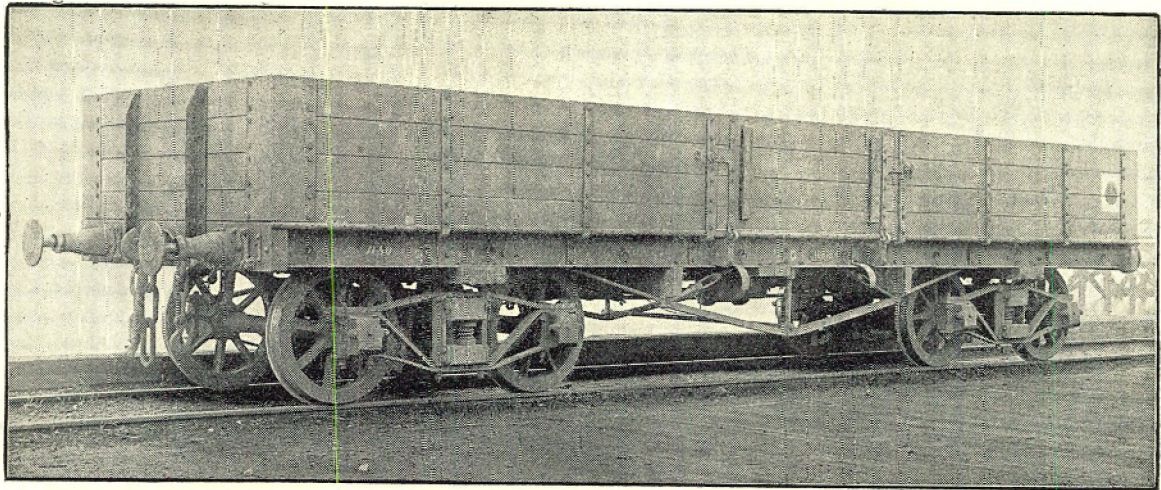


SECOND-CLASS SUBURBAN CAR (INTERIOR)—N.S.W. GOVT. RAILWAYS.



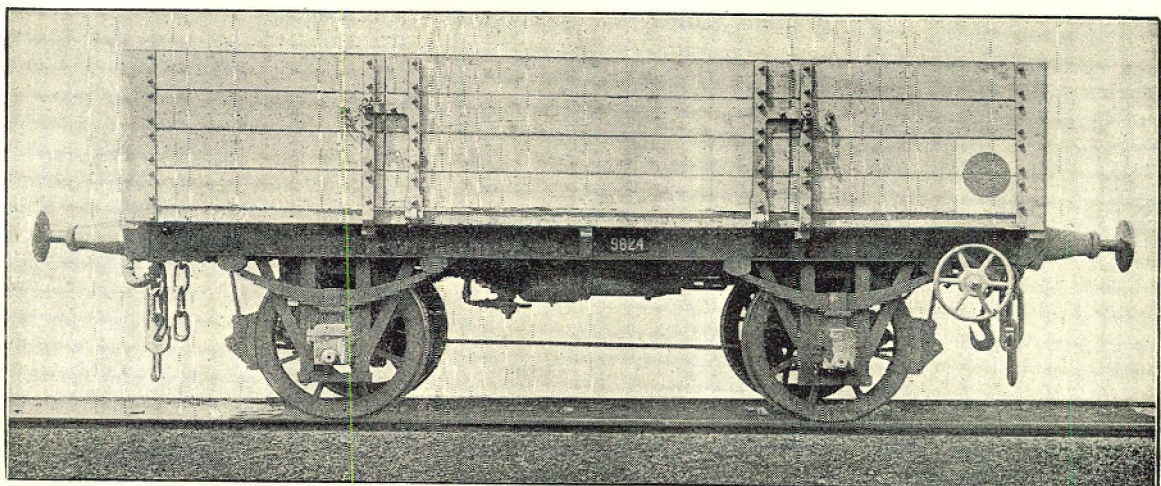
TUBULAR WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

Length of body (outside)	ft. in.
Length over buffers	34 8
Width (outside)	38 4
Height of body (inside)	8 0
Capacity	2 9
Tare	22 tons.
	10 tons.



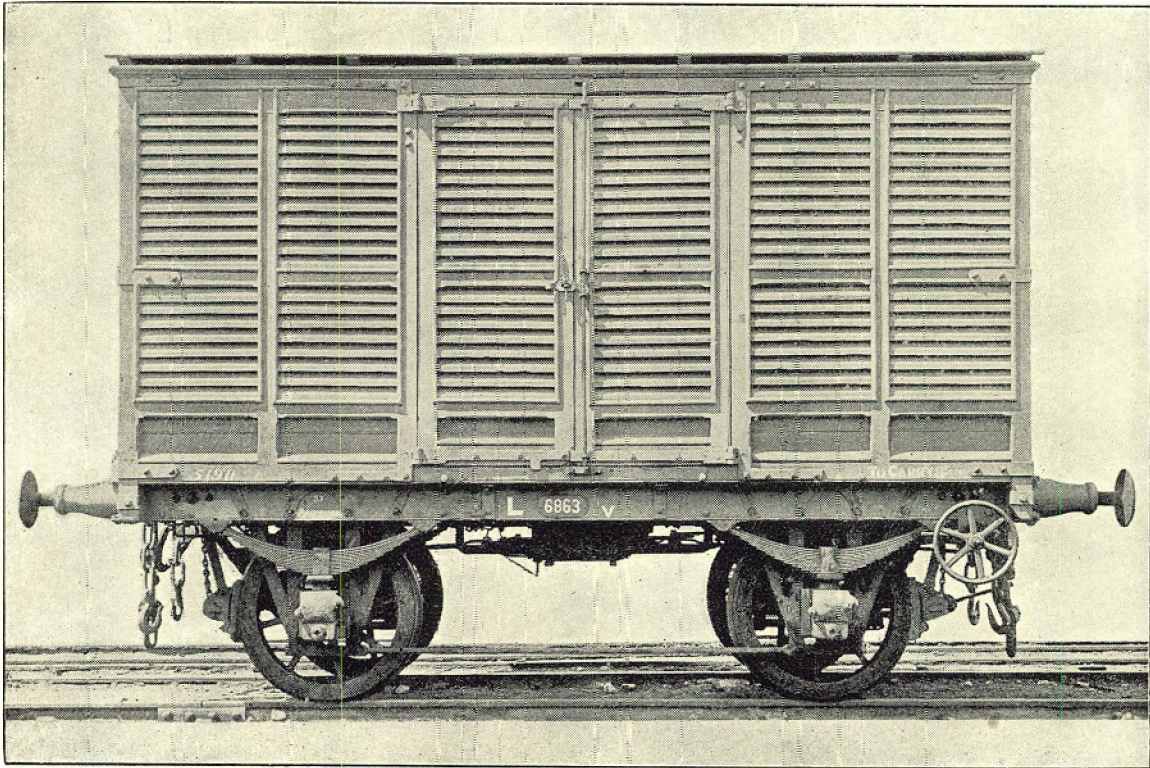
IRON UNDER FRAME BOGIE WAGON (DESIGNED, 1892)—N.S.W. GOVT. RAILWAYS.

Length of body (outside)	ft. in.
Length over buffers	32 0
Width (outside)	35 8
Height of body (inside)	8 8½
Capacity	2 10½
Tare	23 tons.
	11 tons 7 cwt.



IRON UNDER FRAME ORDINARY GOODS WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

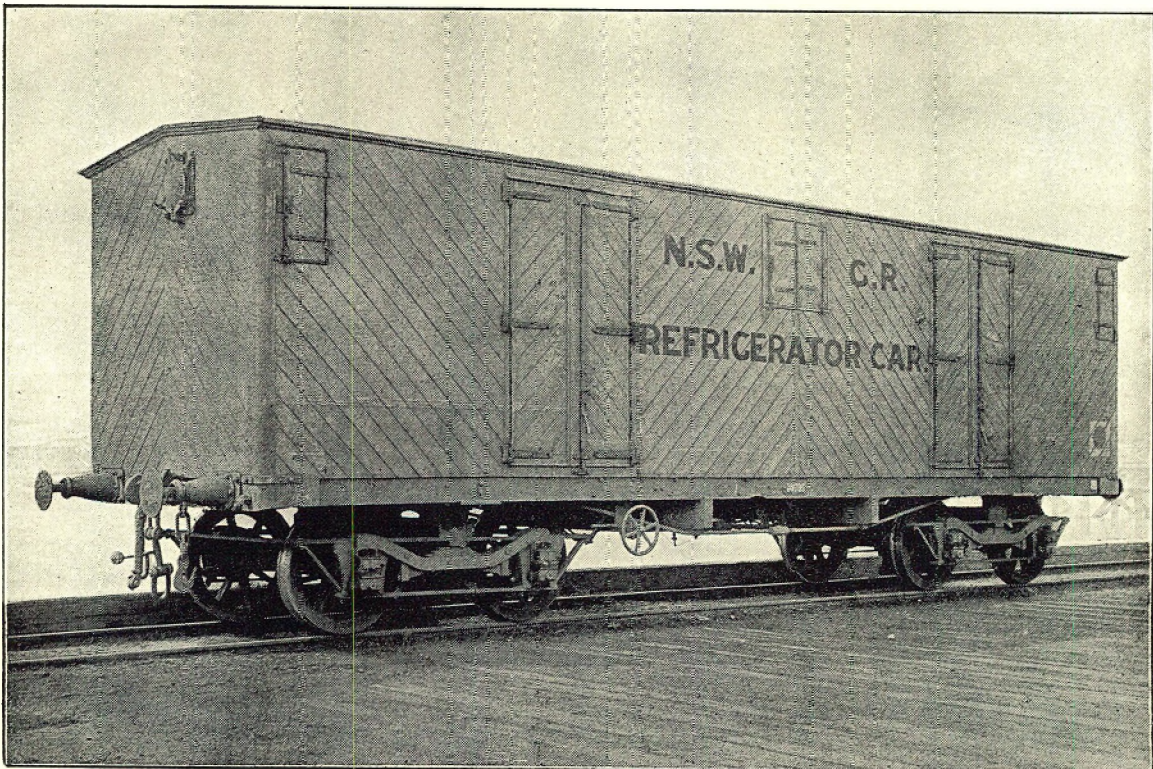
Length of body (outside)	ft. in.
Length over buffers	16 0
Width (outside)	19 8
Height of body (inside)	8 8½
Capacity	2 9
Tare	10 tons.
	5 tons 16 cwt.



LOUVRED VAN—N.S.W. GOVT. RAILWAYS.

(Used for the carriage of perishable goods, butter, and meat.)

	ft. in.
Length of body (outside)	15 0
Length over buffers	18 8
Width (outside)	8 6
Height from floor to roof	7 0
Carrying capacity	10 tons.
Tare	6 tons 11 cwt.



REFRIGERATOR CAR (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

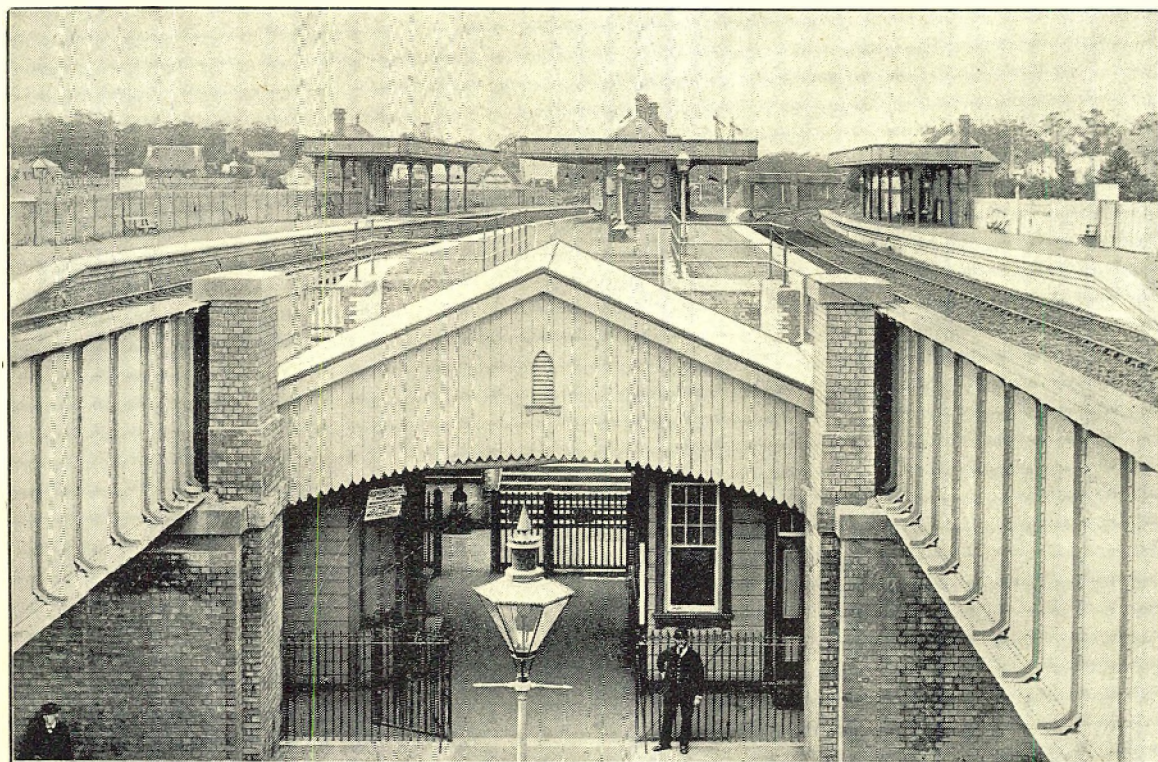
(Used for the carriage of chilled and frozen meat.)

	ft. in.
Length of body (outside)	34 0
Length over buffers	37 8
Width (outside)	9 0
Height floor to ceiling	6 9½
Tare	16 tons.
Capacity	{ 400 chilled sheep, or 500 frozen sheep.



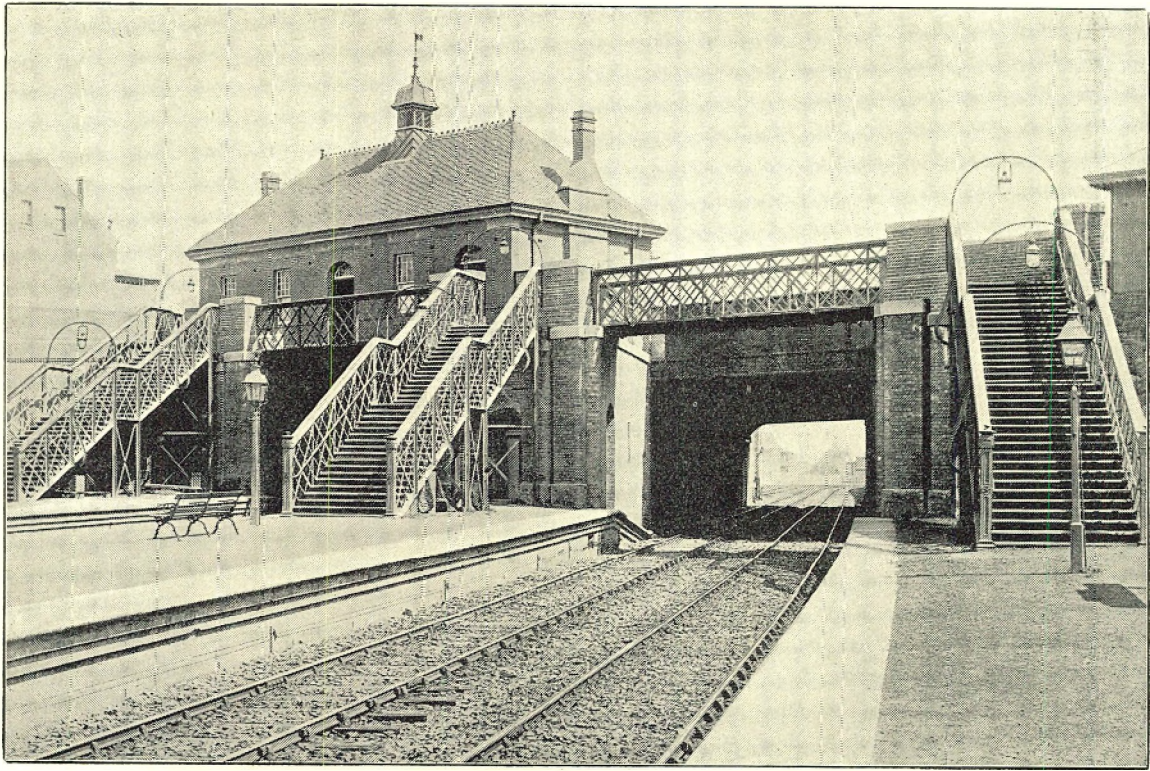
STANDARD SUBURBAN STATION (BURWOOD, 7 MILES FROM SYDNEY)—N.S.W. GOVT. RAILWAYS.

Accommodation: Side Platforms—General; waiting-room, with 107 ft. covered platform. Island Platform—General and ladies' waiting-rooms, station-master's office, and lavatory accommodation; 120 ft. covered platform on each side of building.



SUBURBAN STATION, ENTRANCE FROM STREET TO OVERHEAD PLATFORMS—N.S.W. GOVT. RAILWAYS.

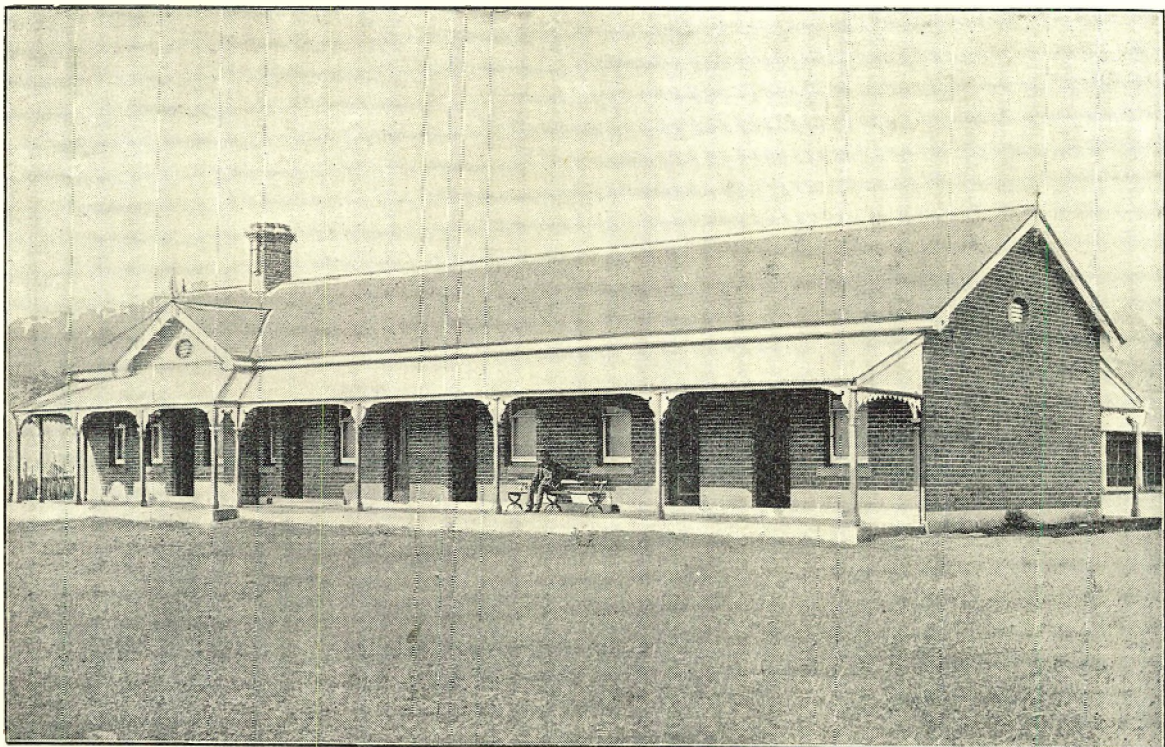
Accommodation at entrance from street: Ticket and parcels office, and book-stall.



NEWTOWN STATION, 2 MILES FROM SYDNEY.

SUBURBAN STATION, ENTRANCE FROM OVERBRIDGE TO PLATFORMS BELOW—N.S.W. GOVT. RAILWAYS.

Accommodation on street level: Booking hall, and ticket and parcels office.



MURRURUNDI LODGING-HOUSE.

STANDARD TYPE LODGING-HOUSE FOR ENGINEMEN, FIREMEN, AND GUARDS—N.S.W. GOVT. RAILWAYS.

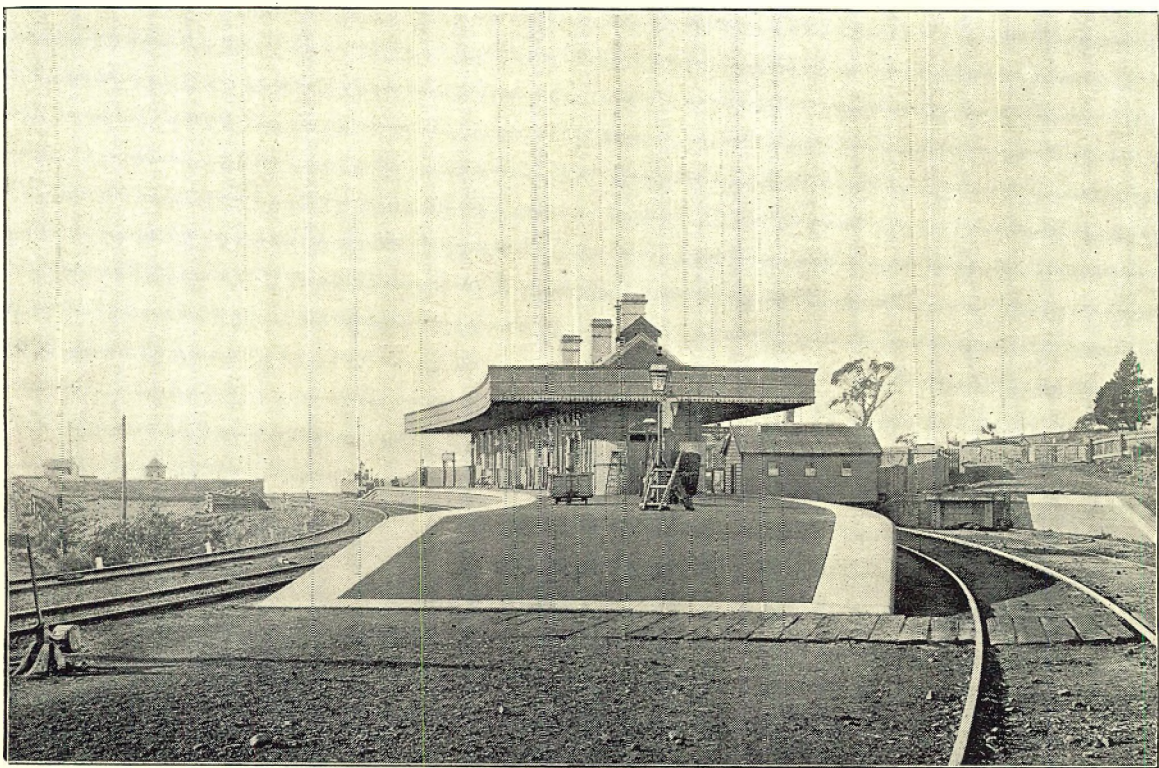
Accommodation: Dining-room, kitchen and attendant's rooms, bath-room and lavatory, and bedrooms. Each bedroom is entered from the verandah, and contains 2 beds.



KATOOMBA STATION (BLUE MOUNTAINS).

ISLAND PLATFORM STATION—N.S.W. GOVT. RAILWAYS.

Accommodation: General waiting-room and booking hall, booking and parcels office, station-master's office, ladies' and gentlemen's waiting-rooms, with lavatory accommodation; 125 ft. 6 in. covered platform on each side of building.



KATOOMBA STATION (BLUE MOUNTAINS).

ISLAND PLATFORM STATION (END VIEW)—N.S.W. GOVT. RAILWAYS.



BOWRAL (ON SOUTHERN LINE).

COUNTRY STATION—N.S.W. GOVT. RAILWAYS.

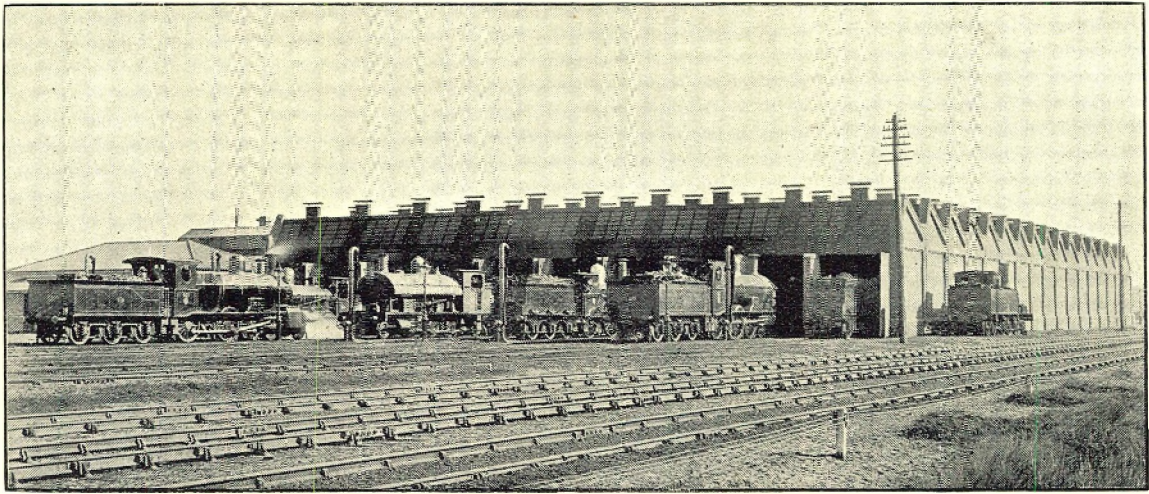
Accommodation: Parcels office, booking office, booking hall, ladies' and gentlemen's waiting-rooms, with lavatory accommodation.



WENTWORTH FALLS (BLUE MOUNTAINS).

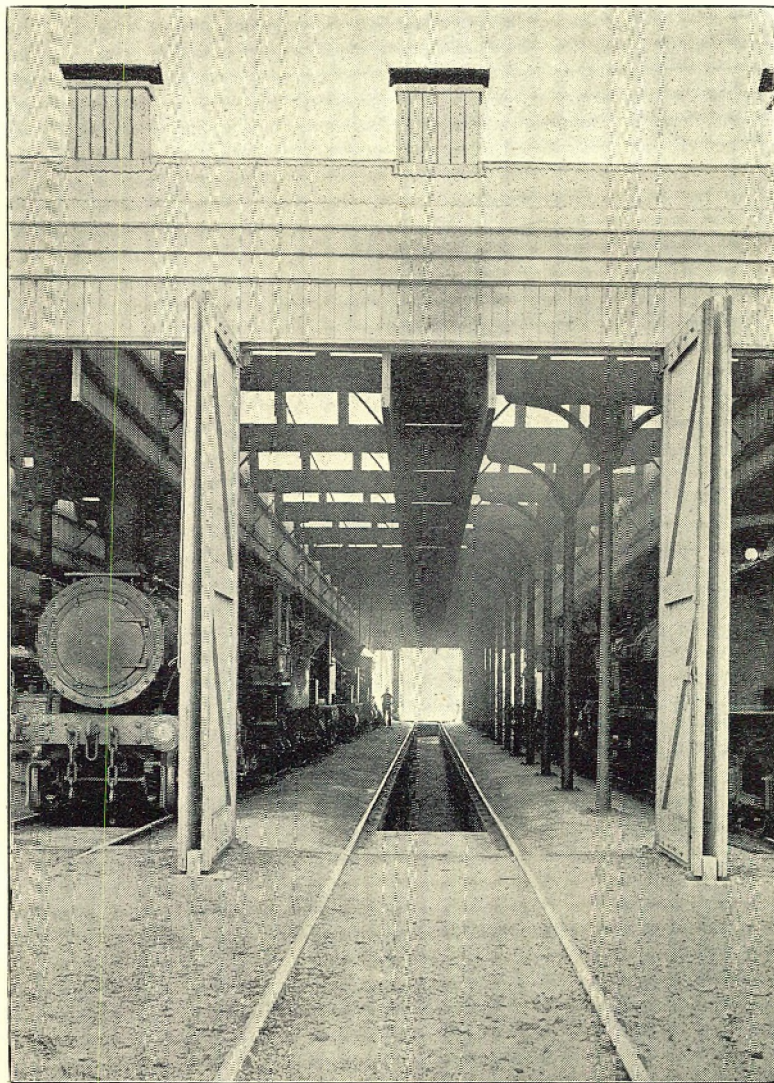
STANDARD ROADSIDE STATION—N.S.W. GOVT. RAILWAYS.

Accommodation: Ticket and parcels office, ladies' and gentlemen's waiting-rooms, with lavatory accommodation, lamp and porter's room; 55 ft. covered platform.

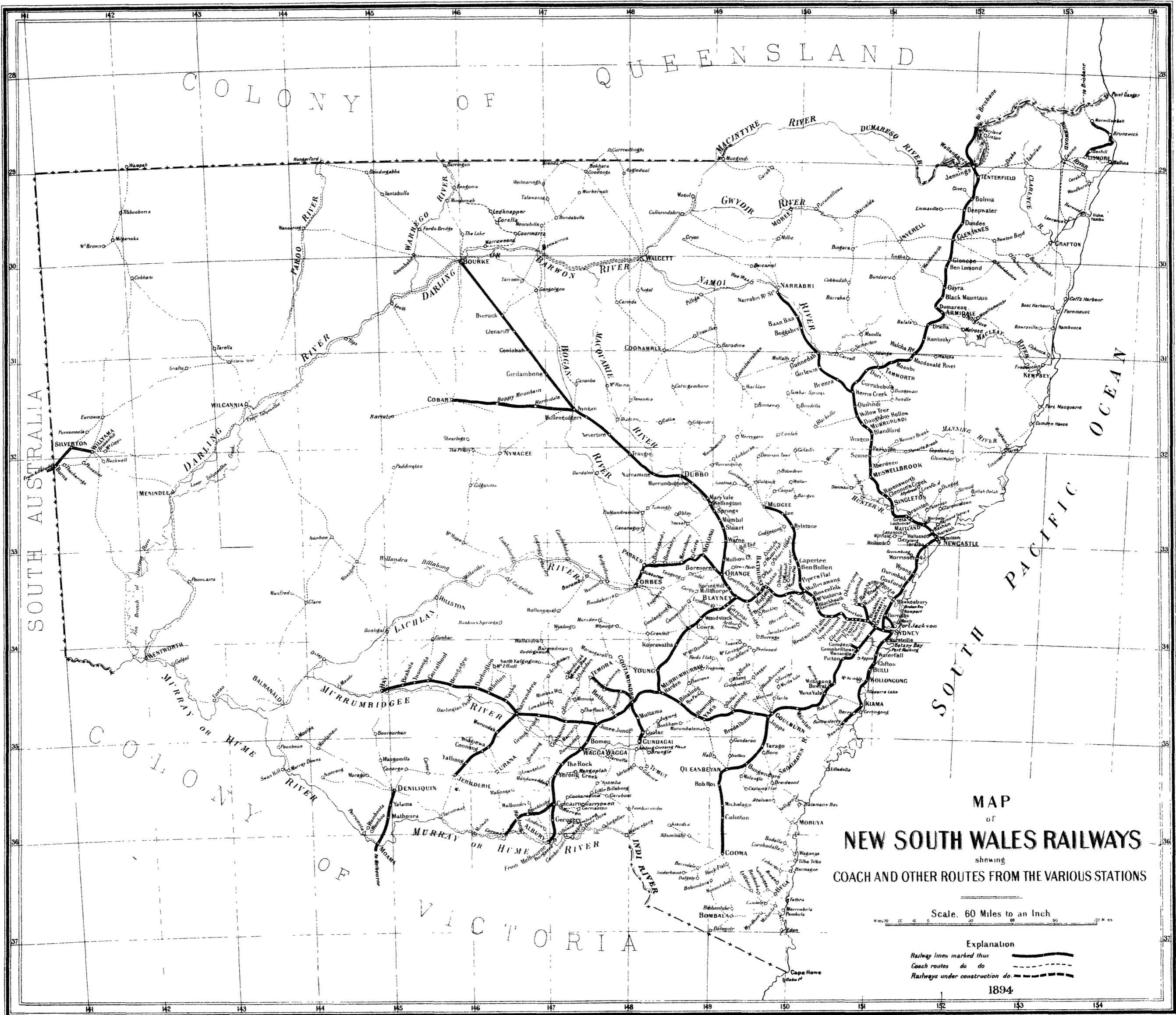


ENGINE-SHED (EXTERIOR VIEW)—N.S.W. GOVT. RAILWAYS.

Total length, 252 feet; width, 130 feet. There are 10 roads, each accommodating on the average 5 tender and tank engines.


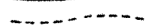



RUNNING SHED (INTERIOR VIEW)—N.S.W. GOVT. RAILWAYS.



MAP
of
NEW SOUTH WALES RAILWAYS
shewing
COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

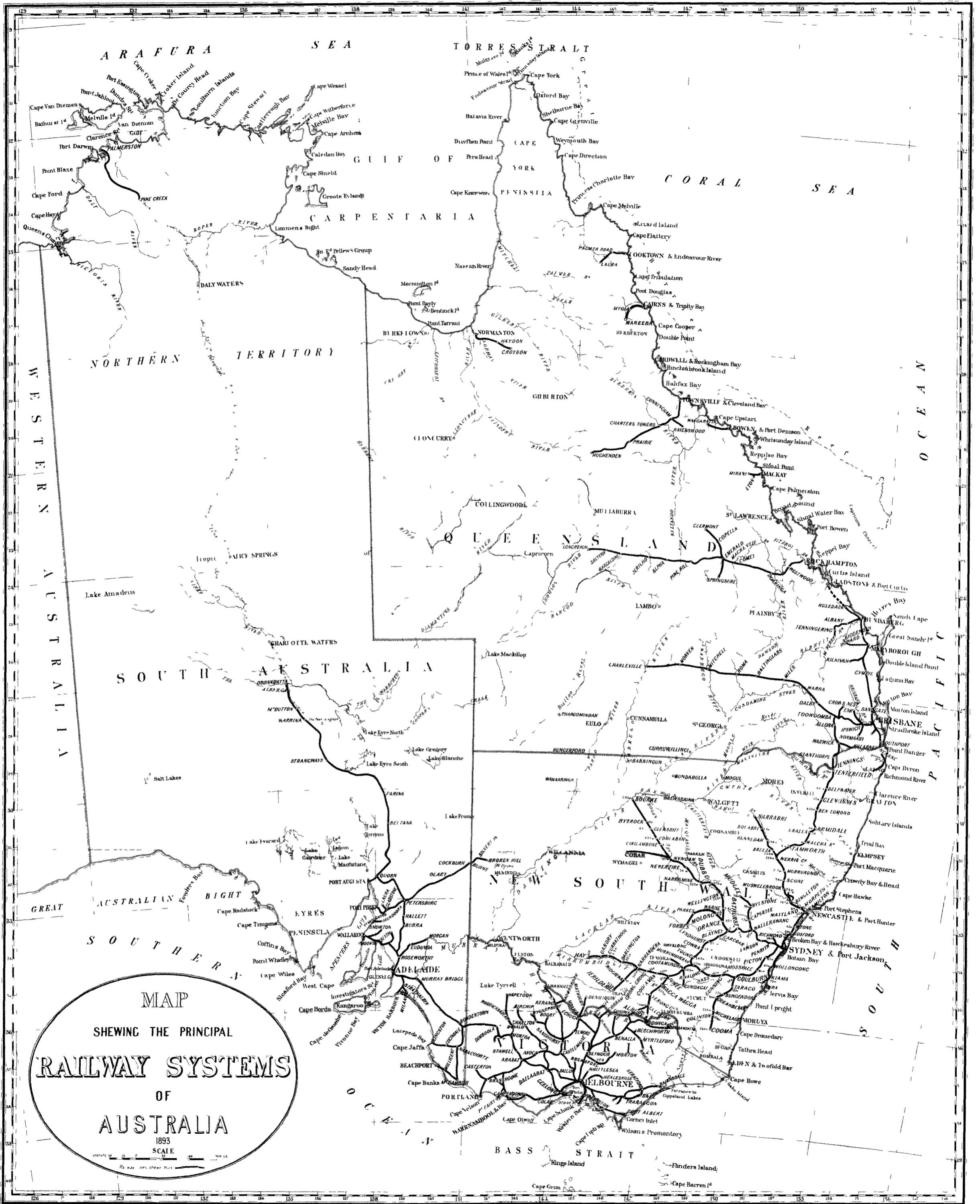
Scale. 60 Miles to an Inch

Explanation
 Railway lines marked thus 
 Coach routes do do 
 Railways under construction do 

1894

No of Lib. D 94-8

Photographed & Printed at the Department of Lands Sydney N.S.W.
1894



MAP
 SHEWING THE PRINCIPAL
RAILWAY SYSTEMS
 OF
AUSTRALIA
 1893
 SCALE

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

(SUPPLEMENT TO THE RAILWAY COMMISSIONERS' ANNUAL REPORTS ON.)

Ordered by the Legislative Assembly to be printed, 20 November, 1894.

SUPPLEMENT to the Railway Commissioners' Annual Reports, giving a short review of the Policy adopted by the Commissioners in administering the Railways and Tramways.

Offices of the Railway Commissioners of New South Wales,
Sydney, 19th November, 1894.

TO THE HONORABLE THE MINISTER FOR RAILWAYS,—

Sir,

In view of the fact that we have now entered upon the last year of the first term of office under the "Government Railways Act of 1888," we deem it right to supplement our Annual Reports with a short review of the policy adopted by us in our administration of the Railways and Tramways, and to summarise the result of the same, in order that it may be placed before Parliament and the country.

The lines and rolling stock and the organisation and discipline of the staff are such as to place the Railways of New South Wales in the first rank of the Railways of Australasia, and we have to express our appreciation of the assistance rendered by the officers and men in bringing about this high state of efficiency. We hope that the *esprit de corps*, which at present animates the whole Service, may be continued and increased, and lead to still further progress in the future.

We propose to deal, under separate heads, with the various questions of policy, and the working of the various Departments, and then show the general financial result.

MAINTENANCE

MAINTENANCE OF PERMANENT-WAY.

The policy followed by us throughout the whole period of our administration, of raising the character of the lines by using for all renewals the finest ironbark sleepers obtainable, increasing the weight per yard and length of steel rail, and ballasting with bluestone or other hard rock material, has enabled considerable economy to be effected in the fettling staff. We have supplied every ganger of fettlers with a tricycle to enable him to move speedily over his section, and also equipped the gangs over a considerable portion of the lines with a new description of light hand car, to enable them to move rapidly with their materials from point to point. By the aid of these facilities, with a largely reduced staff, equally efficient service in the maintenance has been obtained. The number of Inspectors of the permanent-way and works has been largely reduced; at the same time, it would be impossible to have a more efficient inspection than is now obtained, nor a better staff of inspecting officers. The total number of Permanent-way and Works Inspectors of all descriptions now employed is thirty-five as against fifty-eight in 1888. The total number of fettlers and labourers amounts to 1,610, at an annual cost of £187,604, as against 2,218, at an annual cost of £255,090, showing a saving of 608 men and £67,486 per annum in wages as against the 1888 expenditure.

With regard to the renewals and improvement of the permanent-way for the *six years*, November, 1888, to October, 1894, inclusive, we have paid for 400 miles of relaying, costing £422,160, as against 123 miles, costing £135,700, for the *six previous years*. There have also been used 930,000 tons of ballast, principally blue metal.

During the past six years 720,000 of the highest class ironbark sleepers have been used. On 143 miles of line the sleepers have been respaced and brought closer together, so as to admit of the using of more powerful engines.

Many timber bridges have been renewed and replaced by iron and brick structures, and this work should be continued gradually as renewals are required, and so materially reduce the maintenance expenses, the ravages of the white ant being so serious with wooden structures in this country.

In connection with the reballasting, the work has been much cheapened in consequence of our having purchased the right to use Rodgers' Patent Hoppers and Ballast Ploughs. With single lines it is difficult at all times to obtain sufficient intervals of time for permanent-way trains to stop in the sections for work, and therefore everything that can be done to minimise the time of trains in the sections is of great importance in connection with the locomotive expenses, as well as in the saving of time of the large gang of men employed therewith. The value of the arrangement will, therefore, be seen when it is stated that 72 cubic yards of ballast can be unloaded and spread over 250 yards of railway in five minutes, by employing two men. Under the ordinary system the same work would occupy twenty-four men about $1\frac{1}{4}$ to $1\frac{1}{2}$ hours.

The acquisition of several quarries for ballasting purposes has greatly cheapened the supply of ballast, and will be of great service in the future maintenance.

CHEAPENING OF THE CONSTRUCTION OF NEW LINES.

Under clause 28 of the Government Railways Act of 1888 it is enacted that: The Commissioners shall be the authority to decide on the position, character, and suitability of all stations, station-platforms, gate-houses, station-yards, sheds, piers, wharves, jetties, required for or in connection with any railway hereafter to be constructed, and although such railway may not be constructed by them, or of any other building, siding, platform, or work for the accommodation of the passengers, stock, or goods to be carried on such railway.

Under

Under this clause great economy has been introduced. As an illustration: The cost of station buildings for the Wagga Wagga and Albury, and Wallerawang and Mudgee Lines, covering a mileage of 162 miles, amounted to £135,336. For the following lines opened since the Commissioners controlled this class of work, viz., Cootamundra to Temora, Nyngan to Cobar, Kiama to Nowra, Culcairn to Corowa, Molong-Parkes and Forbes, a total length of 263 miles, the same class of accommodation has cost £48,656, and everything that can be reasonably required by the public has been provided. In addition to the reduction in the capital expenditure, there is also the continual after expenditure in maintaining the buildings to be considered.

For the Lismore-Tweed line we decided not to have platforms, and simple shelter accommodation for the passengers only was provided, and the same system will be adopted for the proposed Moree line.

The rates for the conveyance of materials for the construction of new lines have also been considerably reduced, and the total amount paid for carriage by the Public Works Department in connection with the construction of 350 miles of railway has been £41,000. Had the rates which were applicable for this material prior to 1888 been charged, a sum of £131,000 would have been paid for carriage, and the capital of the lines increased by £90,000.

We have for some years past urged that for new extensions in purely pastoral and level country, where the traffic would be exceedingly light, a line capable of carrying a light locomotive, with the ordinary class of rolling stock, at a speed of about 15 miles per hour, in daylight only, could be constructed, exclusive of bridges, waterways, and station accommodation—which latter should be of the most simple nature—for about £1,750 per mile. This could only be considered a "pioneer railway," and would be altogether different from a standard railway line even of light construction, such as that from Nyngan to Cobar. It would be simply a line to carry traffic with reasonable speed at a lower scale of charge than it is now carried by road. The rates for such lines, on whatever scale fixed, would bring about a material saving to the users of it as compared with what is paid for the carriage by road, and the scale of charges should be such as to avoid any material loss to the country in connection therewith. Lines of this character would avoid the great disadvantage of break of gauge; they would cost scarcely anything more in the first instance than a narrow gauge line; and the whole of the ordinary rolling stock, exclusive of engines, which could be selected from the lightest types existing in the service, could pass over them and thus avoid the great disadvantage and cost of creating a new class of rolling stock.

These lines, if constructed in districts warranting railway communication, should not be any great burden to the country. We have shown in our Annual Reports, in connection with a number of unprofitable lines made in the past of the expensive type, they, with scarcely an exception, supply sufficient earnings to pay all working expenses and to contribute a small amount towards the interest on the cost of construction, thus showing the great importance of keeping the capital cost as low as possible. If this is effected all the contingent advantages of the pioneer lines collecting business for the parent lines would be secured in return for a small contribution from the parent system for interest on capital. The settlers would then have the great facility of moving their produce and stock cheaply and promptly.

We would like it to be clearly understood that in making this recommendation we do not wish to see any undue extension of lines; the altered policy is simply brought forward for the purpose of keeping down the capital cost. We would also again bring under notice the recommendations we have made from time to time regarding land required in connection with proposed new lines.

GRADES AND HAULING POWER.

The question of grades is a most important one in connection with the economical working of railways, and consequently all those who use railways are very closely interested in the subject, as well as its nearly allied neighbour, the power of the locomotive employed to work the traffic.

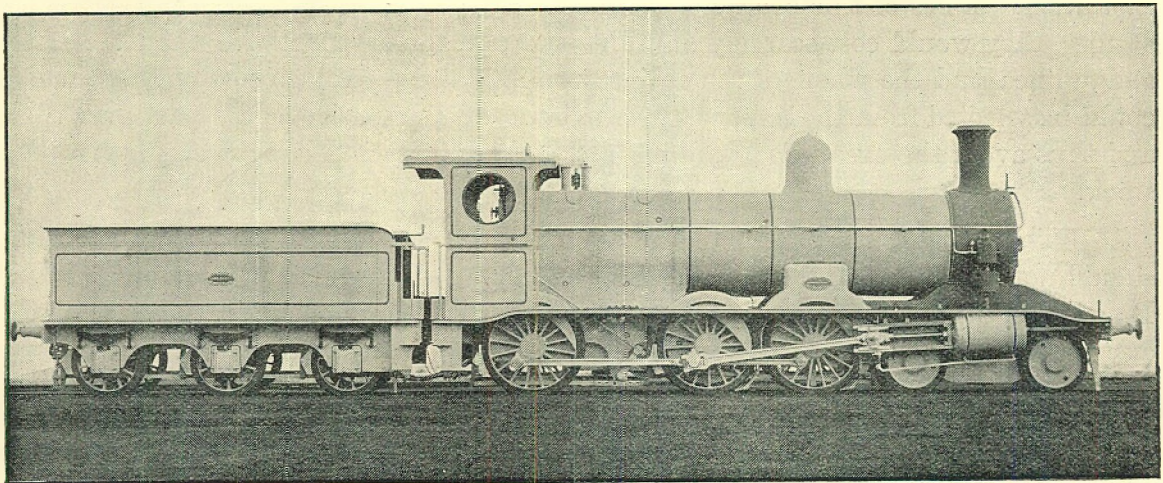
Immediately we took office, in 1888, these subjects engaged our attention, as we found the lines were most exceptional in their character, having been constructed with an enormous proportion of steep gradients (631 miles of grades, varying from 1 in 30 to 1 in 75), the worst grades being on the trunk lines, and so situated that the whole volume of traffic had to pass over them. We, therefore, decided upon reducing some of the steep gradients which interfered with the loading of trains over long sections, and also to introduce more powerful locomotives.

By these means, great economy in the working, as well as the expediting of traffic have been effected, and from a recent careful computation it is estimated that the *saving per annum* at present being realised—and which will continue for all time—is a sum of more than £100,000; and, of course, as the traffic increases in volume so will this annual saving be increased.

The saving in train and assistant engine mileage for the current year, taking the haulage power of 1888 for comparison, is 900,000 miles.

Another important point in connection with the introduction of long trains, consequent on this altered policy, seeing that nearly 2,400 miles of our railways are single lines, is that the largely reduced number of trains necessary to convey the traffic under the altered state of things will postpone for years to come the duplication of lines that would have been necessary, at an enormous expense, under the old system.

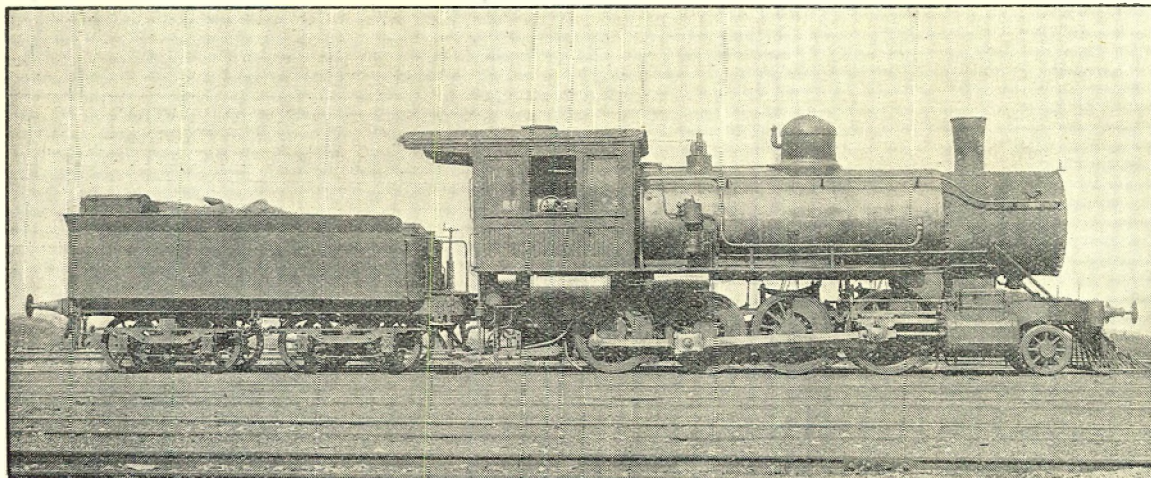
The following are illustrations of two of the most powerful types of engines we have had built, the introduction of which have been so advantageous in the carrying out of this new policy.



"A" EXPRESS AND MAIL TRAIN ENGINE (DESIGNED 1890)—N.S.W. GOVT. RAILWAYS.

(Also worked in with Live Stock and Goods Traffic.)

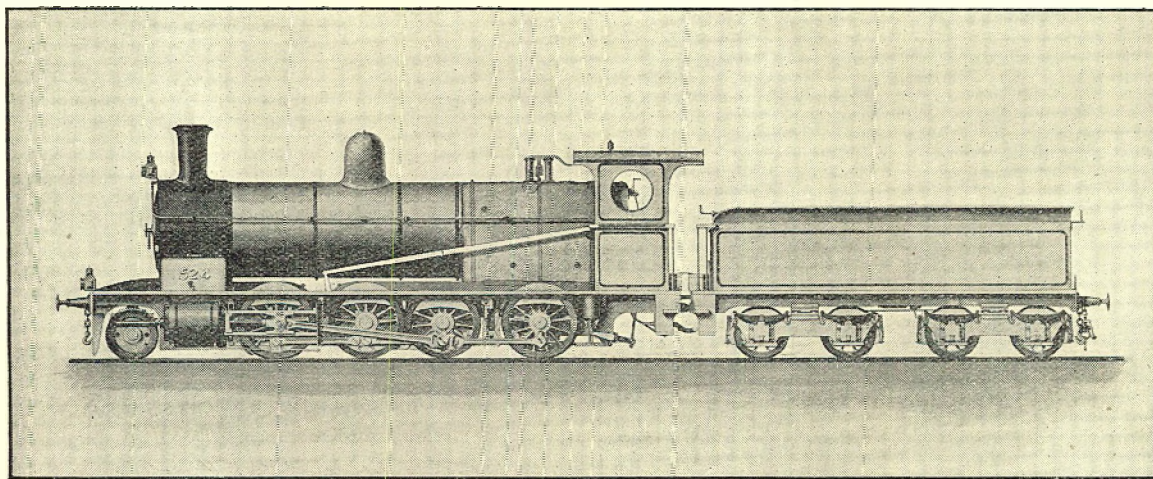
Diameter of bogie-wheels	ft. in.	Weight in working order:—	t. c. q.
Diameter of coupled wheels	3 3	Bogie (4 wheels)	14 13 2
Cylinders 20 inches diameter by 26 inches stroke.	5 0	Leading wheels (coupled)... ..	14 10 3
Heating surface: Tubes	1,788 square feet.	Driving " "	14 13 0
Firebox	130 "	Trailing " "	12 13 2
Total	1,916 square feet.	Total	56 10 3
Total grate area	27 "	Tender	31 16 1
Boiler pressure, 160 lb. per square inch.	Capacity of tank, 3,030 gallons.	Total engine and tender	88 7 0
	Capacity of coal-space, 4½ tons.		



"B" AMERICAN CONSOLIDATION GOODS ENGINE (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

Diameter of bogie-wheels	ft. in.	Weight in working order:—		t. c. q.
Diameter of coupled wheels	2 6	Bogie (2 wheels)	5 16 3	
Cylinders 21 inches diameter by 26 inches stroke.	4 3	Leading wheels (coupled)	13 17 3	
Heating surface: Tubes	1,809 square feet.	Intermediate wheels (coupled)	13 14 0	
Firebox	158 "	Driving " "	15 9 0	
Total	1,967 square feet.	Trailing " "	13 15 0	
Total grate area	32 "	Total	62 12 2	
Boiler pressure, 160 lb. per square inch.		Coal " "	34 10 2	
		Water capacity, 3,650 gallons.		
		Coal " "	6 tons.	
		Total engine and tender	97 3 0	

The illustration given below is of what we shall designate the Australian Consolidation Engine, and represents a type which has just been designed, and will, we believe, be one of the most satisfactory engines for goods train working on lines with heavy grades ever constructed, as it embodies the careful combination of all the best qualities of the American and English locomotives. We have been able to effect this result, as a large number of engines of both classes have been in use on these lines for many years, and our Locomotive Officers have consequently been able to study and appreciate the relative qualities of both types under all conditions.



AUSTRALIAN CONSOLIDATION ENGINE (DESIGNED 1894)—N.S.W. GOVT. RAILWAYS.

Diameter of bogie-wheels	ft. in.	Weight in working order:—		t. c. q.
Diameter of coupled wheels	2 9½	Bogie (two wheels)	6 0 0	
Cylinders 21 inches diameter by 26 inches stroke.	4 8	Leading wheels (coupled)	13 15 0	
Heating surface: Tubes	2,045 square feet.	Intermediate wheels (coupled)	14 4 0	
Firebox	166 "	Driving " "	14 12 0	
Total	2,211 square feet.	Trailing " "	14 4 0	
Total grate area	29½ "	Total	62 15 0	
Boiler pressure, 160lb. per square inch.		Coal " "	41 0 0	
		Water capacity, 3,650 gallons.		
		Coal " "	6 tons.	
		Total engine and tender	103 15 0	

The two questions of grades and hauling power will be easily understood by an examination of the following figures :—

Grade.	10-WHEELED ENGINE—ILLUSTRATION "A."				CONSOLIDATION GOODS ENGINE—ILLUSTRATION "B."	
	WORKING PASSENGER TRAINS.		WORKING GOODS TRAINS.		WORKING GOODS TRAINS.	
	Tons hauled.	Speed per hour.	Tons hauled.	Speed per hour.	Tons hauled.	Speed per hour.
1 in 40	225	20 miles	275	10 miles	350	10 miles
1 in 75	260	30 "	505	12 "	580	12 "
1 in 100	255	35 "	600	15 "	620	15 "
1 in 150	330	35 "	700	18 "	650	18 "

It will therefore be seen from the first set of figures that the same engine can work a passenger train weighing 255 tons over a grade of 1 in 100 at 35 miles per hour, or weighing 330 tons over a grade of 1 in 150 at the same speed; whilst on a grade of 1 in 40, which is the ruling grade on the main lines of the Colony, a train of 225 tons only can be taken at the low speed of 20 miles per hour.

When this same engine is put to haul a goods or live-stock train on a grade of 1 in 40, it can only take 275 tons at 10 miles per hour; but on a grade of 1 in 100 it can take a train of 600 tons at 15 miles per hour; or on a grade of 1 in 150 a train of 700 tons at a speed of 18 miles per hour.

Coming to a purely goods engine the American Consolidation Engine (illustration B) can haul a train of 350 tons on a grade of 1 in 40 at 10 miles per hour, 620 tons on a grade of 1 in 100 at 15 miles per hour, and 650 tons on a grade of 1 in 150 at a speed of 18 miles per hour.

The Australian Consolidation Goods Engine will haul the following loads :—

Grades.	Tons hauled.	Speed per hour.
1 in 40	350	10 miles.
1 in 75	615	12 "
1 in 100	700	15 "
1 in 150	750	18 "

In 1891 the powerful engines first began to work, and since that date the gross and net earnings per train mile have been largely increased, as will be seen by the following figures :—

	Gross Earnings.	Net Earnings.
Year ending June, 1890	6s. 6 $\frac{3}{4}$ d.	2s. 5d.
„ 1894	7s. 10 $\frac{1}{4}$ d.	3s. 5d.

This 1s. increased net result represents, on the mileage run in 1894, a sum of £358,489; and the aggregate in the net result for the years 1891, 1892, 1893, and 1894 amounts to no less a sum than £954,141. This has been also contributed to by the improved carrying power of the wagons, improved loading, and general changes in working.

A great many 8 and 10 chain reverse curves existed, particularly on the Blue Mountains, and caused much discomfort to passengers, and materially restricted the speed of trains. Some of these curves have been cut out, and easier ones substituted. Illustrations of what has been done are given on page 36. This work should be continued gradually, and so materially increase the comfort of passengers, and enable increased speed and safety to be obtained.

Diagrams of the grades which have been altered are given in the appendices, pages 32 to 35.

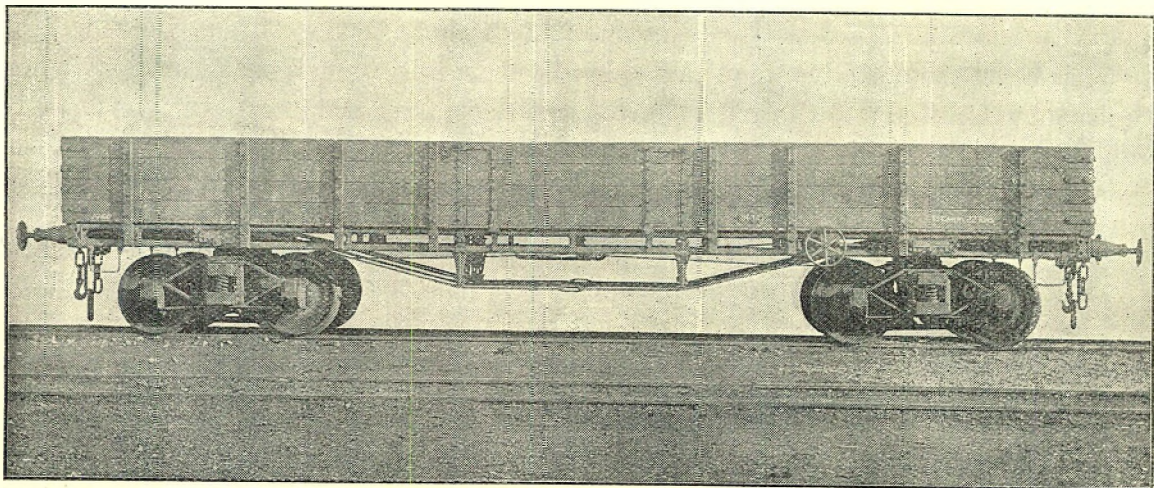
GOODS ROLLING STOCK.

We found that a very large number of wagons existed which, in consequence of having weak axles, and from other causes, were unable to carry more than $4\frac{1}{2}$, 5, and 6 tons. It became necessary therefore, for the sake of economical working, to remedy this state of things, and this was done by exchanging axles and strengthening various parts, the carrying capacity being thereby largely increased; and we also introduced a considerable number of bogie wagons capable of carrying large quantities of goods with a minimum of dead weight.

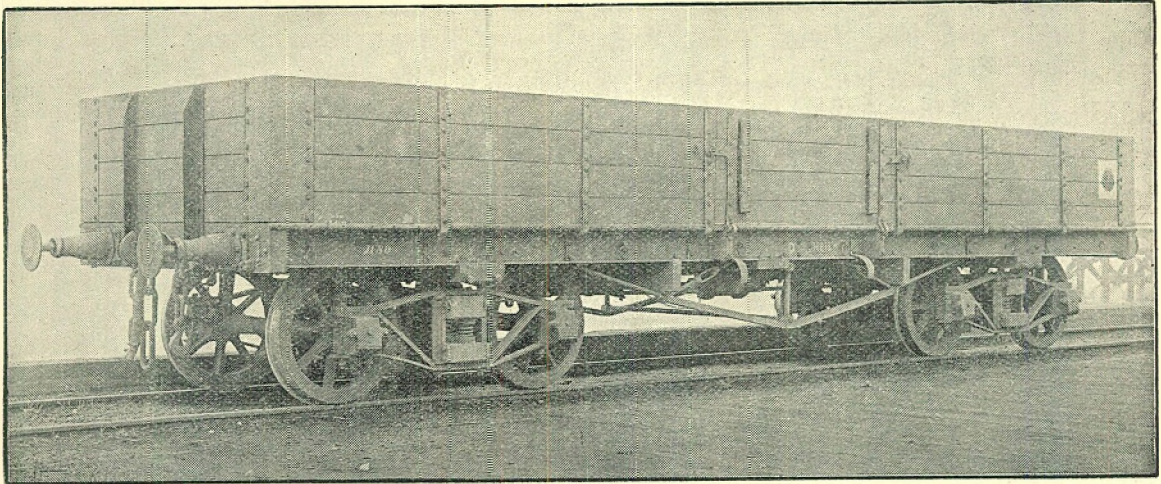
Considerable controversy has been going on in various parts of the world regarding the use of wagons of large carrying capacity *versus* four-wheeled wagons of the ordinary kind. As a general rule the advocates of each system, without a thorough knowledge of the circumstances surrounding the opposite side of the question, have gone to extremes in advocating their views.

In our opinion neither system can be adopted advantageously in its entirety, but by introducing a considerable number of trucks of large carrying capacity, and increasing the carrying power of the ordinary 4-wheeled trucks, the maximum amount of economy can be obtained.

The following illustrations of standard bogie trucks which we have introduced, and the ordinary goods wagon which is now the standard for all renewals of wagons of this type, will show the direction in which we have been moving.

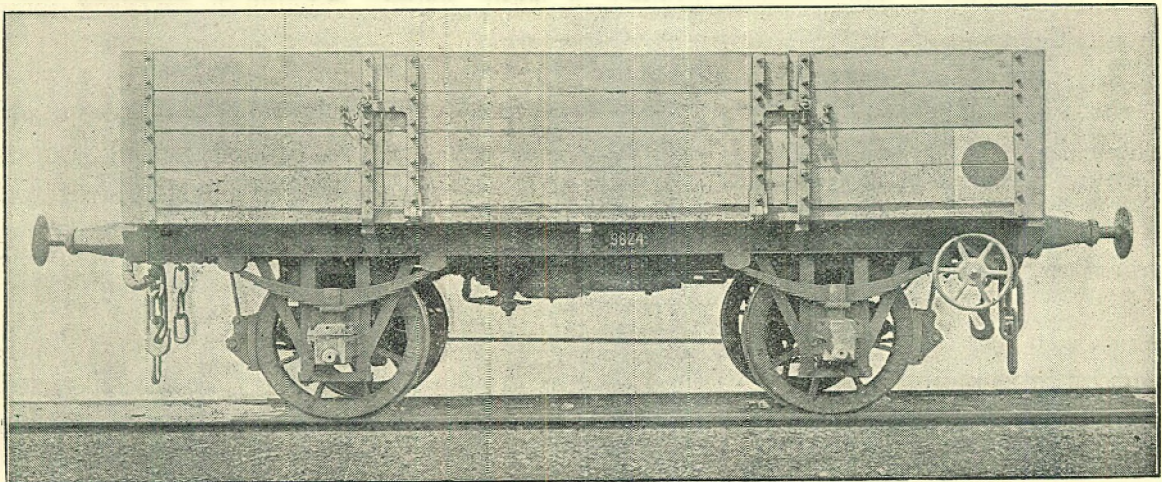


TUBULAR WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.	
	ft. in.
Length of body (outside)	34 8
Length over buffers	38 4
Width (outside)	8 0
Height of body (inside)	2 9
Capacity	22 tons.
Tare	10 tons.



IRON UNDER FRAME BOGIE WAGON (DESIGNED, 1892)—N.S.W. GOVT. RAILWAYS.

Length of body (outside) ...	ft. in.	Width (outside) ...	ft. in.	Capacity ...	23 tons.
Length over buffers ...	32 0	Height of body (inside) ...	8 8½	Tare ...	11 tons 7 cwt.
	35 8		2 10½		



IRON UNDER FRAME ORDINARY GOODS WAGON (DESIGNED, 1890)—N.S.W. GOVT. RAILWAYS.

Length of body (outside) ...	ft. in.	Width (outside) ...	ft. in.	Capacity ...	10 tons.
Length over buffers ...	16 0	Height of body (inside) ...	8 8½	Tare ...	5 tons 16 cwt.
	19 8		2 9		

In addition to the advantages obtained of being able to convey a given quantity of traffic in fewer trucks and with less "dead" or "non-paying" weight, there is an enormous advantage gained by the economising of space at stations where the room is limited and the extension of the accommodation would be very costly, and this will be readily seen when it is stated that at the height of the wool season there are unloaded in the Sydney wool-shed from 6,000 to 10,000 bales per day.

With the old description of wagons, 175 would have been required to carry 4,725 bales; these wagons would have had a "tare" or "dead weight" of 787 tons, and required a standing space of 3,150 feet. As against this, 50 tubular wagons, requiring a standing space of 1,900 feet only, and with a tare of 500 tons, would do the whole of the same business.

The working of the two systems in conjunction, admits of the greatest advantage being obtained, as for traffic in bulk, such as wool, agricultural produce, and for running between points having large consignments of goods of various kinds, the large trucks are advantageous in every way; but for general miscellaneous working the 4-wheeled wagons, constructed to carry the largest possible load with the minimum of dead weight, is the best form of vehicle to adopt. A

A few bogie wagons have also been built for the conveyance of live stock traffic; and as it is found that the stock suffers less in transit in them than is the case in the short four-wheeled vehicles, it is proposed to increase the number when renewals are necessary.

For the repairs and renewals of locomotives, carriages, and wagons, there has been paid out of working expenses for the six years ending June last a sum of £1,749,000, as against a sum of £1,016,000 for the six previous years, being an increased sum of £733,000 in restoring the rolling stock to an efficient condition.

TRAFFIC DEPARTMENT.

The facilities for conducting the traffic have been materially improved and enlarged. The greatest improvements have been effected in connection with—

- (a) The quadrupling of the suburban lines.
- (b) The putting in of a curve from the Northern line to the main suburban line at Homebush, so as to enable the heavy stock traffic from the North to be transferred with facility to the stock-yards at Flemington.
- (c) The duplication of lines to the extent of 96 miles of single line.
- (d) The providing of a cover shed for agricultural produce at the Redfern Station, capable of holding 87 wagons; an outwards goods-shed, fitted with hydraulic cranes, at Darling Harbour, capable of accommodating 97 wagons; and a wool-shed for dealing with the wool traffic of Sydney at the same place, capable of holding 118 wagons.
- (e) The providing of extensive and convenient exchange sidings at Clyde, so as to relieve the congested yards at Darling Harbour and Redfern of exchange goods traffic that could be more advantageously dealt with at Clyde, also facilitating the exchange of traffic between the Southern, Western, Northern, and Suburban lines.

The changes in the accommodation and arrangement of business at Darling Harbour and Redfern, and in connection with the Clyde Sidings, have led to the traffic being dealt with in an eminently satisfactory manner to the public, and also enabled the Department to release wagons and sheets with much greater promptitude, and in addition have effected a saving in working expenses to the extent of £14,000 per annum.

The quadrupling of the suburban line has enabled the large suburban traffic to be carried on with the utmost regularity; the working of the passenger trains on the lines generally is also of a satisfactory character. From the reports submitted periodically to the Commissioners it would appear that for *three months* ending September last the following was the record of the running of the trains:—

TRAIN PUNCTUALITY RETURN—PERCENTAGE.

Description.	To time and not exceeding 2 minutes late.	2 to 5 minutes late.	Above 5 minutes late.
	Per cent.	Per cent.	Per cent.
1. Main Suburban (business trains), 5 to 10 a.m.	97·28	2·35	·37
2. Local, 5 to 10 a.m.	95·73	2·57	1·70
3. Through Mail and Express	83·92	5·16	10·92

1. Main Suburban, covering distances up to 13 miles.

2. Local, covering distances up to 77 miles.

3. Through long-distance trains and express and mail trains, covering runs of varying distances up to 503 miles, of which, in one instance, 465 miles are single line.

The train services in various directions have been very considerably accelerated, and additional trains given where there was reasonable prospect of traffic being developed. We have also provided on all Express and Mail trains carriages with lavatory accommodation, and this class of accommodation is now being extended to the long distance branch lines. The ordinary sleeping cars running on the various Express and Mail trains have been replaced on the Melbourne and Sydney service by vestibule cars of the most modern description, and they have added materially to the comfort of night travelling.

The engine-shed accommodation at Newcastle and other places was of a most defective nature, and this has been remedied by providing new sheds.

The carriages, which suffer so much by exposure in a climate such as that in Australia, have also been protected to a considerable extent by the erection of carriage-sheds; but more accommodation of this description should be provided when money can be set apart for the purpose.

The question of the extension of the railway into the city, and providing better terminal accommodation, unfortunately, still remains unsettled; but the working of the present terminus at Redfern has been much relieved and simplified by:—

1. The rearrangement of the lines;
2. The widening of the Redfern tunnel; and
3. The provision of an additional Up and Down road between Redfern and the locomotive and carriage-sheds at Eveleigh.

The shunting yards at Redfern, Darling Harbour, Clyde, Newcastle, Penrith, and other important points, are well lighted, the more important places with the electric light, and by this means the safety of the working staff has been materially increased. The following figures show the relative number of fatal accidents to employes in New South Wales for the year ending June last, as compared with the United States for the year ending June, 1892, the latest date for which statistics are available, and also in Great Britain for the year ending December, 1893:—

FATAL Accidents to Employés.

Year ending.	Killed.
New South Wales, June, 1894	1 in 1,305
Great Britain, December, 1893... ..	1 in 829
United States, June, 1892	1 in 322

Appended as Appendix, page 30, are particulars of the principal works that have been carried out during our term of office.

SAFETY APPLIANCES.

When we assumed office the interlocking of points and signals and the absolute block system of working had not made very great progress, and we determined to move forward with these important questions as quickly as possible, and the following table shows what has been done:—

Date to end of—	Number of Miles of Line open for Traffic.			Number of Miles of Line on which the Traffic is worked under the Absolute Block System.			Number and Percentage of Places which have or have not Points and Signals Interlocked.				
	Quadruple and Double.	Single.	Total.	Quadruple and Double.	Single.	Total.	Number of Places.			Percentage.	
							Interlocked.	Not Interlocked.	Total.	Interlocked.	Not Interlocked.
October, 1888	71½	2,042½	2,114	28	...	28	104	318	422	24.63	75.36
October, 1894	158	2,343½	2,501½	154½	1,014	1,168½	340	224	564	60.28	39.72

The system of block introduced for the single lines is a combination of the advantages of the "staff" system and the absolute block, known as "Tyer's Tablet System," and "Webb and Thompson's Electric Staff System." Both systems work excellently; the work and responsibility of the Staff have been much reduced, and the traffic greatly facilitated and rendered more secure. For the Express trains a system of exchanger has been adopted for the tablet, by means of which the driver can exchange the tablet when running at considerable speed, and the disadvantage of the single lines has been considerably reduced. The same system can be adopted with the Electric Staff.

For outlying country lines a modification of the Electric Train Staff has been arranged, so that if the traffic at any crossing station is too insignificant to justify having a person in charge, the guard of the train can exchange the staff without in any way interfering with the security of working.

For working at night with through Express trains this system enables staff economies to be effected by permitting of intermediate crossing stations being run through, by giving the driver a through tablet, controlling several sections.

This system of working enables intermediate sidings to be opened without the provision of fixed signals, as the most perfect security can be arranged without them.

The live-stock wagons have been fitted with the Westinghouse automatic quick-acting freight brake, and the goods wagons are being fitted with the same great security. This has enabled the trains to be considerably expedited and the number of guards with trains reduced, and it is estimated that a saving at the rate of £8,000 per annum in guards alone is being effected. This is irrespective of the saving in the Locomotive Department.

The total expenditure to date for brake materials, and fitting the brakes, &c., amounts to £64,000; so that the saving in guards alone renders a net return of 12½ per cent.; and the whole of the advantage of the greater security is obtained without cost.

RATES.

We have recently so fully reported upon this question in our Annual Report that it will be unnecessary to enter into any amount of detail herein. We have consistently throughout reduced rates when we have found it possible to do so without interfering seriously with the improvement of the financial position of the property, and the agricultural and mining interests have received the greatest consideration. On the 22nd October last we reduced the rates for the conveyance of cattle, horses, pigs, &c., to the same rates as were applicable to the conveyance of sheep, which is practically a reduction of about 20 per cent.

As stated in our last Annual Report, had the traffic of 1893 been carried at the same rates as were in force in 1883, the revenue for the year would have been £300,000 in excess of that realised. An annual saving to this extent in goods traffic charges is of material assistance to the country.

Particulars of the rates charged for agricultural produce, cattle, coke, ores, &c., in 1888 and at the present time, are given on page 31.

The

The following Table shows the actual rates charged for each class of traffic:—

RETURN of Ton Mileage for Year ending 31st December, 1893.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
	tons	miles	miles	£	D.	per cent.
Coal and Shale ...	2,031,627	35,955,372	17·69	108,055	·72	57·31
Firewood	195,535	5,239,257	26·79	19,249	·88	5·52
Grain, Flour, &c. ...	246,214	36,446,242	148·02	95,421	·63	6·94
Hay, Straw, and Chaff	78,112	12,560,105	160·80	23,987	·45	2·20
* Miscellaneous and A Class	309,067	18,438,937	59·66	64,988	·84	8·72
Wool	121,791	33,452,570	274·67	346,277	2·48	3·44
Live Stock	157,273	37,197,711	236·51	311,387	2·00	4·43
All other goods ...	405,550	59,790,236	147·43	644,796	2·58	11·44
Total	3,545,169	239,080,430	67·44	1,614,160	Average 1·62	100·00

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

For passenger traffic the principal changes have been in the adoption of a lower scale of rates for the Newcastle suburban area, and the extension of the Sydney suburban area.

In addition, traffic has been facilitated and considerable settlement promoted by arrangements for the issue of week end tickets (Friday afternoons and Saturdays) to the convenient tourist districts, the fares charged being about 1d. first class and ½d. second class per mile travelled.

In addition to this specially cheap trains are run periodically from and to Sydney and all country stations at exceptionally low rates; these trains are very popular, as many as 1,600 persons coming in from one district on the same date.

The reasonableness of the fares may be illustrated by the following examples:—

Stations.	Distance each way.	Fare.		Rate per single mile.	
		1st Class Return.	2nd Class Return.	1st Class Return.	2nd Class Return.
Wagga Wagga	309	s. 40/-	s. 20/-	d. 0·77	d. 0·38
Albury	387	50/-	25/-	0·77	0·39
Hay	454	60/-	30/-	0·79	0·39
Dubbo	278	40/-	20/-	0·86	0·43
Bourke	503	70/-	35/-	0·83	0·42
Average rate per mile ...				0·80	0·40

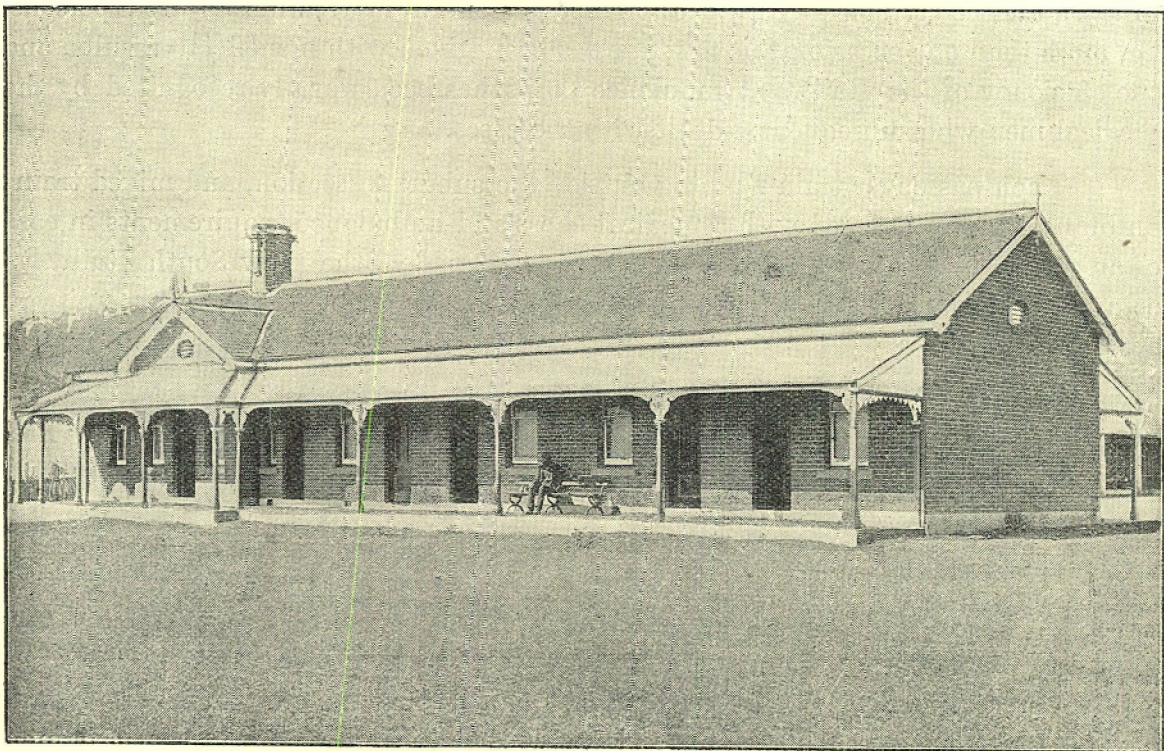
There has also been brought into force a low scale of rates for the conveyance of passenger train parcels when prepaid by stamps, as per table below :—

MILES.	3lb. and under.	3lb. to 7lb.	7lb. to 14lb.	14lb. to 28lb.	28lb. to 56lb.	56lb. to 84lb.	84lb. to 98lb.	98lb. to 112lb.	Every additional 14 lb. or part thereof.
1 to 50	0 3	0 3	0 6	0 9	1 0	1 3	1 6	1 9	0 3
51 to 150	0 6	0 9	1 0	1 6	2 6	3 6	4 3	5 0	0 9
151 to 300	1 0	1 3	1 9	2 9	4 0	5 3	6 3	7 3	1 0
Over 300	1 6	2 0	2 6	4 0	6 0	8 0	9 6	11 0	1 6

STAFF.

The general conditions in connection with the Staff, in regard to pay, privileges, and various other matters, are of the most liberal character. The rates of pay are the best in Australasia, and in the majority of instances are higher than when we took office. The Appendix, page 29, will give the actual and average rates of pay of the principal groups of employees.

The Running Staff when away from home are provided, free of expense, with excellent lodging-houses, which are in charge of caretakers, and provided with comfortable beds. The Staff also receive an average of 3s. per night as expenses.



MURRURUNDI LODGING-HOUSE.

STANDARD TYPE LODGING-HOUSE FOR ENGINEMEN, FIREMEN, AND GUARDS—N.S.W. GOVT. RAILWAYS.

Accommodation: Dining-room, kitchen and attendant's rooms, bath-room and lavatory, and bedrooms. Each bedroom is entered from the verandah, and contains 2 beds.

Holidays to the extent of about three weeks per annum are granted to the principal grades, and all public proclaimed holidays—about twelve per annum—are granted to all grades. The Salaried Staff is allowed three weeks per annum, and liberal pass concessions are granted to all grades. We

We also contemplated, in 1890, the institution of a Provident and Pension Fund for the whole of the Weekly Staff, but in consequence of the influence of persons who posed as friends of the men, so much feeling was created against the proposal that we deemed it better to ask the Minister to withdraw the Bill from Parliament. The particulars of the main provisions of the Bill are printed as an Appendix, page 27.

In 1891, with the concurrence of the Government of the Honorable Sir Henry Parkes, G.C.M.G., the Honorable William McMillan being Colonial Treasurer and Minister for Railways, we provided a handsome Institute, with reading-room, class-rooms, library, and lecture-hall, at the Redfern Station, Sydney; and this building has been of much use in connection with technical and other classes, and affords means for the Staff to meet together for concerts, lectures, and other purposes.

THE AMBULANCE MOVEMENT.

The ambulance movement has made most satisfactory progress, and the members of the corps are now capable of rendering valuable assistance should their services be at any time required.

The circumstances of the New South Wales Railways differ materially from those in older-settled countries, where towns are close together, and medical aid is readily procurable. Here a line runs at times for 100 miles without passing a settlement of note, and should an accident occur on such a stretch of line it is of great importance that those on the spot should be able to render "first aid" to the injured, and be equipped with the appliances essential in treating injured persons. On more than one occasion this first aid has been given with beneficial results, and the efficiency of the Railway Ambulance Corps has been warmly recognised by the medical men who subsequently dealt with the cases.

Each passenger train running outside the suburban section, and mixed trains on branch lines, are fitted with a medical chest and ambulance requirements in case of an accident happening, although, it might be added, the New South Railways compare favourably in regard to freedom from accident with any other railway system.

Ambulance equipment is also in reserve at a number of railway-stations, and each break-down van is also fitted with a medical chest and equipment.

The number of members enrolled, *i.e.*, persons qualifying themselves by a course of instruction and examination, has risen from 191 in October, 1888, to about 850 at the present time.

The membership is widely distributed, 526 being country members, and 320 in the city, workshops, &c. A number of station-masters and officers-in-charge at stations have qualified themselves for membership in the corps, and in several instances have shown such aptitude and knowledge as to be enabled to form branch classes and instruct the local employees in the ambulance work.

Generally, the work of instruction is conducted by the Railway Medical Officer, who travels a considerable distance monthly in holding classes, &c.; and, in addition, it has been arranged at many centres where a number of men are employed to secure the services of local doctors, who have kindly undertaken to give a course of instruction to the Railway Staff in their own localities.

UNIFORM

UNIFORM GAUGE FOR AUSTRALIA.

This question, which was brought forward by us immediately after taking office, has, we regret to say, made very little progress in the way of giving practical effect to bringing about a settlement. We feel that the question is of vital importance to the future of Australia, and must be dealt with at some time or other, and the longer it is postponed the greater will be the cost of the change.

We would respectfully urge that the question be dealt with without further delay, and action taken somewhat on the lines suggested in a letter dated the 18th May, 1889, from the Chief Commissioner to the Honorable the Minister for Railways, which was as follows:—

Uniform Gauge for the Railways of Australia.

With reference to what has recently passed on this subject, and our conversation yesterday, I have the honor to suggest that the following should be the basis of procedure in connection with this subject:—

That the various Colonies should affirm:

1. That the adoption of an universal gauge is absolutely necessary, looking at the future growth of the country, and the annually increasing intercourse of the people and exchange of goods.
2. That the cost of adopting an uniform gauge shall be borne by the whole of the Colonies affected.
3. That it having been decided that the cost of altering the railways to an uniform gauge shall be a national one, the subject of which is the right gauge to be adopted must be approached without any bias in favour of the gauge at present in operation in any Colony, and a decision must be come to from the standpoint of which gauge—4 ft. 8½ in. or 5 ft. 3 in.—can be adopted at the least cost and inconvenience.
4. That it shall be an instruction that the whole of the railways in New South Wales, Victoria, that part of the railways of South Australia now laid to the 5-ft. 3-in. gauge, as well as the line to Cockburn (for Silverton), and all lines in Queensland south of Brisbane leading to New South Wales shall be altered to the standard gauge and the cost of altering the railway and the rolling stock necessary for working such lines shall be a national charge.
5. That the Chief Commissioner or Chairman of the Railway Board in each Colony with one colleague (to be selected by the Chief Commissioner or Chairman) to be a Commission to consider—
 1. What shall be the gauge of the future.
 2. In what proportions the cost of the change shall be borne by the respective Colonies.
 3. The probable cost of carrying out the change.
 4. The number of years the cost of the change shall be spread over, and the amount of money to be set aside each year as a sinking fund.
 5. The date on which the change of gauge shall take place.

The Commission to submit a joint report for the consideration and approval of the respective Governments.

That it be a recommendation to each of the Colonies finding it desirable for the present to make narrow-gauge lines in outlying districts to arrange its stations, tunnels, and bridges in such a way as to enable the uniform gauge at a later date to be laid down without incurring any additional expenditure in enlarging such works; the wisdom, however, of from the outset adopting the standard gauge, which may be laid down in the cheapest possible way, to be carefully considered.

We have held the view that great advantage could be obtained by all the Railways of Australasia if an annual meeting of the principal officers were held to discuss various matters of importance in connection with the working of the lines; these meetings to be followed by a meeting of the Commissioners, or by the Chairmen of the respective Boards, so as to give executive effect to any recommendations which might be made. At these meetings all questions of importance affecting the economic and efficient working of the various branches of the service could be discussed, and the whole of the Colonies would obtain the benefit of the united ability employed by the various Governments. Such meetings would also, in our opinion, bring about a broader view on all railway questions and promote harmonious working.

Beyond a special meeting in regard to the adoption of an uniform rule book and the discussion of an uniform classification of goods, nothing has been done, principally owing to the change in system of railway control in Victoria.

The question, however, is of such great importance to the whole of the Colonies that it is brought forward again in this manner in the hope that the idea may bear fruit in the future.

FINANCIAL

FINANCIAL RESULTS.

The following tables will show the progress and result of the Railway and Tramway working for the seven years prior to our taking office, and for the period we have had the administration of the property:—

RAILWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.	Capital expended on Lines open.
	Miles.	£		£		£
1882	1,268	1,701,016	INCREASE ON 1882 TRAFFIC, £2,668,164.	763,661	ACCUMULATED DECREASE ON 1882 RESULT, £141,656.	15,843,616
1883	1,320	1,934,694		751,220		16,905,014
1884	1,618	2,089,749		786,010		20,080,138
1885	1,732	2,178,172		717,555		21,831,276
1886	1,889	2,163,803		668,577		24,071,454
1887	2,036	2,212,718		752,375		26,532,122
1888	2,114	2,295,124		764,573		27,722,748
1889	2,171	2,538,477	INCREASE ON 1888 TRAFFIC, £3,223,133.	903,875	ACCUMULATED INCREASE ON 1888 RESULT, £2,030,021, or 62.98 per cent. of the increased gross earnings.	29,839,167
1890	2,182	2,633,086		967,251		30,555,123
1891	2,182	2,974,421		1,143,050		31,768,617
1892	2,185	3,107,296		1,193,044		33,312,608
1893	2,351	2,927,056		1,188,540		34,657,571
1894	2,501½	2,813,541		1,221,699		35,855,271

TRAMWAYS.

Year.	Length of Line open 30 June, 1894.	TOTAL EARNINGS.	ACCUMULATED INCREASES. TOTAL EARNINGS.	NET EARNINGS after paying Working Expenses.	NET EARNINGS.
	Miles.	£		£	
1882	22	126,202	INCREASE ON 1882 TRAFFIC, £569,046.	23,066	ACCUMULATED DECREASE ON 1882 RESULT, £52,281.
1883	25	190,699		11,822	
1884	27½	219,942		4,775	
1885	27½	223,340		15,345	
1886	29	230,410		23,957	
1887	33½	225,348		12,893	
1888	33½	236,519		17,323	
1889	33½	243,563	INCREASE ON 1888 TRAFFIC, £264,912.	21,728	ACCUMULATED INCREASE ON 1888 RESULT, £182,819.
1890	39½	268,962		44,889	
1891	42½	292,850		53,171	
1892	48	305,090		56,499	
1893	49	295,367		61,559	
1894	58½	278,194		48,911	

It is confidently expected that for the year 1894-95 the net earnings, after paying working expenses, in connection with the Railways, will amount to £1,275,000, being an accumulated increase on the 1888 result of £2,540,000, as against an accumulated decrease for the seven preceding years on the 1882 result of £141,000.

With regard to the Tramways, it is expected that the net return for the year will be at least £50,000, making an accumulated increase of net earnings in connection with the Trams on the 1888 result of £215,000, as against an accumulated decrease for the preceding seven years on the 1882 result of £52,000.

With regard to both Railways and Tramways, the value of the property has been considerably increased by payments out of working expenses; we need say very little respecting the rolling-stock, as it comes so continually under the eyes of the public; but with regard to the Railway permanent-way we think we cannot do better than to append hereto a copy of a report made to us by Mr. Price-Williams, M. Inst. C.E., at the beginning of the present year. It will doubtless be remembered that soon after we took office we requested Mr. Price-Williams, who happened to be in the Colonies, to report to us upon the condition of the permanent-way, and, as he was again in the Colonies at the beginning of this year, we thought it desirable to request him to make an inspection of the works that had been carried out in the interval.

The working expenses have been reduced as under since 1888:—

Year.				Percentage of working expenses to Gross Earnings.
1888	...	...	...	66·69
1889	...	...	...	64·39
1890	...	...	...	63·26
1891	...	...	...	61·57
1892	...	...	...	61·60
1893	...	...	...	59·39
1894	...	...	...	56·58

and for the current year the expenses will be under 55 per cent. of the gross revenue, being a decrease of 12 per cent. since 1888.

For the past four years, 1891-4, the net return upon the Railway capital, after paying all working expenses, has been £3 10s. 0d. per cent.

Upon the Tramway capital for the past five years the return has been £4 18s. per cent.

The following Comparative Statement of the staff employed in the chief offices in October, 1888, when the Commissioners took office and at the present time, will show how largely the administrative expenses have been reduced :—

Particulars.	October, 1888.		October, 1894.	
	Number employed.	Amount per annum.	Number employed.	Amount per annum.
		£		£
Commissioners' office staff, including Secretary and staff..	50	10,614	21	4,228
Chief Accountant and staff... ..	48	11,520	42	10,435
Traffic Auditor and staff	67	11,644	63	9,684
Chief Traffic Manager and staff	37	8,411	17	3,916
Chief Mechanical Engineer and staff'	32	7,100	23	5,499
Comptroller of Stores and staff	41	7,646	27	4,395
Engineer-in-Chief for Existing Lines and staff, and Divisional Engineer for Metropolitan Division and staff...	72	16,337	44	10,984
Totals	347	73,272	237	49,141
DECREASE ... ..	.....	.....	110	24,131

The following figures show the total number of persons employed on the Railways and Tramways, October, 1888, and June, 1894; and also the traffic and mileage dealt with :—

	October, 1888.	June, 1894.
Railways and Tramways (Number employed) ...	11,393	10,351
	30 June, 1888.	30 June, 1894.
Gross traffic for preceding 12 months ...	£2,531,643	£3,091,735
Net profit after paying working expenses...	£781,896	£1,270,610
Miles open—Railways	2,114	2,501
Do Tramways	38½	58
Total mileage	2,152½	2,559

The figures given showing the altered financial condition of the property do not tell the whole story of its improvement.

For instance, from 1862 to 1872, under Ministerial control, no less than £71,500 was charged to capital for relaying. All charges of this nature, including the extra cost of heavier rails and sleepers, are now debited to working expenses, as well as the cost of numerous works which are properly capital charges.

When we took office we found that sums of money for relaying in previous years, clothing, water, &c., aggregating £47,960, had not been debited to working expenses; this amount has been brought into the working expenses for our term of office.

It was formerly not the practice for the stores obtained from the Government General Stores, the value of Postage Stamps, and the cost of printing and other work done in the Government Printing Office, to be debited against the Railway Accounts. Sewerage rates also were not paid. Since we have been in office £91,800 has been paid for these services—and quite properly so, too,—but the general Government expenses have been relieved to this extent.

Formerly it was the practice to relieve the working expenses of a proportion of the cost of the Head Quarters Staff by debiting it annually to the capital account for new lines. This has not been done during our term of office.

In the minor branches of expenditure considerable economy has been effected in various ways, viz., by :—

- (1) Greater economy in the amount of stores used,
- (2) Using kerosene largely in various descriptions of lamps, instead of colza and other expensive oils,
- (3) Using mineral oils for lubricating purposes instead of castor and other oils,
- (4) Washing waste and sponge cloths and re-using the same,

and many other ways of a like nature.

The Locomotive Department expenditure for oil, tallow, waste, sundry stores for cleaners, and greasing and oiling carriages and wagons (including wages of oilers) for the year ending 30th June, 1889, was £42,272 For the year ending June last this had been reduced to £19,035 and, for the current year, it is confidently expected that the cost will be under £15,000

TRAMWAYS.

The tramway property, when we took office, was in a very unsatisfactory condition, both in regard to its financial result and the maintenance of the rolling-stock and permanent-way, the return on the capital for the previous six years having amounted to £1 18s. 10d. per cent. The return on the capital for the six years ending June last has been £4 10s. 10d. per cent., whilst at the same time we have renewed and charged to working expenses the cost of seventy-six tramcars, four motors, and one water-tank, besides bringing the whole of the rolling-stock up to an efficient condition. The renewing of the tramcars constitutes about one-third of the whole of the stock existing in 1888. Relaying has also been carried out at a cost of £71,620, as against £47,421 for the preceding six years.

The

The following table is an interesting one, and shows the comparative value and importance of the Railway and Tramway property of this Colony as compared with the other Australasian Colonies :—

	Year ending.	Gross Earnings.	Net Earnings.	Capital.	Gross Earnings.	Net Earnings.
		£	£	£	£	£
NEW SOUTH WALES ...	June, 1894...	3,091,735	1,270,610	37,104,257	3,091,735	1,270,610
SOUTH AUSTRALIA ...	June, 1894...	999,707	430,115			
QUEENSLAND ...	June, 1894...	955,747	357,344			
NEW ZEALAND ...	March, 1894	1,172,793	437,434			
TASMANIA ...	Dec., 1893...	152,083	15,615			
WEST AUSTRALIA ...	Dec., 1892...	96,024	3,424			
	(Report for 1893 not yet obtainable.)			48,172,905		
				Net Earnings of New South Wales, £26,978 in excess of the other five Colonies.		
VICTORIA ...	June, 1894...	2,726,159	1,090,740	37,748,563	2,726,159	1,090,740

Printed as Appendices pages 21 and 22 are statements showing the growth of the New South Wales Railway Capital Account to 30th June, 1894, and also, a statement showing the total amount expended in maintaining, working, and improving the Railways and Tramways, and the proportions spent in and out of the Colony for a period of twelve years.

E. M. G. EDDY, Chief Commissioner.

W. M. FEHON, Commissioner.

CHARLES OLIVER, Commissioner.

APPENDIX.

STATEMENT of the New South Wales Railway Capital Account to 30th June, 1894.

	£
CAPITAL SPENT TO 30TH JUNE, 1888... ..	27,722,748
Capital moneys subsequently paid on account of lines authorised prior to the Railway Act coming into force, principally for the following lines:—	
Illawarra Line	
Cooma Branch	
Homebush to Waratah (including the Hawkesbury Bridge)	
Hornsby to St. Leonards	
	2,435,465
ACTUAL CAPITAL INCURRED PRIOR TO THE RAILWAY COMMISSIONERS TAKING THE LINES OVER	30,158,213
CAPITAL SPENT TO 30TH JUNE, 1894... .. (as given in the Annual Report).	35,855,271
INCREASE IN CAPITAL IN SIX YEARS	5,697,058

Principally made up of the following 307 miles of new lines:—

Kiama to Nowra... ..	
Nyngan to Cobar	
Culcairn to Corowa	
Cootamundra to Temora	
Molong to Forbes	
Milson's Point Line	
Lismore to Mullumbimby	
	£ 2,174,261

DUPLICATIONS—

96 miles of single line:—

Redfern to Flemington	
Granville to Campbelltown and Picton	
Strathfield to Ryde	
Ryde to Hornsby	
Hurstville to Waterfall	
Adamstown to Teralba	
	1,438,529

ROLLING STOCK AND GENERAL WORK—

Rolling-stock to meet the increased traffic, and for 307 miles of new lines, improvements of grades and curves, additional sidings, loading banks and goods sheds, signal and interlocking apparatus, continuous brakes, houses for employees, and additional works generally	2,084,268
	£5,697,058

ALSO MILLION VOTE—

For reconstruction and improvement of permanent-way and rolling-stock, now paid off to the extent of £225,000.

STATEMENT showing the Total Amount expended in maintaining, working, and improving the New South Wales Government Railways and Tramways.

Year.				Working Expenses.	Special Votes.	Total Amount.	Spent in the Colony.	Spent out of the Colony.	Percentage spent in the Colony.	Percentage spent out of the Colony.
				£	£	£	£	£	%	%
Six months ending 31 December, 1882	...	...	...	615,243	244,405	859,648	785,206	74,442	91.34	8.66
Year ending 31 December, 1883	...	...	...	1,361,006	649,062	2,010,068	1,708,480	301,588	85.00	15.00
" " 1884	...	...	...	1,520,706	689,984	2,210,690	1,953,779	256,911	88.38	11.62
" " 1885	...	...	...	1,671,567	740,156	2,411,723	2,072,393	339,330	85.93	14.07
" " 1886	...	...	...	1,701,679	565,841	2,267,520	2,088,895	178,625	92.12	7.88
" " 1887	...	...	...	1,672,799	386,522	2,059,321	1,965,799	93,522	95.46	4.54
Six months ending 30 June 1888	...	...	...	872,025	112,585	984,610	925,718	58,892	94.02	5.98
6 years	...	...	...	9,415,025	3,888,555	12,803,580	11,500,270	1,303,310	89.82	10.18
Year ending 30th June, 1889	...	...	...	1,856,437	280,409	2,136,846	2,068,154	68,692	96.79	3.21
" " 1890	...	...	...	1,889,908	562,754	2,452,662	2,246,125	206,537	91.58	8.42
" " 1891	...	...	...	2,071,050	1,741,276	3,812,326	3,389,570	422,756	88.91	11.09
" " 1892	...	...	...	2,162,843	1,795,756	3,958,599	3,564,547	394,052	90.05	9.95
" " 1893	...	...	...	1,972,324	389,302	2,361,626	2,221,069	140,557	94.05	5.95
" " 1894	...	...	...	1,522,125	45,880	1,567,005	1,849,062	17,943	99.04	0.96
6 years	...	...	...	11,773,687	*4,815,377	16,589,064	15,338,527	1,250,537	92.46	7.54

Prior to 1889 the materials for the construction of new lines and lines open for traffic were kept together; the accounts have therefore been carefully examined, and all construction purchases excluded from this Statement.

* This includes expenditure under special million vote for reconstructing rolling-stock and permanent way.

STATEMENT of Miles Open, and Percentage of Working Expenses to Gross Revenue for same period.

	Average miles open.	Total Revenue.	Average percentage working expenses have to Gross Revenue.
		£	%
6 years, ending 30th June, 1888	1,653½	13,882,824	67.82
6 " 30th June, 1894	2,280½	18,677,903	63.04

PARTICULARS of the Amount spent out of the Colony, viz, £1,250,537:—

	£	s.	d.
Rails, chairs, fish-plates, &c.	289,823	0	0
Loco. engines and tram motors	558,594	0	0
Boilers and materials for construction of same	46,172	0	0
Materials for construction of Pullman and tubular cars	38,870	0	0
Machinery, cranes, &c.	17,529	0	0
Wheels, axles, boxes, tires, buffers, springs, brake fittings, &c.	173,685	0	0
Telephones, electric staff and tablet instruments, and telegraph and fencing wire	21,680	0	0
Boiler plates, bars, tubes, copper plates, bars and rivets	62,101	0	0
Unclassified	42,083	0	0
	<u>£1,250,537</u>	<u>0</u>	<u>0</u>

R. Price-Williams, Esq., M. Inst. C.E., to The Railway Commissioners of New South Wales.

Gentlemen,

Sydney, 2 March, 1894.

In compliance with your instructions I have again, after an interval of four and a half years, examined into the condition of the permanent-way and works of the Government Railways of this Colony.

On the former occasion I found it difficult to give expression to the anxiety I felt on discovering the then unsafe and unsatisfactory condition of the permanent-way; my present difficulty, however, is, I am glad to say, of quite an opposite character, and how, without saying anything capable of being misconstrued into mere compliment—alike unbecoming the occasion as it would be distasteful to yourselves—to give fitting expression to the genuine feeling of gratification I have experienced in recognising the great improvements effected in the condition of the permanent-way during the last four and a half years.

The improved condition of the permanent-way has been accompanied by alterations and improvements of so extensive and varied a character throughout the entire railway system, more especially in connection with the suburban lines, numerous deviations, and the duplicating of lines, as to render it extremely difficult to institute any fair comparison between the present condition of the permanent-way and works and what existed at the time of my previous examination. I therefore intend to deal separately with these important matters later on, and to confine myself at present to the permanent-way.

PERMANENT-WAY.

Sydney to Granville Junction.

With a view of contrasting the past and present condition of the permanent-way on the suburban lines I would, in the first place, draw attention to the fact that four and a half years ago there were about $3\frac{1}{2}$ miles on this heavily-worked portion of the main line still laid with iron rails, and both the rails and ballast were of inferior quality and in a deplorable condition, the line also being badly drained; whereas, at the present time, I find the lines between Redfern Station and Granville Junction all steel, and where relaid 80-lb. bull-head steel rails, heavy 45-lb. cast-iron chairs laid upon ironbark sleepers of heavier scantling (9 ft. x 10" x 5") have replaced the 75-lb. rails, 25-lb. chairs, and smaller-sized sleepers previously used.

The line, after being thoroughly drained, has been entirely reballasted with the excellent blue metal ballast obtained from the quarries at Kiama, the site of which I inspected and approved of at the time of my previous examination.

I am glad to find that this splendid ballast, which is exceedingly heavy and of the best quality, has entirely superseded the soft sandstone ballast previously used. The best portions of the old sandstone ballast, I observed, have been replaced in the road, so as to form the foundation for the new ballast, as shown on the accompanying sketch.

In addition to this, I observe that the extensive alterations alluded to, have admitted of six lines of way being laid between Redfern and the Junction with the Illawarra line, while the four lines have been extended to Flemington, about 2 miles beyond the Junction, with the Northern line at Strathfield; and further that the double line which previously only extended to Granville Junction, has since been continued to Picton. The total present mileage of running road between Redfern and Granville is 50 miles 13 chains of single line, as compared with 28 miles 50 chains of single line in 1889, $3\frac{1}{4}$ miles of which was then laid with iron rails.

I have no hesitation in saying that the permanent-way of the whole of the Suburban lines is now in the best possible condition and will bear comparison, both as regards quality of material and the condition in which it is maintained, with that of any English railway; and there can be no question that by the adoption of a heavier description of steel rails, ironbark sleepers of heavier scantling, combined with the heavier and more durable ballast now used, the future annual cost of maintaining and renewing these heavily worked portions of the railway will not only be largely reduced, but the wear of the rolling stock also will be proportionately lessened, and the much more easy running of the trains which has resulted from the improved condition of the road and so noticeable at present, will undoubtedly largely contribute to the greater comfort of the passengers.

Granville Junction to Goulburn (121 miles).

It will be in the recollection of the Commissioners that the permanent-way on this portion of the Southern Railway was, at the time of my previous report, in a very bad condition, the whole of it, with the exception of about $17\frac{1}{2}$ * miles relaid here and there with steel rails, being at that time still laid with iron rails, over 100† miles of which had been in the roads for periods varying from nineteen to thirty years, the rails, more especially in the rock cuttings on the 1 in 30 gradients between Picton and Mittagong, where the sleepers rested on the bare rock formation, being in an exceedingly critical condition, and I can only attribute the fortunate immunity from accident there to the splendid quality and durability of the ironbark sleepers. The immediate steps taken to ensure the safe working of the traffic on these and many other unsafe portions of the permanent-way on this portion of the railway were necessarily to a great extent of a temporary character; and subsequently, after making good the worst portions of the main lines, they had to be entirely renewed with new 80-lb. steel rails and ironbark sleepers of heavier scantling.

My object in drawing attention to this is to show that it would have been impossible to judge of the alterations and improvements which have been made in the state of the lines by my merely going over them, as I have just done. The accurate records, however, which have been kept since the Commissioners took office, of the actual work done in relaying, rerailing, reballasting, resleepering, &c., &c., and shown graphically on the admirable Permanent-way Progress Diagrams, have enabled me fully to realise the extent and comprehensive character of the work which has been accomplished during the last four and a-half years.

These

* 17 miles 37 chains, *vide* Report, 10th August, 1889. † 100 miles, *vide* Report, 10th August, 1889.

These records show that, irrespective of the temporary repairs and renewals required to ensure the safe working of the traffic, and irrespective of the new double line between Granville and Picton, there are at the present time 72 miles laid with steel rails, the greater portion consisting of 80-lb. rails, laid on the best ironbark sleepers of large scantling, and resting upon and boxed up with the best blue metal ballast, as already described. The other portions have been rerailed with 75-lb. steel rails, and with the exception of a few miles the whole line from Granville Junction has been entirely rebalasted. I find there are about 48½ miles of iron rails still in the road, evidently of very good quality; and from the sound condition in which I found them, and the good quality of the ironbark sleepers and blue metal ballast upon which they are laid, I consider they will be serviceable for some time yet to come.

Altogether the permanent-way and works between Granville Junction and Goulburn are in excellent condition and well maintained; and, what is of the utmost importance in the proper maintenance of a line, the grips or side drains are well cleared out, so as to admit of the free drainage of the surface-water in the cuttings, the neglect of which on my former inspection I had so frequently to draw attention to.

I may also mention that when travelling at a speed of over 43 miles per hour over a portion of the line between Wollondilly and Cable's Siding, where the road has been entirely relaid with 80-lb. rails, the running was as steady—to quote the remark in my note-book—"as when travelling by the Irish express between Euston and Rugby," the cloud of dust, which on a former occasion followed in the wake of the train, being conspicuous by its absence. No more striking illustration could be afforded than this of one of the many benefits obtained from the substitution of the hard blue-metal for the soft sandstone and gravel ballast formerly used.

Goulburn to Cootamundra (118 miles 66 chains).

The 9½ miles of iron road on the I in 40 gradients on different parts of the line at Yarra, Cullerin, Binalong, Demondrille Junction, and Wallendbeen, which I found four and a-half years ago in such a deplorable condition, have, I observed, either been entirely relaid with new steel rails, resleepered, rebalasted, and lifted, or rerailed with steel rails, and, where the steel rails were of a lighter section, the sleepers have been respaced.

At the time of my previous examination there were altogether about 9¾ miles* of detached pieces of road laid with steel rails. Since then, however, the rerailed portions have in some places been again rebalasted, lifted, and the sleepers respaced.

The total mileage of iron rails in the road between Goulburn and Cootamundra in 1889 was about 109 miles; whereas at the present time there are only 18¼ miles (18 miles 19½ chains). These rails I found in very fair condition, and with the sound ironbark sleepers and the rebalasting the road has received, they will continue serviceable for some time. I observed, however, that preparations are being made at different points along this part of the line for further relaying.

It is usually the practice to make ample provision for the ballasting required from time to time for maintenance purposes, and I was surprised on my previous examination to find there were no quarries opened out from which good blue-metal or quartz ballast could be obtained for rebalasting the lines. I am glad, however, to find now that any quantity of the best blue-metal, quartz, or porphyry ballast can now be, and is, obtained from quarries in the immediate neighbourhood of the railways, the perfect ballasting of lines with this class of material being essential to their safe and economical maintenance.

I avail myself of the opportunity of mentioning that whilst at Jerrawa Station I witnessed the automatic ballasting of the line with a new hopper ballasting truck and plough invented by Mr. Rodgers. The method employed is exceedingly ingenious, simple, and effective; the whole operation of unloading and spreading twelve loaded ballast trucks, each containing 6 cubic yards, occupying just 5½ minutes, as timed by my stop-watch. It is needless to say that the ordinary method of unloading and spreading the ballast would have occupied twenty-four men at least half-an-hour to unload, and a further three-quarters of an hour to trim it in the complete way the plough does. I should also mention that only two Permanent-way men were employed in the operation, and that in addition to this great saving of time, a further very considerable economy is effected by lessening the time which a large number of men and locomotive power are kept idle, and the occupation of the main lines by the ballast train—a very important consideration, especially in working single lines. There can therefore be no question but that by the adoption of this new method of ballasting the cost will be most materially reduced.

Cootamundra to Albury (133 miles 20 chains).

I observed that the iron rails I previously examined between Cootamundra and Bethungra have been entirely replaced with steel, a portion of the road being relaid with new 80-lb. rails, on ironbark sleepers of larger scantling, and entirely rebalasted; while the remainder of the road has been rerailed, rebalasted, and, for the most part, lifted, the sleepers in many places having been respaced.

Between Bethungra and Junee Junction there now remain only about 10½ miles of iron rails. These are in very fair condition, and the line has for the most part been rebalasted, and in many places lifted. The remainder of the road, from about the 279th mile post to Junee, has been entirely rerailed with steel rails, rebalasted, and the road lifted.

Altogether, the road as far as Junee Junction is in thoroughly good running order, as was amply testified by the smooth and easy running whilst travelling over it at a speed of over 46 miles an hour on my return journey to Sydney.

A good deal of rerailing, rebalasting, and lifting has also, I find, been done between Junee Junction and Wagga Wagga, more especially between Bomen and Wagga Wagga, where there has been about 5 miles of continuous rerailing with steel rails.

From

m.	ch.	m.	ch.	m.	ch.
* 134	20	to 137	40	=	3 20
154	20	„ 157	20	=	3 00
164	60	„ 168	20	=	3 40

From Wagga Wagga to Albury, as you are well aware, the line is entirely laid with steel rails; and there is no need of my referring to this portion of the line beyond remarking that many portions of it have been reballasted and lifted since the date of my previous inspection.

The total mileage of railway between Cootamundra and Wagga Wagga laid with iron rails in 1889—and then in very bad condition—was nearly 46½ miles (46 miles 33½ chains). At present there remains only about 27½ miles, which is well ballasted, sleepers, and in very good running order. The present mileage relaid with steel rails between Cootamundra and Wagga Wagga is 28½ miles; so that altogether, out of the 133½ miles between Cootamundra and Albury, 106½ miles are now laid with steel rails.

WESTERN LINE.

Granville Junction to Bathurst (130 miles 30 chains).

The 12 miles of iron rails in the down line between Granville Junction and Penrith, which at the time of my previous inspection were in a very bad condition, and had been in the road for periods varying from twenty-two to twenty-nine years, have, I observed, been entirely renewed; and, with the exception of a length of about 6 miles of iron rails, the whole of the up and down lines are now entirely relaid with steel rails; and the iron rails still in the road, which has been lifted and reballasted, as well as the ironbark sleepers, are in good condition.

I should also mention that a great deal of road-lifting and reballasting has been done on other portions of both up and down line between these two places.

In 1889, with the exception of about 14 miles of continuous rerailing with steel rails between Penrith and Springwood, and about 18½ miles between Springwood and Locksley, the remainder of the line to Bathurst, a distance of over 78 miles, was then entirely laid with iron rails; whereas at the present time only about 4 miles of iron rails remain in the road in detached pieces, chiefly on the down line between the bottom points of the Zig Zag and Bowenfels Station. The total mileage of iron rails in the road at the present time between Granville Junction and Bathurst only amounts to about 18 miles* of single line on 14 miles of railway, in good running order.

The ballast now used on this line consists of blue metal, quartz, or heavy slag of the best quality.

Between Bathurst and Blayney a considerable mileage of relaying with 80-lb. rails has been done, the whole distance between these two places now being laid with steel rails. Amongst other bits of bad road which have been renewed, I observed the short length between Perth and George's Plains, to which I drew particular attention on a former occasion.

NORTHERN LINE.

Strathfield to Hamilton.

I observed a great deal of reballasting and lifting has been done on the Down line between Strathfield and Hornsby Junction.

Between the Hawkesbury River and the junction at Islington (Newcastle) a great deal of work has also been done in improving the Down road by taking out the numerous soft places in the cuttings, lifting and reballasting the road with slag or blue metal, and further strengthening it by putting in additional sleepers where required.

Newcastle to Tamworth.

The whole of the iron rails in the Down line between Newcastle and West Maitland, the bad condition of which I had also on a previous occasion to draw attention to, has, I find, been entirely relaid or rerailed with steel rails, and to a great extent reballasted; while the Up road, which is also laid with steel rails, has been in many places resleepered, and the road lifted and reballasted with heavy slag ballast.

Between West Maitland and Lochinvar a continuous length of over 5 miles has been entirely relaid with 80-lb. steel rails and the road lifted, and here and there reballasted.

From Lochinvar to Branxton there are about 9½ miles of road laid with iron rails. These, although somewhat worn, are evidently of first-rate quality, as is testified by the good top they still retain and the excellent running condition in which the road at present is maintained. This portion of the line, I understand, will shortly be relaid throughout with 80-lb. steel rails; indeed, I observed a relaying gang at work when I was there.

Between Branxton and Singleton a continuous length of about 14 miles has been entirely relaid with new 80-lb. steel rails and ironbark sleepers of the larger scantling already alluded to, reballasted and the road lifted in many places, the ballast used being partly of blue rock, quartz, or granite—the latter brought to Newcastle as ships' ballast. I was glad to notice here, and on other parts of the Government Railways, a due provision of spare rails and sleepers, the absence of which on my previous inspection I drew attention to.

From near Singleton to Murrurundi the line is laid with iron rails, except where the deviations have been made, to which I shall have occasion to refer later on, where the rails are of the heavier 80-lb. "T" steel sections now used in all renewals. The road, I observed, has been in many places reballasted and lifted, and in some places resleepered, and is now well maintained and in good running condition.

From Murrurundi to within a short distance of Willow Tree Station, a considerable amount of rerailing with steel rails, reballasting and lifting, has also been carried out, while between Braefield and Tamworth, in addition to a large amount both of relaying, rerailing, lifting, and reballasting, the road has been resleepered where it is laid with iron rails. Altogether the line between Newcastle and Tamworth is well maintained, and the stations and buildings in good repair.

GENERAL

	m.	ch.
*Granville Junction to Penrith	5	78
Bottom Points to Eskbank	3	76
Lucas Siding to Bowenfels	1	64
Bowenfels to Wallerawang	2	25

17 79

GENERAL REMARKS.

It would be impossible, within the limits of this report, to give details of the many other improvements I observed in the present condition of the permanent way of the Government Railways throughout the Colony; but, briefly summarising the results of my examination, and what I have obtained from the records kept of the work done during the last four and a half years, I find that since the Commissioners took office altogether about 361½ miles of railway have been either wholly or partially relaid with steel rails and new ironbark sleepers of larger scantling; that 841* miles of way have been entirely or partially reballasted and the road lifted, while other portions have been entirely resleepered, and, where requisite and the rails are of light section, the sleepers have been respaced in order to afford the additional strength to the road to carry the heavier class of engines which I am glad to find the Commissioners are now so economically employing to work the traffic on the exceptionally heavy gradients in this Colony.

I have been much struck with the neat, tidy, and generally improved appearance of the railway lines throughout the Colony, and the striking testimony this bears to the greater care and attention now given to the proper and more economical maintenance of the permanent way. It only remains for me, in concluding this portion of my report, to refer briefly to the condition of the stations, station-buildings, platforms, sidings, bridges, and viaducts throughout the entire railway system, which I find to be in a good state of repair. The large amount of painting and other recent repairs I observed at a great many of the stations, and the uniformly neat, clean, and tidy appearance of the stations, station-buildings, platforms, &c., which I find, as a rule, to be a very good guide, bear testimony as to their being properly maintained.

It would be equally impossible within the limits of a report to refer in detail to other numerous improvements I have observed at many of the stations; but I may state that they have all been very judiciously made and have largely increased the facilities for working the existing, and meeting the requirements of the future, railway traffic of the Colony.

DEVIATIONS AND IMPROVEMENTS OF GRADIENTS AND CURVES.

Although my notice of them has been reserved for the concluding portion of this report, nothing I consider has more largely contributed to the better, safer, and more economical working of the traffic than the numerous important improvements effected by the Commissioners by the cutting out, or removal by deviation, of some of the worst grades and curves throughout the railway system, conspicuously instanced in the complete abolition of the First Zigzag, with all its dangers and hindrances to traffic, and also by the almost equally important improvement in the gradients at Wentworth Falls; the cutting out of two 1 in 33 grades north of Singleton, and the substitution of a uniform grade of 1 in 60, and at the Glen Lee cutting on the Southern line, between Granville and Picton, all of which have been most successfully accomplished without in any way interfering with the working of the traffic.

I have been particularly struck with the original and very ingenious method adopted in improving the 1 in 70 and 1 in 80 gradients against the load on either side of the Glen Lee cutting to much easier gradients of 1 in 100, the 1 in 70 and 1 in 80 gradients with the load, much reduced, however, as regards length and height, being retained for working the down grade traffic. It is scarcely necessary to say that these great improvements in the gradients against the load largely economise the tractive power and enable it to be profitably utilised in the haulage of heavier trains. The method so successfully adopted here of carrying out the work on the up and the down line separately, by slightly deviating them, has enabled a very large amount of excavation in the cuttings to be saved, and also the cost of reconstructing the existing works, which have been left untouched.

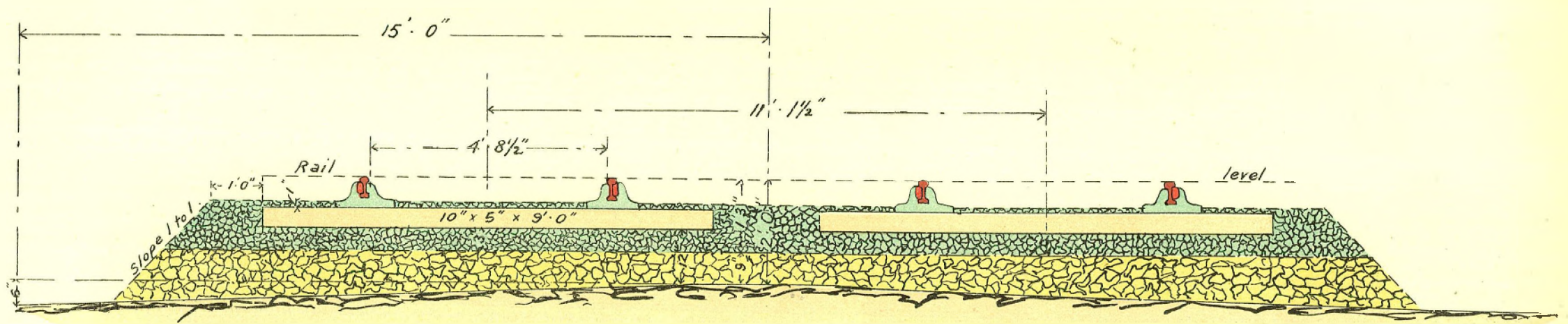
It only remains for me to add, that what has impressed and surprised me most in connection with the extensive alterations and improvements effected by the Commissioners in the reconstruction of the stations and in the re-arrangement of the lines on the suburban railways, the duplication of the lines between Granville and Picton, and between Strathfield and Hornsby, together with the numerous deviations and improvements of grades throughout the railway system, is, that all this should have been accomplished without necessitating any large resumption of land, or interfering with the working of the traffic on the busiest portions of the railway system; and further, that these most difficult and complicated works should have been completed in so short a time and at relatively so small a cost, regard being had to the great difficulties and obstacles inseparable from the carrying out of works of this kind—difficulties which can only be properly appreciated by those who had to deal with them.

I am, &c.,

R. PRICE-WILLIAMS.

			m.	ch.
* Entirely reballasted	...	...	246	20
Partially	...	...	393	52
Lifted on old ballast	...	...	200	65
			840	57

N.S.W.R.
Suburban Widening
Permanent Way
Scale $\frac{3}{8}$ inch to a foot



(258-)

Top ballast Broken Blue Stone 2 1/2" Gauge
Bottom " Broken Stone 4" Gauge - Hand-packed.

Establishment of Railway Employees Provident and Pension Fund.

The Railway Commissioners had early in view the desirability, in the interests of the staff, of establishing a provident and pension fund for the relief and support in sickness, on retirement, and other contingencies, of persons employed, and a Bill was drawn up and submitted to Parliament, with the object of obtaining authority to bring the fund into existence.

The benefits to be given under the fund, and the nature of the same, are set forth in four schedules, the advantages being dominated by the amount of the weekly contributions. The schedules were as under:—

FIRST SCHEDULE.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.		Retiring allowance payable on retirement at 65.	Retiring gratuity payable on retirement if contributor is not eligible for a weekly retiring allowance.		
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.		Contributions paid for—		
									10 to 15 years.	15 to 20 years.	Over 20 years.
s. d. 1 0	Per week. s. d. 25 0	Per week. s. d. 18 0	Per week. s. d. 40 0	Per week. s. d. 30 0	£ 300	£ 50	£ 20	Per week. s. d. *20 0	£ 20	£ 30	£ 50

SECOND SCHEDULE.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.		Retiring allowance payable on retirement at 65.	Retiring gratuity payable on retirement if contributor is not eligible for a weekly retiring allowance.		
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.		Contributions paid for—		
									10 to 15 years.	15 to 20 years.	Over 20 years.
s. d. 0 9	Per week. s. d. 18 6	Per week. s. d. 13 6	Per week. s. d. 30 0	Per week. s. d. 22 6	£ 225	£ s. 37 10	£ 15	Per week. s. d. *15 0	£ s. 15 0	£ s. 22 10	£ s. 37 10

* Increased retiring allowance may be obtained in accordance with section 5 of this Act.

THIRD SCHEDULE.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.	
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.
s. d. 0 6	Per week. s. d. 12 6	Per week. s. d. 10 0	Per week. s. d. 20 0	Per week. s. d. 15 0	£ 200	£ 25	£ 12

FOURTH SCHEDULE.

Weekly payment.	Sickness allowance payable in case of disablement by sickness or injuries received whilst not on duty.		Casualty allowance payable in case of temporary disablement from injuries received whilst on duty.		Accident allowance payable in case of accident on duty resulting in death or total permanent disablement.	Death allowances.	
	First 26 weeks.	Second 26 weeks.	First 26 weeks.	Second 26 weeks.		On death of a contributor otherwise than from accident on duty.	On death of a contributor's wife.
s. d. 0 9	Per week. s. d. 25 0	Per week. s. d. 18 0	Per week. s. d. 40 0	Per week. s. d. 30 0	£ 300	£ 50	£ 20

1. The membership to be optional, but any railway employee between the ages of 18 and 45 receiving not less than 25s. per week was eligible to become a contributor of the first or second class.
2. Any employee under 18 or between the ages of 18 or 35, receiving less than 25s. per week, was eligible to become a contributor in the 3rd class.
3. Any employee between the ages of 35 and 45 was eligible to become a contributor of the 3rd or 4th class.

1. A contributor of the first or second class could obtain an increased retiring allowance above the amount shown in the schedule by paying an additional contribution to the fund, *i.e.*, if he were not above 25 years of age he would receive an additional retiring allowance of 5s. 9d. weekly for each additional 1d. per week subscribed.

2. If the contributor were above 25 years of age and not 30, the additional retiring allowance to be 2s. 10d. weekly for each additional 1d. contributed.

3. If the contributor were above 30 years of age and not 45 he was to be allowed such additional retiring allowance allowed as the Actuary to the fund should certify as a proper amount for each additional 1d. contributed.

Only persons employed by the Commissioners were to become contributors to the fund, but temporary employees might, with the permission of the Commissioners, contribute and become during the period of their employment entitled to the casualty and accident allowances, as set forth in the fourth schedule. The contribution payable being 4d. weekly.

The Government Railway Act of 1888 provides that any person being permanently employed in the Railway Service after the passing of such Railway Act shall insure his life, but the Provident Fund Bill provides that any person becoming a contributor to that fund shall be deemed to have complied with the provision of the Railway Act as regards life insurance, and no further action need be taken with regard to life insurance.

A contributor was not allowed to join the fund in more than one class, but a contributor might be allowed to transfer from a lower to a higher class of benefits if eligible. The person transferring paying such a sum as the Actuary to the fund should determine to be due to the fund under the circumstances of the transfer.

Any railway employee being a contributor to the Civil Service Superannuation Account might elect to retire from that fund and to join the railway employees Provident and Pension Fund, all privileges due to him on his retirement from the Civil Service Fund being conserved to the date of transfer.

Contributors to the fund ceasing to be in the employ of the Commissioners otherwise than by dismissal, might be allowed to continue to contribute and enjoy the advantages of the fund other than with regard to retiring allowances, the contribution payable for such advantages being fixed by the Actuary of the Fund.

1. Any person ceasing to be employed and to contribute to the fund should have claim to the benefits of the fund as might be determined.
2. Any person in receipt of a retiring allowance should be considered to be a contributor so far as the payment of the death allowance in case of his wife's death is concerned.
3. Any person whose services were dispensed with through retrenchment, and had no wish to continue a contributor, might be allowed a sum equal to half the retiring gratuity provided after ten years contribution; but any contributor dismissed from the service should forfeit all claims to the benefits of the fund.
4. The sickness allowance to be payable for a maximum period of fifty-two weeks, consecutive or otherwise, during any period of eighteen months; but any additional cases of continued sickness where the allowance has been exhausted, the Committee might grant a further sum not exceeding £10.

Any allowance payable under the provisions of the fund will be incapable of being assigned or in any way anticipated.

The amount of any contributors payment to the fund might be deducted by the Commissioners from the employees wages when due.

The Commissioners shall contribute to the fund an annual sum equal to 75 per cent. of the contributions of the employees, or such less amount as the Actuary shall certify to be sufficient to secure the stability of the fund.

The management of the fund was to be vested in a Committee of not less than nine members, two-thirds to be nominated by the delegates and one-third by the Commissioners.

The delegates to represent the contributors and to be elected from each district according to the locality in which they are for the time being employed, the number of delegates for each district to be subsequently arranged by regulation.

The Chairman of the Committee to be one of the members appointed by the Commissioners.

The Secretary and Actuary to be appointed and paid by the Commissioners.

In case the fund should be deemed by the Committee to be insufficient to meet its liabilities a levy, not to exceed two additional weekly contributions during each period of three months, might be made by the Committee.

STATEMENT showing the Average Rates of Pay made to the undermentioned class of
 Employes in October, 1888; as compared with June, 1894.

Occupation.	October, 1888.				June, 1894.			
	No.	From	To	Average Rates.	No.	From	To	Average Rates.
Locomotive engine-drivers, Railways	441	11/-	15/-	13/6½	307	11/-	15/-	14/-
Locomotive firemen, Railways	468	8/-	10/-	9/1¼	379	8/-	10/-	10/-
Locomotive cleaners, Railways	347	5/-	11/-	6/2½	308	4/-	10/-	7/-
Fitters	309	7/-	14/-	10/5½	276	8/-	15/-	10/6½
Turners	98	8/-	12/4	10/6	103	8/-	12/8	10/6
Machinists	57	5/6	10/2	8/8	60	7/6	12/-	8/10
Boiler-makers	96	8/-	12/2	10/2	121	8/-	14/-	10/4
Boiler-makers' assistants	83	6/-	9/2	7/2½	79	7/-	8/6	7/4
Moulders	24	7/6	14/-	9/11½	38	8/-	14/-	10/3½
Blacksmiths	129	7/-	16/-	10/7	113	8/-	16/-	11/-
Strikers	160	6/-	8/6	7/4½	141	6/6	8/2	7/4½
Tinsmiths	20	7/6	11/4	9/8½	19	9/6	11/8	10/3½
Pattern-makers	14	9/-	12/2	10/8½	8	10/-	15/-	11/3½
Gas-fitters	17	4/-	12/-	8/10	26	6/6	12/-	9/8½
Gas-makers	17	5/6	10/-	8/11½	16	7/-	11/8	9/8
Carriage and wagon builders	184	7/-	11/8	10/0½	181	8/-	14/-	10/2
Carriage and wagon examiners	81	6/-	14/8	9/7½	77	7/6	13/-	9/7½
Carpenters	177	5/-	13/-	9/11½	76	7/-	13/-	10/2
Painters	94	6/-	11/2	9/1	91	8/-	12/-	9/3½
Stationary engine-drivers	40	7/-	10/8	8/2	24	7/6	10/6	8/8
Fuelmen	156	5/-	12/-	7/5¼	125	6/-	9/-	7/4½
Oilers	35	4/-	9/-	7/2½	20	4/-	8/-	7/1
Pumpers	73	7/-	11/-	8/3½	49	5/6	10/-	8/5½
Guards	242	8/-	12/-	10/0½	247	8/6	12/-	10/2½
Assistant guards	90	7/-	8/6	8/3	44	8/6	8/6	8/6
Porters	1,026	6/-	12/-	7/-	648	6/-	10/-	7/3
Junior porters	118	1/8	5/-	3/9½	313	2/6	5/-	4/7½
Signalmen	139	6/-	11/-	8/6	181	7/-	11/6	9/2¼
Shunters	161	5/-	11/-	7/6½	159	7/-	11/-	7/11½
Gangers	514	8/-	12/-	9/0½	420	8/8	12/-	8/11½
Fettlers and labourers	2,818	5/-	10/-	7/3½	2,149	6/6	9/6	7/4¼
Station-masters	155	per annum. £150	per annum. £400	per annum. £222/14/-	163	per annum. £150	per annum. £380	per annum. £214/1/-
Officers-in-charge	127	£117	£210	£159/3/4	155	£130	£209	£151/5/8
Night officers	150	£60	£195	£119/8/1	150	£120	£180	£134/15/4
Clerks	362	£120	£500	£191/3/1	295	£125	£470	£188/11/6
Junior clerks	170	£26	£120	£91/10/5	239	£30	£120	£78/3/6
Operators	142	£50	£250	£101/19/10	58	£60	£200	£113/11/-

Every servant, except salaried officers, is granted a day's leave on full pay for each proclaimed public holiday (averaging about twelve days each year). An equivalent in money is allowed if the holidays cannot be taken.

In addition to the above, engine-drivers, firemen, guards, signalmen, and gangers are allowed six good conduct holidays.

Expenses, averaging 3s. per day, are also allowed to drivers, firemen, guards, and all others, when away from their home station.

Lodging-houses, with attendants, are also provided at all the principal depôts, for drivers, firemen, and guards, free of charge.

Station-masters and Officers-in-charge are allowed free houses.

Salaried Staff allowed three weeks' holiday per annum on full pay.

Free passes, "Station to Station," are also allowed, when on leave, to each member of the staff, including wife and family, not exceeding three persons.

PARTICULARS of the Principal Works carried out, 1889-94.

1. The number of miles for which provision has been made for the traffic to be worked under the Absolute Block System, by the introduction of new appliances, has been increased from 28 to over 1,168½ miles.
2. The number of places interlocked have increased from 104 to 340.
3. The work of fitting up the goods stock with a continuous automatic brake is being quickly proceeded with, and 3,380 vehicles have been fitted with the Westinghouse appliances.
4. The rolling stock has been increased in all departments to meet efficiently the increased traffic.
5. Rolling stock has also been created to equip 330 miles of line, authorised to be constructed since the Commissioners took office.
6. On the mountain lines a considerable sum has been spent in altering the S-chain curves, and easing the gradients. Grades have also been improved at Mumbil and Manoa in the west, Singleton and Quirindi in the north, and Merrylands, Cabramatta, Glenfield, Glen Lee, Spaniard's Hill, and Colo Vale in the south.
7. Deviation of the line to avoid the first Zig Zag at Lapstone Hill; also an important deviation improving the grades near Wentworth Falls.
8. The line between East and West Maitland has been raised above flood-level, to avoid interruption to the Great Northern trunk line traffic in time of flood, the whole of the traffic having been stopped several times soon after the Commissioners assumed office. At Newcastle the main lines have been deviated to admit of the extension of Scott-street and the carrying of the tram lines into the city and forward to the Beach.
9. Various deviations have been made on the Mudgee line, to make travelling upon that line safer and freer from interruption by landslips.
10. A curve has been put in between the North Coast and Suburban Lines at Homebush, to facilitate the exchange of the rapidly developing traffic from the north to Flemington Cattle-yards, and the southern and western line.
11. The Mount Keira Line has been purchased, and a loop from off the Illawarra Line provided in connection therewith for the accommodation of coal traffic to be shipped at Wollongong.
12. Four large, well-equipped blue metal quarries have been acquired to enable the lines to be efficiently maintained.
13. New passenger stations have been built at Bowral, Moss Vale, Wentworth Falls, Katoomba, Lithgow, Orange, Blayney (and at the latter place convenient arrangements have been made for the exchange of goods traffic with the Blayney-Murrumburrah Line), Helensburgh, Carlton, Erskineville, Exeter, Riverstone, Cockle Creek, Greta, and Hartley Vale; also new buildings or improved accommodation at stations on the widened lines.
14. At Sydney additional roofed platforms have been provided, and roofing for the protection of passengers getting in and out of cabs and exchanging with the trams. A large new parcels office and cloak-room have also been provided.
15. New carriage-sheds have been provided at Eveleigh, Hurstville, Homebush, Moss Vale, Goulburn, Junee, Albury, Jennings, and Bourke for the protection of valuable carriage stock, and the more efficient cleaning of the same.
16. A large goods-shed for outward traffic, to accommodate 97 waggons, wool-shed for 118 waggons, and produce-shed for 87 waggons, have been provided for the largely increasing traffic of Sydney. A goods-shed has also been provided at Hamilton.
17. New shed for flour traffic, &c., Goulburn.
18. Grain-sheds at Jerilderie, Old Junee, and Coolaman, and a large number of platforms, waiting-sheds, goods-sheds, loading-banks, sidings, weighbridges, turntables, signals, and interlocking arrangements, and numerous other minor works to meet the great growth of traffic on the parent lines which has taken place since 1888.
19. New engine-sheds have been provided at Hamilton (Newcastle), Clyde, Hurstville, Homebush, Campbelltown, Harden, Werris Creek, and Orange.
20. At Eveleigh commodious gas-works have been erected to meet the increased demands for lighting carriages, yards, &c.
21. At Clyde a complete marshalling-yard for the whole of the suburban traffic and exchange traffic between the Southern and Western and Northern Lines has been provided, which has greatly facilitated and economised the working.
22. A large block of land acquired, and sidings, goods-yard, and goods-shed have been provided at Alexandria (Eveleigh).
23. For the coal traffic at Newcastle, largely increased accommodation has been provided at the Dyke.
24. Botany line tramway has been partly duplicated.
25. Sixty-two cottages have been provided for the staff in various parts of the line. Eleven new lodging-houses have been provided for the staff when away from their homes.
26. Forty-four over-bridges and subways have been provided for the greater security of life in connection with the crossing of the railway.
27. A large amount of additional flood openings provided at Clyde, Bourke, and other places.
28. The lines, facilities, and rolling stock were notoriously below the requirements of the trade when the Commissioners took office, and since that date the business has largely increased. A large expenditure was therefore necessary to bring the property up to an efficient and satisfactory state, and only a moderate expenditure per annum will be required to meet the ordinary-growth of business in the future.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RATES for the years 1888 and 1894 compared.

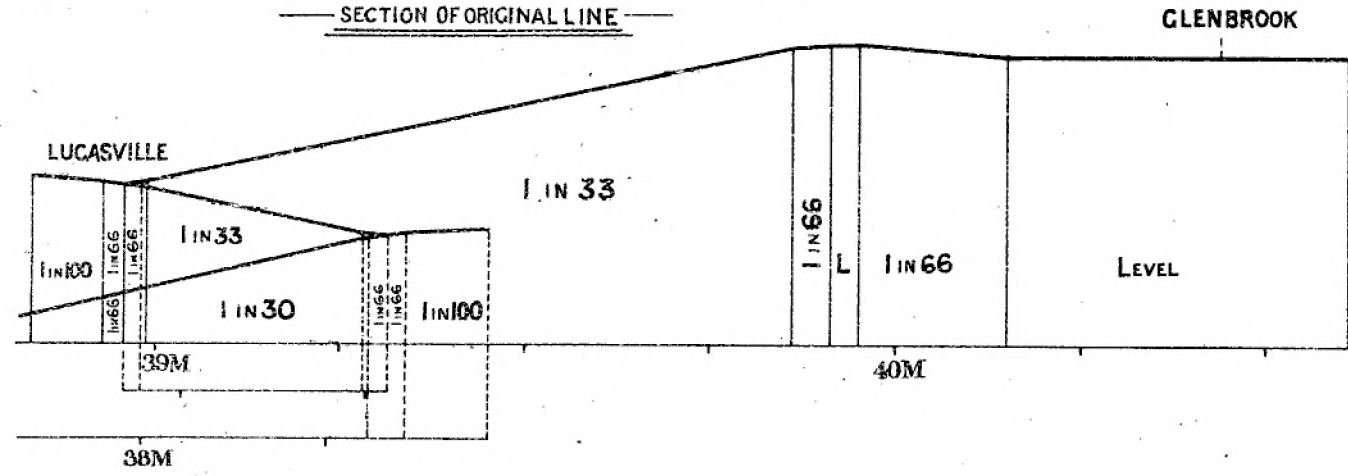
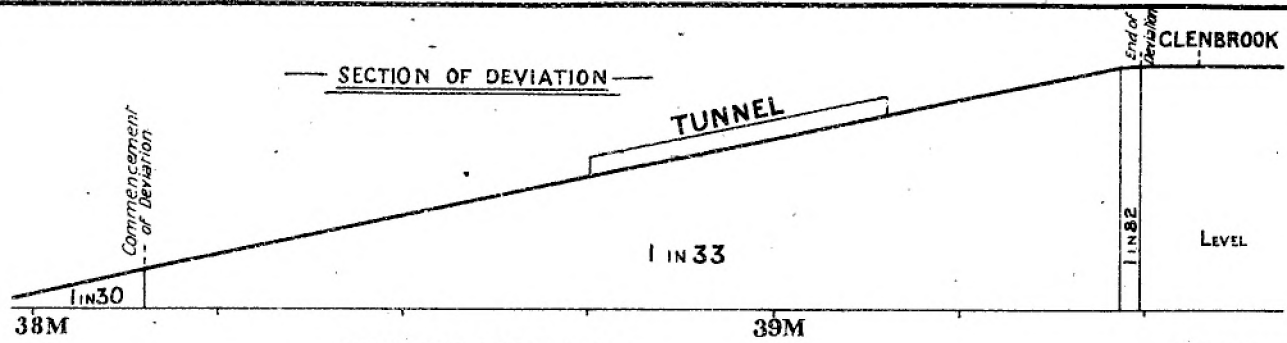
DESCRIPTION.	MILES.												
	50	100	150	200	250	300	350	400	450	500	550	600	
Agricultural Produce—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Grain, Flour, Meal, Bran, Pollard, Millet Seed, Beet-root, Green Chicory Root, Potatoes, Parsnips, Pumpkins, and other Agricultural Produce, not otherwise classified, on the up journey in truck loads per ton	1888	5 4	9 9	12 2	14 6½	16 11	18 9½	20 8	22 4	24 0	25 8	27 4	29 0
	1894	4 10	8 4	10 0	11 8	13 0	14 0	14 9	15 3	15 9	16 3	16 9	17 3
Hay—													
In truck loads not exceeding 6 tons per truck, average rate per ton... ..	1888	4 7	6 4	8 10	11 0	12 7	14 2	15 10	17 6	19 1	20 8	22 4½	24 0½
	1894	4 7	6 4	8 10	11 0	12 6	13 11	15 4	16 9	18 1	19 6	20 11	22 4
Chaff—													
In truck loads not exceeding 6 tons per truck, average rate per ton	1888	3 10	4 8	6 6	8 1	9 3	10 6	11 8	12 10½	14 1	15 3	16 4½	17 6
	1894	3 10	4 8	6 6	8 1	9 2	10 3	11 3	12 3	13 3	14 3	15 3	16 3
Crude Ores—													
On the up journey in truck loads not exceeding 6 tons, per ton	1888	4 10	8 4	10 11½	13 1	15 3	16 11	18 7	20 1	21 7	23 1	24 9	26 5
Do do 120 tons and upwards per week	1894	2 6	4 2	6 3	8 4	10 5	12 6	14 7	16 8	18 9	20 10	22 11	25 0
Coke—													
Carried in Government trucks, per ton	1888	8 10	13 0	17 2	21 4	25 6	29 8	33 10	38 0	42 2	46 4	50 6	54 8
	1894	4 0	8 2	10 11½	13 1	15 3	16 11	18 7	20 1	21 7	23 1	24 6	25 11
Live Stock—													
Horses and Cattle, per truck	1888	33 4	66 8	98	123 4	140 0	156 8	173 4	190 0	206 8	223 4	240 0	256 8
	1894	33 4	63 4	82 1	98 9	113 4	127 11	142 6	157 1	171 8	186 3	193 9	201 3
Pigs in single-deck trucks, per truck	1888	33 4	66 8	98 4	123 4	140 0	156 8	173 4	190 0	206 8	223 4	240 0	256 8
	1894	33 4	63 4	82 1	98 9	113 4	127 11	142 6	157 1	171 8	186 3	193 9	201 3
Pigs in double-deck trucks, per truck	1888	50 0	100 0	147 6	185 0	210 0	235 0	260 0	285 0	310 0	335 0	360 0	385 0
	1894	33 4	63 4	82 1	98 9	113 4	127 11	142 6	157 1	171 8	186 3	193 9	201 3

31

General Goods.—A general Truck rate was introduced in May, 1894, for distances over 90 miles, embodying considerable reductions upon the ordinary tonnage rates. The Fourth Class rate was abolished in August, 1890, and all the articles placed in lower classes, and large numbers of articles reduced from Third, Second, First, and B and A Classes to lower classes.

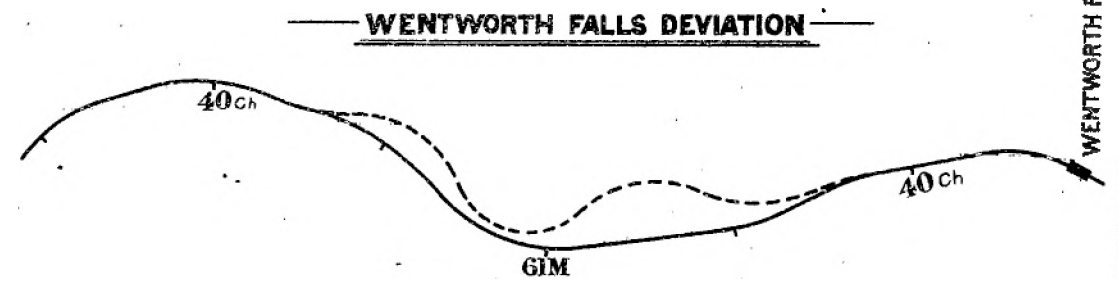
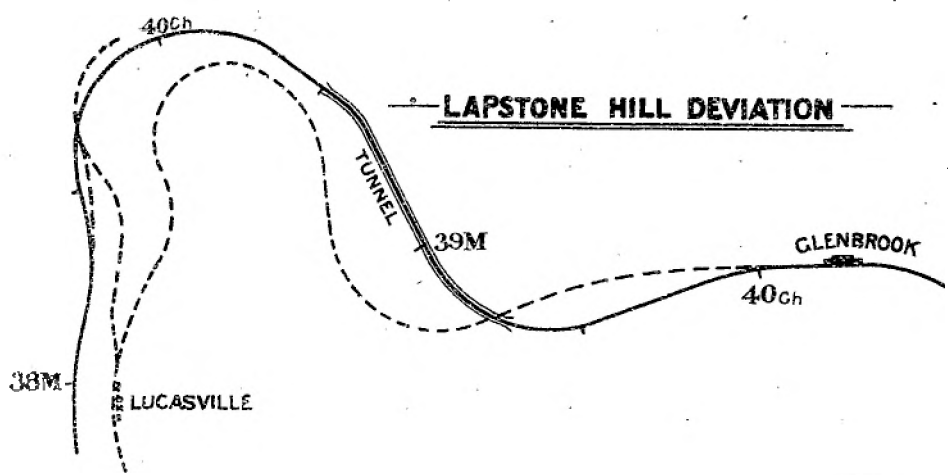
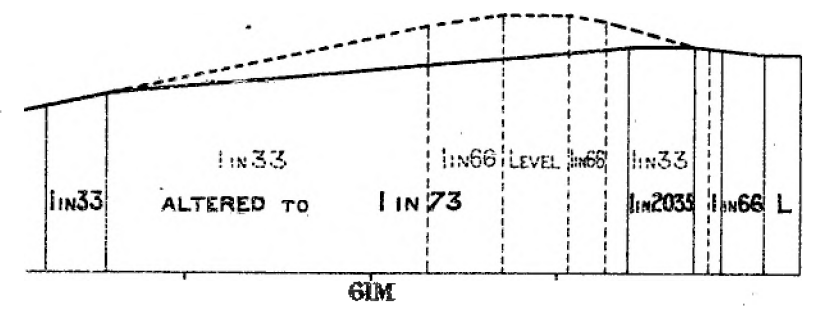
Sydney: Charles Potter, Government Printer. —1894.

[2s.]



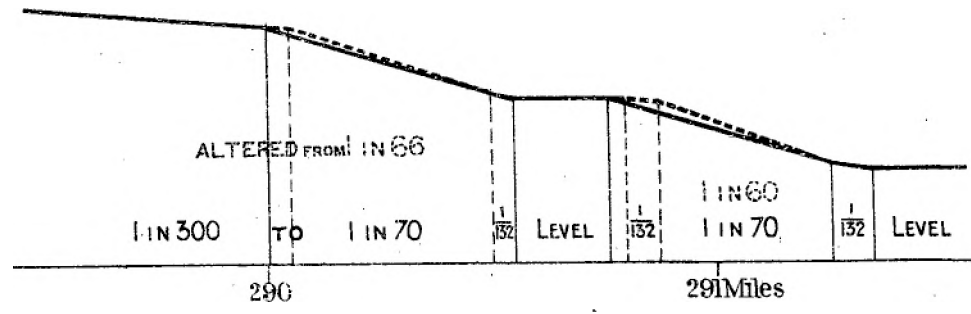
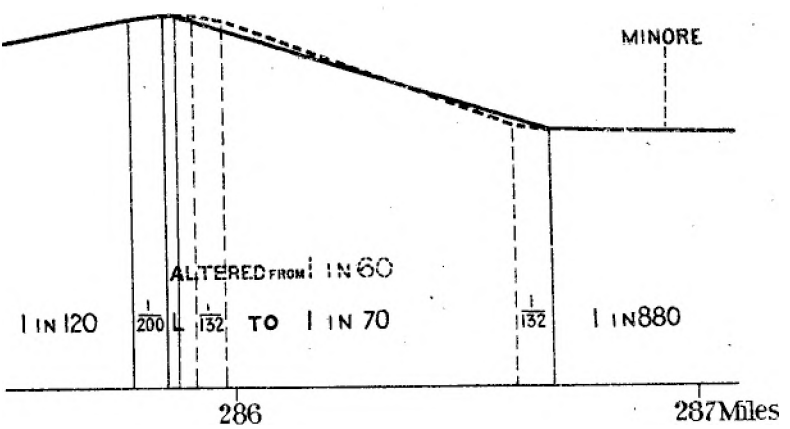
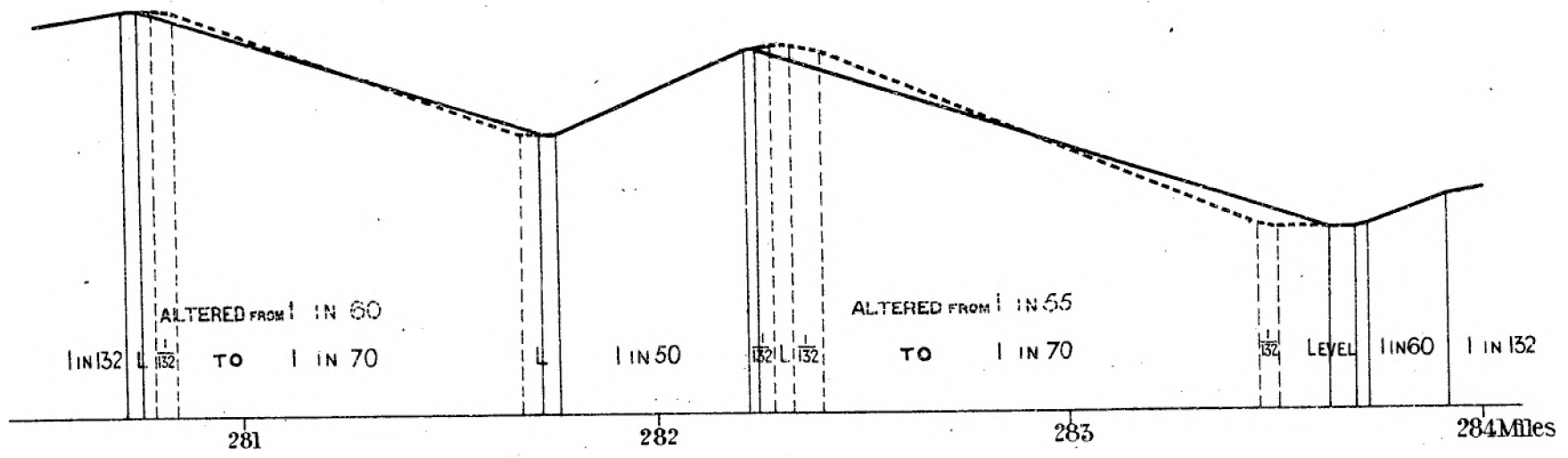
DIAGRAM

— SHEWING PORTIONS OF THE WESTERN LINE —
— WHERE IMPROVEMENTS HAVE BEEN CARRIED OUT —

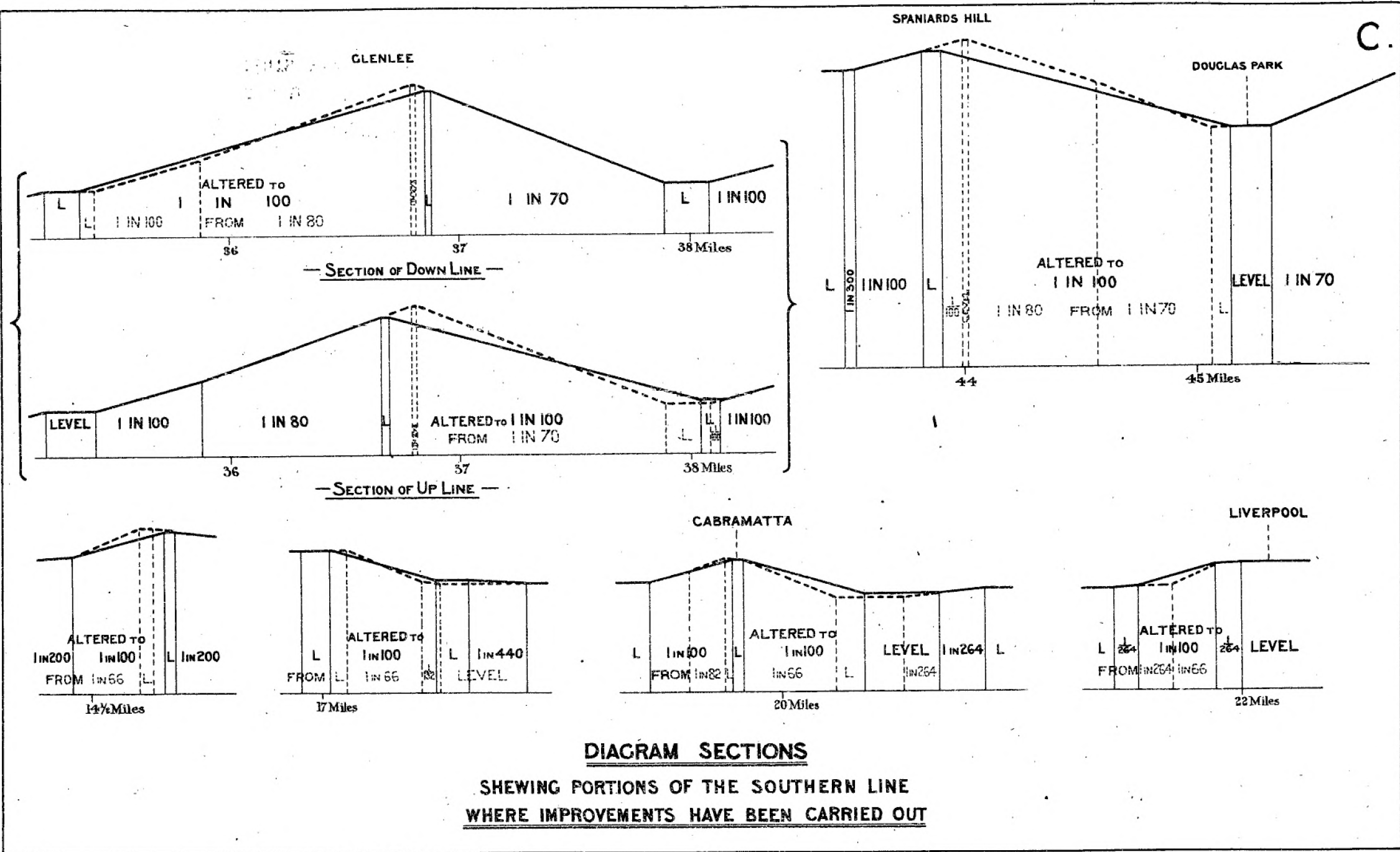


(Sig. 256-94)

B.



— DIAGRAM SECTION SHEWING PORTIONS OF THE WESTERN LINE WHERE —
 — IMPROVEMENTS HAVE BEEN CARRIED OUT —



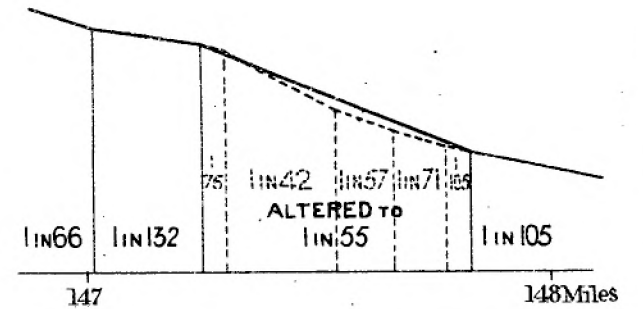
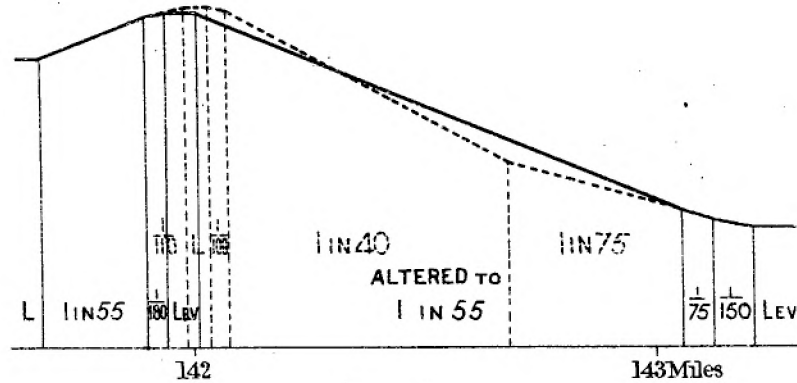
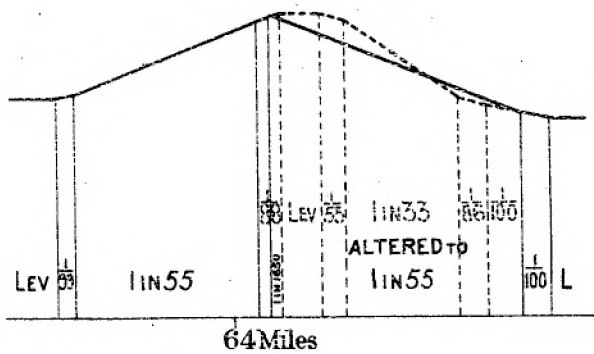
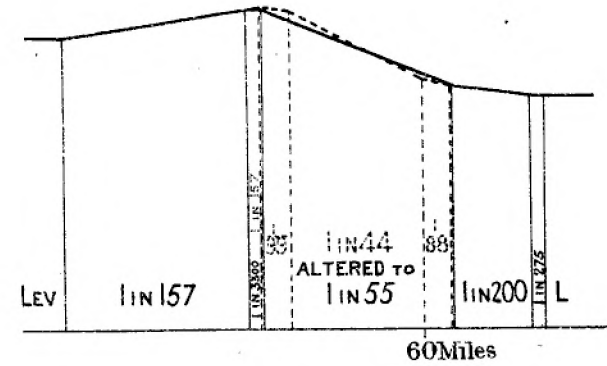
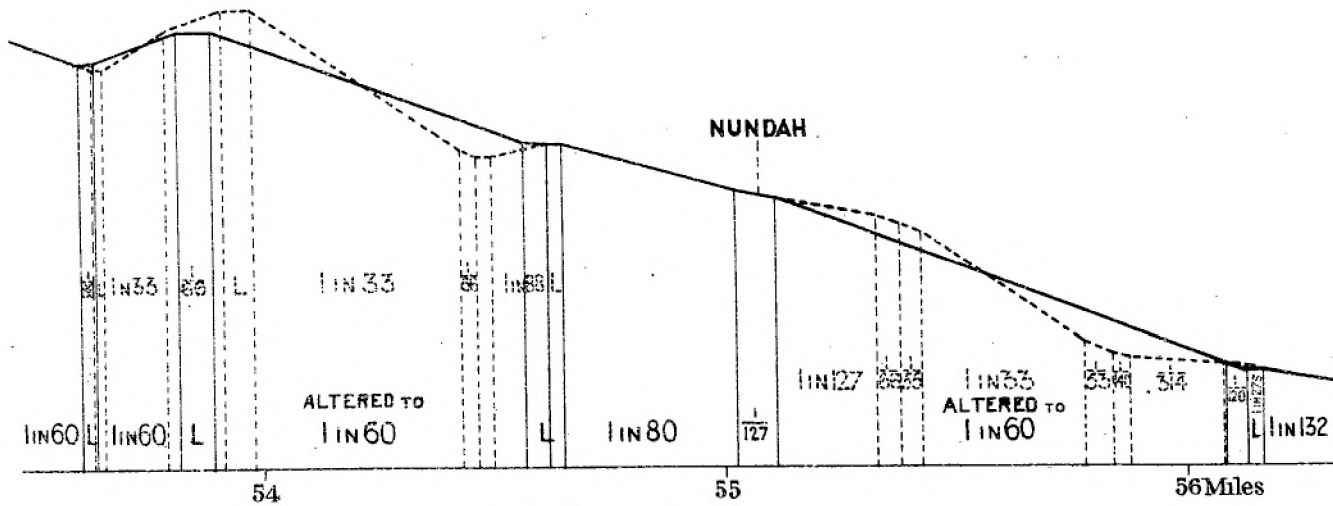


DIAGRAM SECTIONS

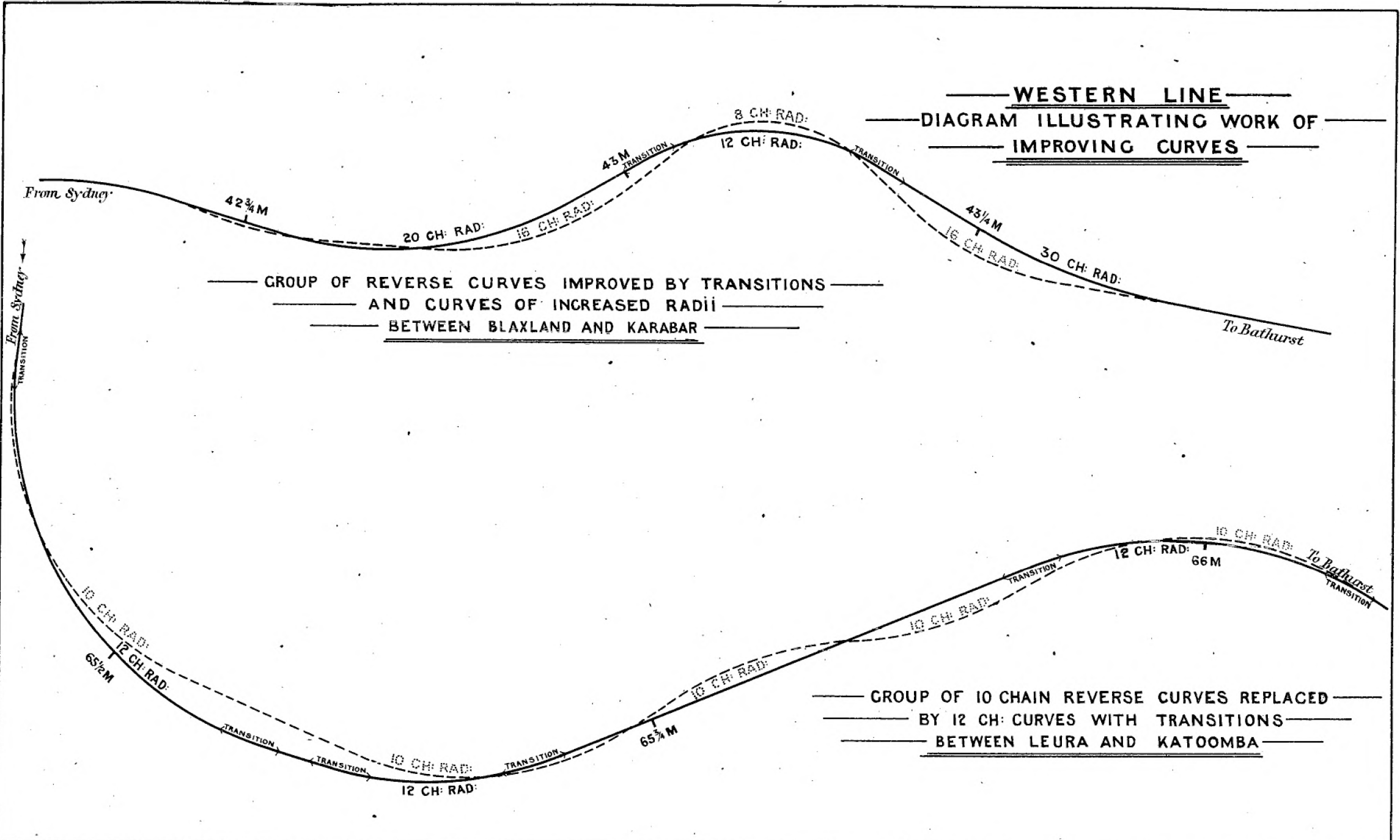
— SHEWING PORTIONS OF THE NORTHERN LINE —

— WHERE IMPROVEMENTS HAVE BEEN CARRIED OUT —

WESTERN LINE
DIAGRAM ILLUSTRATING WORK OF
IMPROVING CURVES

GROUP OF REVERSE CURVES IMPROVED BY TRANSITIONS
AND CURVES OF INCREASED RADII
BETWEEN BLAXLAND AND KARABAR

GROUP OF 10 CHAIN REVERSE CURVES REPLACED
BY 12 CH: CURVES WITH TRANSITIONS
BETWEEN LEURA AND KATOOMBA



1894.

(SECOND SESSION.)

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS FOR THE QUARTER ENDING 30th JUNE, 1894.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35, sec. 44.

Offices of the Railway Commissioners of New South Wales,
Sydney, 31st July, 1894.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 30th June, 1894, upon the subjects specified, viz. :—

- (I.) "The state of the traffic returns, with the approximate cost and earnings of trains per ton per train mile, in respect of goods and passengers, respectively, carried during the past quarter."
- (II.) "The general condition of the lines, and accommodation for the traffic."
- (III.) "The special rates (if any) which have been made, and the reasons for making such rates."
- (IV.) "The appointments and removals, with the circumstances attending each case."

I.—STATE OF THE TRAFFIC.

RAILWAYS.						Quarter ending 30th June, 1893.	Quarter ending 30th June, 1894.
Miles open	...	...	...	...	...	2,351	2,501½
Revenue	...	1893.		1894.		£591,524	£576,398
		Passenger	£254,900	£252,309	...		
		Merchandise	£336,624	£324,089	...		
Expenditure	...	...	...	...	...	£398,651	£351,563
Train miles run	...	...	...	...	...	1,654,211	1,632,969
Earnings per train mile	...	...	...	...	...	7/1¼	7/0½
Expenditure per train mile	...	...	...	...	...	4/9¼	4/3¼
Percentage—Expenditure to earnings	...	...	...	...	...	67·39	60·99
Number of passengers	...	...	...	...	...	4,884,177	4,811,620
Tonnage of goods traffic	...	...	...	...	...	860,174	874,894
Tonnage of live stock traffic	...	...	...	...	...	36,655	32,720

7—

TRAMWAYS.	Quarter ending 30th June, 1893.	Quarter ending 30th June, 1894.
Miles open	49	58½
Revenue from all sources	£71,845	£66,015
Expenditure	£57,462	£56,855
Train miles run	473,935	539,854
Earnings per train mile	3/0½	2/5½
Expenditure per train mile	2/5	2/1½
Percentage—Expenditure to earnings	79·98	86·12
Number of fares collected	16,687,215	15,502,477

RAILWAYS.

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found attached. [*Appendix, page 4.*]

IV.—STAFF.

These returns are given as an Appendix, pages 5 to 8.

GENERAL REMARKS.

A further length of Railway, from Lismore to Mullumbimby, a distance of 38 miles and 57 chains, was opened for traffic on the 15th of May last; the traffic upon the line is of the most meagre description.

The traffic decreased during the quarter to the extent of £15,126, but the expenses were reduced by £47,088.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The lines are in excellent order, and the facilities for carrying on the traffic are sufficient.

TRAMWAYS.

TRAMWAYS.

The following new lines have been opened :—

			miles.	chains.
19th April, 1894—	Union-street, Newcastle, to Railway-			
	street, Merewether	... ..	1	69
Do	Hannell-street, Wickham, to Mait-			
	land Road, Tighe's Hill...	... ..	1	78

We have the honor to be,

Sir,

Your most obedient servants,

E. M. G. EDDY,

Chief Commissioner.

W. M. FEHON,

Commissioner.

CHARLES OLIVER,

Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

REPORT upon the Condition of Lines for the quarter ending 30th June, 1894.

Sir, Office of Engineer-in-Chief for Existing Lines, 19 July, 1894.

I have to report, for the information of the Railway Commissioners, that the whole of the lines and works have been well maintained during the past quarter.

The work of relaying has been suspended during the quarter, but the reballasting of the lines and also the resleepering has made fair progress.

The improvement of the grades at Colo Vale and Glenfield has been completed and the work in connection with the grades at Faulconbridge and Quirindi is well advanced.

A section of the Lismore-Tweed Line (between Lismore and Mullumbimby), a distance of 39 miles 30 chains, was opened for traffic on the 15th May last.

I have, &c.,

WILLIAM T. FOXLEE,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 30th June, 1894.

Article.	Rate.	Reason for such rate.
Bird-cages	Double parcels rates to be charged	To equalise charges.
Gold-saving machines	Gold-saving machines to be charged at double ordinary parcels rates	New traffic.
Cream	Rate for cream by passenger train to be :—	To foster traffic.
	Up to 15 miles	2d. per gallon.
	16 to 25 miles	1d. „
	26 to 40 miles	1½d. „
	41 to 100 miles	2d. „
	101 to 200 miles	3d. „
	201 to 300 miles	4d. „
	301 to 400 miles	5d. „
	401 to 500 miles	6d. „
	or half parcels rates if cheaper in any case.	
Milk	Rates for upwards of 100 miles to be :—	do do
	101 to 200 miles	2d. per gallon.
	201 to 300 miles	2½d. „
	301 and upwards	3d. „
Neatsfoot oil	From recognised Boiling-down and Freezing Works, 1st class rates and conditions.	To encourage traffic.
Cattle	Bourke to Flemington or Blacktown, carried at the convenience of the Department, and in lots of not less than thirty trucks, to be allowed a reduction of 10 per cent., provided 3,000 head are carried for one consignor by the 31st December, 1894.	do do
Vehicles	Carried over the Yass tramway from or to main line stations to be charged at through mileage rates.	To equalise rates.
Single animals to Sydney on market days.	Each Wednesday to be considered a market day	To induce traffic.
Bacon, lard, pigs' checks, bones, and feet.	From any station on the South Coast Line to Darling Harbour, "B" rate, when in lots of not less than 2 tons in each consignment.	do do

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 41 of the Railway Act, showing the Appointments of Employees from the 1st April to the 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1894. CHIEF ACCOUNTANT'S BRANCH.				
1 April.	Wilkin, Frederick	Apprentice clerk	£50 per ann.	Transferred from Supernumerary Staff, <i>vice</i> A. Hill.
1 "	Solomons, Simeon	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff, <i>vice</i> P. Bell.
1 "	Bavister, Albert	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff, <i>vice</i> F. Waller.
1 May.	Roberts, Percy E.	Clerk	£233 per ann.	From Secretary's Branch, <i>vice</i> F. J. Vick.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 April	Wand, E. E. W.	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff
1 "	Burns, Cuttbert	Junior clerk	£78 per ann.	Transferred from Supernumerary Staff
1 "	Finlay, David	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff
1 "	Holt, Ernest	Apprentice clerk	£40 per ann.	Transferred from Supernumerary Staff
6 "	O'Brien, Mrs.	Uphoistress	4/- per day	<i>Vice</i> Mrs. McDougall.
1 June.	Scoular, Jno.	Draftsman	£312/10/- p. ann.	Transferred from Supernumerary Staff; position abolished on Supernumerary Staff.
CHIEF TRAFFIC MANAGER'S BRANCH.				
17 Mar.	Wood, Ellen	Station caretaker	Free house	New opening.
17 "	McDougall, Louisa	Station caretaker	Free house	New opening.
23 "	Baker, Mrs. A.	Station caretaker	Free house	<i>Vice</i> officer-in-charge withdrawn.
23 "	Ross, Annie	Gatekeeper	7/- per week	<i>Vice</i> S. Felby.
29 "	Riley, Sarah	Gatekeeper	7/- per week	<i>Vice</i> Mrs. Wood.
29 "	Parnsworth, Tilda	Gatekeeper	Free house	<i>Vice</i> Mrs. Toohy.
3 April	Collins, Wm. H.	Porter	7/- per day	From Interlocking Branch, <i>vice</i> N. Flynn.
3 "	Booth, Benjamin A.	Junior porter	5/- per day	From Interlocking Branch, <i>vice</i> T. Field.
12 "	Dowling, Margaret	Gatekeeper	7/- per week	<i>Vice</i> N. Guina.
17 "	Hanson, Charles B.	Probationer	2/6 per week	<i>Vice</i> J. Rae.
20 "	Sweeney, Mrs.	Gatekeeper	7/- per week	<i>Vice</i> Mrs. Egar.
20 "	Murphy, Andrew	Porter	7/6 per day	From Interlocking Branch, for new opening.
26 "	Walkom, Herbert	Probationer	2/6 per week	From Electrical Branch.
27 "	Baker, Robt. C.	Telephone boy	10/- per week	<i>Vice</i> G. Roberts.
27 "	Lewis, Betsy	Gatekeeper	Free house	<i>Vice</i> E. Devenish.
1 May	Madden, Henry	Junior clerk & operator	£80 per ann.	From Electrical Branch, <i>vice</i> H. Wallace
1 "	Rose, Bridget	Gatekeeper	15/- per week	<i>Vice</i> N. Dever.
1 "	Campbell, Sarah	Station mistress	10/- per week and free house	<i>Vice</i> officer-in-charge, withdrawn.
1 "	Craven, Henry	Junior clerk	£80 per ann.	From Electrical Branch.
3 "	Spears, Mrs.	Gatekeeper	7/- per week	<i>Vice</i> M. Ailmark.
4 "	Adams, Arthur	Junior Porter	2/6 per day	From Electrical Branch, <i>vice</i> J. Jones.
4 "	Cameron, Fanny	Gatekeeper	7/- per week	<i>Vice</i> F. Touse.
4 "	Overend, Mrs.	Gatekeeper	Free house	<i>Vice</i> Mrs. O'Donnell.
14 "	Davidson, Clara	Gatekeeper	Free house	<i>Vice</i> Mrs. M'Cann.
16 "	Seery, Ellen	Station caretaker	Free house	New opening.
17 "	Melville, Hugh	Junior porter	2/6 per day	From Electrical Branch, <i>vice</i> H. Moore.
17 "	Gillard, Joshua	Telephone boy	10/- per week	<i>Vice</i> H. Craven.
21 "	Young, Emily	Gatekeeper	7/- per week	<i>Vice</i> A. Ross.
22 "	Goode, Chas.	Apprentice clerk	£40 per ann.	From Electrical Branch.
25 "	Hannon, Caroline	Gatekeeper	10/- per week	<i>Vice</i> J. Watts.
1 June	Baker, Rupert	Probationer	2/6 per week	
1 "	Butler, Walter	Telephone boy	10/- per week	
1 "	Dumbell, Mrs. E.	Station caretaker	5/- per week	New opening.
1 "	Prendergast, Ellen	Gatekeeper	Free house	<i>Vice</i> M. Douglas.
8 "	Cowie, Sarah	Gatekeeper	Free house	<i>Vice</i> K. M'Goldrick.
8 "	Russell, Edward	Probationer	2/6 per week	
12 "	Hardy, Mary	Station caretaker	Free house	New opening.
15 "	Walsh, Thomas	Probationer	2/6 per week	<i>Vice</i> W. Brown.
15 "	Stewart, Mary	Station caretaker and Post mistress.	Free house and £5 per ann.	New opening.
18 "	Kennedy, James	Junior clerk & operator	£80 per ann.	From Electrical Branch, <i>vice</i> H. Higham,
20 "	Bowe, Matilda	Gatekeeper	Free house	<i>Vice</i> Mrs. Carroll.
20 "	Melville, Wm. G.	Telephone boy	10/- per week	<i>Vice</i> C. O'Brien.
21 "	Kirby, Ed. J.	Telephone boy	10/- per week	<i>Vice</i> R. Fox.
25 "	Finlay, Mary Ann	Station caretaker	5/- per week and free house.	New opening.
25 "	Long, Mary	Station caretaker	5/- per week and free house.	New opening.
27 "	Sutcliffe, Fred	Gatekeeper	20/- per week	<i>Vice</i> Wm. Donaldson.
27 "	Mears, Sarah	Barracks attendant	25/- per week	<i>Vice</i> Mrs. Stafford.
CONTROLLER OF STORES BRANCH.				
1 April	Holt, Frank	Apprentice clerk	£70 per ann.	Transferred from Supernumerary Staff; positions abolished on Supernumerary Staff.
1 "	Thompson, William	Apprentice clerk	£50 per ann.	
1 "	Neagher, Francis P.	Apprentice clerk	£50 per ann.	
1 "	Andrew, George F.	Apprentice clerk	£40 per ann.	
1 "	Hart, Albert L.	Apprentice clerk	£40 per ann.	
1 "	Brennan, James	Apprentice clerk	£40 per ann.	
ELECTRICAL ENGINEER'S BRANCH.				
1 May.	Morphy, James J.	Probationer	2/6 per week	<i>Vice</i> H. Brady.
16 "	Yeomans, Sydney	Probationer	2/6 per week	<i>Vice</i> H. Melville.
SOLICITOR'S BRANCH.				
1 April	Harris, Thos. Wm.	Law Clerk	£200 per annum	Transferred from Supernumerary Staff; position abolished on Supernumerary Staff.
TRAMWAYS—LOCOMOTIVE BRANCH.				
1 April	Campling, Percy	Cleaner	6/- per day	From Railways, <i>vice</i> W. Whitlock.
3 "	Matthews, William	Cleaner	7/6 per day	From Railways, <i>vice</i> E. Crowley.
23 "	Berkeley, John A.	Fitter	10/- per day	From Railways, <i>vice</i> H. Pratt.
15 June	McCracken, Thomas	Cleaner	5/6 per day	<i>Vice</i> G. H. Wallen.
26 "	Spence, John F.	Apprentice	10d. per day	<i>Vice</i> A. M'Kay.
TRAMWAYS—TRAFFIC BRANCH.				
18 April	Jones, John	Junior Conductor	5/- per day	From Railways.
1 May..	Clement, David	Clerk	£140 per annum	From Secretary's Branch, <i>vice</i> W. H. Muir.

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st April to 30th June, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1894. SECRETARY'S BRANCH.				
1 May.	Roberts, Percy E.	Clerk	£235 per annum	To Chief Accountant's Branch; position abolished.
1 "	Clement, David	Clerk	£140 per annum	To Tramways; position abolished.
CHIEF ACCOUNTANT'S BRANCH.				
31 May.	Ramsden, Richard J.	Paymaster	£425 per annum	Resigned; position abolished.
30 June	Vick, Frederick J.	Junior clerk	£120 per annum	Retired.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
22 Mar.	Sutherland, John	Fettler	7/6 per day	Resigned.
2 April	Blogg, Thomas	Fettler	7/6 per day	Resigned.
5 "	Williams, George	Fettler	7/6 per day	Retrenchment.
5 "	Jones, John	Fettler	7/6 per day	Retrenchment.
5 "	Channel, James	Fettler	9/- per day	Retrenchment.
5 "	Mitchell, Andrew	Fettler	7/6 per day	Retrenchment.
5 "	Condon, Patrick	Fettler	7/6 per day	Resigned.
6 "	Conly, Martin	Fettler	7/6 per day	Retrenchment.
6 "	M'Donald, Alex.	Labourer	6/6 per day	Resigned.
8 "	Laundry, Wm.	Labourer	7/6 per day	Deceased; position abolished.
9 "	Warton, Henry	Fettler	7/6 per day	Discharged.
10 "	Morton, George	Ganger	9/- per day	Retrenchment.
10 "	Knudson, Peter	Ganger	9/- per day	Retrenchment.
10 "	Lake, George	Labourer	7/6 per day	Discharged; position abolished.
11 "	Jasper, Stephen	Fettler	7/6 per day	Retrenchment.
12 "	Filby, Edward	Fettler	7/6 per day	Retrenchment.
12 "	Walton, Robert	Fettler	7/6 per day	Retrenchment.
12 "	Young, Thomas	Fettler	7/6 per day	Retrenchment.
13 "	Anderson, James	Fettler	7/6 per day	Retrenchment.
14 "	Douglas, Buchanan	Painter	9/- per day	Retrenchment.
14 "	Dear, Joseph	Painter	9/- per day	Retrenchment.
21 "	Watson, Matthew	Fettler	7/6 per day	Retrenchment.
21 "	Davis, James	Fettler	7/6 per day	Retrenchment.
21 "	Walsh, James	Labourer	7/6 per day	Retrenchment.
21 "	Sullivan, Alfred	Labourer	6/6 per day	Retrenchment.
24 "	Howlett, Thomas	Labourer	7/6 per day	Retrenchment.
24 "	Devereux, John	Labourer	6/6 per day	Retrenchment.
24 "	Schmeer, Charles	Labourer	6/6 per day	Retrenchment.
24 "	Bradley, John	Labourer	6/6 per day	Retrenchment.
24 "	Taylor, Alfred	Labourer	6/6 per day	Retrenchment.
24 "	Cameron, Daniel	Labourer	7/6 per day	Retrenchment.
24 "	Guilfoyle, John, jun.	Labourer	7/- per day	Retrenchment.
24 "	Stephens, Alfred	Labourer	7/- per day	Retrenchment.
24 "	Eggleston, John	Labourer	7/- per day	Retrenchment.
24 "	Feenan, Peter	Labourer	7/- per day	Retrenchment.
24 "	Worthington James	Labourer	7/6 per day	Retrenchment.
24 "	Brennan, Joseph	Labourer	7/6 per day	Retrenchment.
24 "	York, William	Labourer	7/6 per day	Retrenchment.
24 "	Bourke, Michael	Labourer	6/6 per day	Retrenchment.
24 "	Gay, Samuel	Labourer	7/- per day	Retrenchment.
24 "	Unwin, William	Labourer	7/6 per day	Retrenchment.
25 "	Carr, Curtis	Fencer	8/6 per day	Discharged; position abolished.
28 "	Dunn, William	Labourer	6/6 per day	Resigned; position abolished.
28 "	Hooker, Alex.	Labourer	7/6 per day	Retrenchment.
30 "	Parker, William	Working foreman painter	11/6 per day	Retrenchment.
30 "	Teeling, Patrick	Fettler	7/6 per day	Resigned.
2 May.	Lynch, William	Labourer	7/6 per day	Retrenchment.
2 "	Mulqueeney, John	Labourer	7/6 per day	Retrenchment.
2 "	Sweeney, Hugh	Labourer	7/6 per day	Retrenchment.
2 "	Sherwin, John	Labourer	7/6 per day	Retrenchment.
2 "	Nugent, Patk.	Labourer	7/6 per day	Retrenchment.
2 "	Burton, Hy.	Labourer	7/6 per day	Retrenchment.
2 "	Evans, Alfred	Labourer	7/6 per day	Retrenchment.
2 "	Gallagher, James	Labourer	7/6 per day	Retrenchment.
2 "	Wood, Joseph	Labourer	7/6 per day	Retrenchment.
2 "	McDonnell, Patk.	Labourer	7/6 per day	Retrenchment.
2 "	Duggan, Daniel	Labourer	7/6 per day	Retrenchment.
2 "	Ralph, George	Labourer	7/6 per day	Retrenchment.
2 "	Hickey, Daniel	Labourer	7/6 per day	Retrenchment.
2 "	McFadden, John	Labourer	7/6 per day	Retrenchment.
2 "	McKervey, Patk.	Labourer	7/6 per day	Retrenchment.
2 "	Purhill, Peter	Labourer	7/6 per day	Retrenchment.
3 "	Slingsly, Arthur	Fencer	7/6 per day	Resigned.
3 "	Rivers, Fredk.	Fettler	7/6 per day	Resigned.
3 "	McGuire, John	Labourer	7/6 per day	Resigned.
3 "	Bouvang, Charles	Fettler	7/6 per day	Retrenchment.
31 "	Field, Alfred	Labourer	7/6 per day	Resigned.
31 "	Abel, Lyndsay	Office Boy	4/- per day	Discharged.
2 June.	Campbell, Wm.	Labourer	7/6 per day	Retrenchment.
9 "	Coleman, Edward	Ganger	9/- per day	Deceased.
15 "	Osborne, Wm.	Fettler	7/6 per day	Retrenchment.
18 "	Williams, William	Ganger	9/- per day	Deceased.
22 "	Davis, George	Labourer	7/6 per day	Discharged.
24 "	Wessell, David	Labourer	7/6 per day	Deceased.
30 "	Lucas, Peter	Inspector of buildings	£299 per ann.	Retrenchment.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
2 April	Matthews, Wm.	Cleaner	7/- per day	To Tramways; position abolished.
4 "	Cracknell, Jno.	Cleaner	7/- per day	Retrenchment.
4 "	Lancaster, Rd.	Fuelman	7/- per day	Resigned; position abolished.
6 "	Bennett, Percy	Apprentice	5/- per day	Retrenchment.
6 "	Whisker, Sidney	Cleaner	7/- per day	Retrenchment.
6 "	Bethol, Hy.	Cleaner	7/- per day	Retrenchment.
12 "	Camps, Ellis	Driver	15/- per day	Retired.
12 "	Compton, Thos.	Carriage builder	10/- per day	Retrenchment.
12 "	Brown, W. H.	Gasfitter	10/- per day	Retrenchment.
18 "	Ray, Hy.	Labourer	7/- per day	Retrenchment.
19 "	Egan, John	Painter	8/6 per day	Position abolished.

Date.	Name.	Position.	Rate.	Remarks.
1894.				
CHIEF MECHANICAL ENGINEER'S BRANCH—continued.				
19 April	M'Ginley, Neil	Driver	15/- per day	Deceased.
19 "	Blunt, Robt.	Cleaner	7/- per day	Retrenchment.
19 "	Cooke, Jas. A.	Cleaner	7/- per day	Resigned; position abolished.
19 "	Reside, Wm.	Fireman	10/- per day	Resigned.
20 "	Berkeley, John A.	Fitter	10/- per day	To Tramways; position abolished.
20 "	Sutherland, Robt.	Labourer	6/- per day	Retrenchment.
25 "	Pearce, John.	Boilermaker	10/6 per day	Deceased; position abolished.
26 "	Smally, Jas.	Cleaner	7/- per day	Resigned; position abolished.
26 "	Cahill, Michael.	Cleaner	7/- per day	Resigned; position abolished.
27 "	Chandler, Wm.	Cleaner	7/- per day	Retrenchment.
1 May	Johnston, Geo.	Fitter	10/- per day	Deceased; position abolished.
3 "	Templeton, Robt.	Cleaner	7/- per day	Retrenchment.
3 "	Houston, Andrew	Cleaner	7/- per day	Retrenchment.
4 "	Oates, George	Plumber	10/- per day	Resigned; position abolished.
5 "	M'Gill, Chas.	Cleaner	7/- per day	Retrenchment.
15 "	Turner, Thos.	Fireman	10/- per day	Not required.
17 "	Penhall, Hy.	Firelighter	7/- per day	Resigned; position abolished.
23 "	Vaughan, Chas.	Driller	9/2 per day	Position abolished.
30 "	Fletcher, Jas.	Driver	14/- per day	Resigned.
31 "	Mitchell, Jas. H.	Gas Inspector	£370 per ann.	Retired; position abolished.
31 "	Moellar, Chas.	Carpenter	10/10 per day	Resigned; position abolished.
6 June	Collins, J. H.	Apprentice clerk	£70 per ann.	Deceased; position abolished.
7 "	Blanchard, And.	Fitter	10/- per day	Resigned; position abolished.
11 "	Reid, H. C.	Improver	8/- per day	Resigned; position abolished.
11 "	Palmer, Step.	Painter's assistant	8/2 per day	Deceased; position abolished.
11 "	Vaughan, A. E.	Boy	2/6 per day	Discharged.
14 "	Lang, Ed.	Driver	12/- per day	Deceased.
15 "	Webb, Chas.	Oiler	8/- per day	Position abolished.
16 "	Burridge, Jno.	Storeman	7/- per day	Retrenchment.
21 "	Kelso, Jas.	Crane driver	7/6 per day	Discharged; position abolished.

CHIEF TRAFFIC MANAGER'S BRANCH.

22 Mar.	Felby, Sarah	Gatekeeper	7/- per week	Resigned.
29 "	Wood, Mrs.	Gatekeeper	7/- per week	Resigned.
29 "	Toohay, Mrs.	Gatekeeper	Free house	Resigned.
30 "	Parkinson, Jas.	Assistant guard	3/6 per day	Retrenchment.
3 April	Pearson, Geo.	Porter	7/- per day	Retrenchment.
3 "	Flynn, Michl.	Porter	9/- per day	Discharged.
12 "	Bargary, Denis	Porter	8/6 per day	Retrenchment.
12 "	Day, Thomas	Porter	8/- per day	Retrenchment.
12 "	Laing, Thomas	Porter	45/- per week	Retrenchment.
12 "	McGrath, Francis	Porter	7/6 per day	Retrenchment.
12 "	Evans, Richd.	Operator	£80 per ann.	Retrenchment.
12 "	Guina, Mary	Gatekeeper	10/- per week	Discharged.
13 "	Quinn, Jas. W.	Porter	7/- per day	Retrenchment.
14 "	Wilson, Geo.	Porter	7/- per day	Retrenchment.
14 "	McCloskey, Owen	Junior porter	5/- per day	Resigned; position abolished.
14 "	Touse, John	Porter	7/- per day	Retrenchment.
14 "	Beavis, Fred.	Porter	7/- per day	Retrenchment.
18 "	Jones, John	Junior porter	5/- per day	To Tramways.
19 "	Egan, Mrs.	Gatekeeper	7/6 per week	Resigned.
20 "	Tyson, John	Porter	7/- per day	Resigned; position abolished.
21 "	Vance, John	Porter	45/- per week	Retrenchment.
21 "	Wythes, Edward	Porter	7/- per day	Retrenchment.
21 "	Hastem, James	Porter	8/- per day	Retrenchment.
21 "	Delaney, Edwd.	Porter	8/- per day	Retrenchment.
21 "	Peters, Englebert.	Office-cleaner	7/6 per day	Retrenchment.
21 "	Stephens, Chas.	Porter	7/3 per day	Retrenchment.
21 "	Jamieson, Wm.	Porter	7/- per day	Retrenchment.
21 "	Shoebridge, A.	Porter	7/- per day	Retrenchment.
23 "	Coombes, E.	Porter	7/- per day	Retrenchment.
23 "	Devanish, Eliza	Gatekeeper	Free house	Discharged.
26 "	Wallis, H. E.	Junior porter	5/- per day	Discharged.
26 "	Stokes, Wm. J.	Junior porter	5/- per day	Retrenchment.
27 "	Roberts, Geo.	Telephone boy	10/- per week	Resigned.
28 "	Edwards, Edwin B.	Porter	7/- per day	Retrenchment.
30 "	Crawford, James	Night officer	£130 per ann.	Resigned; position abolished.
30 "	M'Cann, John	Porter	7/- per day	Retrenchment.
30 "	Dever, Mary	Gatekeeper	15/- per week	Discharged.
3 May	Tanner, Edgar	Porter	7/- per day	Retrenchment.
3 "	Allmark, Mary	Gatekeeper	20/- per week	Resigned.
3 "	Touse, Fanny	Gatekeeper	7/- per week	Resigned.
3 "	O'Donnell, Mrs.	Gatekeeper	Free house	Resigned.
3 "	M'Cann, Mary	Gatekeeper	Free house	Resigned.
9 "	Gallagher, Chas. S.	Junior clerk	£100 per ann.	Retrenchment.
13 "	Lake, Edward	Junior clerk	£109 per ann.	Retrenchment.
16 "	Wilson, James	Porter	6/- per day	Retrenchment.
18 "	Dent, Fred. A.	Porter	7/- per day	Retrenchment.
19 "	Ross, Ann	Gatekeeper	Free house	Resigned.
21 "	Watts, Jane	Gatekeeper	10/- per week	Resigned.
29 "	Carroll, Mrs.	Gatekeeper	Free house	Resigned.
31 "	Craven, Henry	Junior clerk	£80 per ann.	Resigned.
31 "	Yeldon, Richard	Guard	11/- per day	Resigned; position abolished.
1 June	Douglas, Maria	Gatekeeper	Free house	Resigned.
2 "	Brackenrigg, Robert	Porter	5/- per day	Retrenchment.
5 "	Moore, Henry	Porter	7/6 per day	Retired.
6 "	Deas Thomas	Foreman	11/8 per day	Discharged; position abolished.
6 "	Bruce, Thomas	Porter	6/- per day	Resigned; position abolished.
7 "	Baker, Louis	Porter	7/- per day	Discharged; position abolished.
7 "	Fox, Richard	Junior porter	5/- per day	Resigned.
7 "	Coutts, Wallace B.	Operator	£80 per ann.	Retrenchment.
8 "	M'Goldrick, Kate	Gatekeeper	Free house	Resigned.
13 "	Hartley, James	Porter	7/- per day	Retrenchment.
14 "	Brown, Walter	Probationer	2/6 per week	Resigned.
14 "	Douglas, Niel	Clerk.	£150 per ann.	Resigned; position abolished.
16 "	Higham, Horace	Junior porter	4/2 per day	Discharged.
18 "	O'Brien, Con	Junior porter	5/- per day	Resigned.
19 "	Smith, Geo.	Night officer	£140 per ann.	Resigned; position abolished.
27 "	Donaldson, Wm.	Gatekeeper	35/- per week	Deceased.
28 "	Stafford, Mrs.	Barnack attendant	25/- per week	Resigned.
30 "	Terry, John	Station-master	£223 10/- p. ann.	Retired.

CONTROLLER OF STORES BRANCH.

25 May	Burke, David	Foreman	11/6 per day	Resigned; position abolished.
31 "	Banford, Richard H.	Overseer	£300 per ann.	Retired.
30 June	Bennett, Hosea	Clerk	£205 per ann.	Retrenchment.

Date.	Name.	Position.	Rate.	Remarks.
1894. SIGNAL AND INTERLOCKING BRANCH.				
1 April	Collins, William H.	Junior clerk	£110 per ann.	To Traffic Branch ; position abolished.
4 "	Booth, Benjamin A.	Apprentice clerk	£70 per ann.	To Traffic Branch ; position abolished.
5 "	Taylor, Joseph	Blacksmith	10/- per day	Retrenchment.
19 "	Hood, J.	Painter	8/6 per day	Retrenchment.
19 "	Hamilton, William	Carpenter	10/6 per day	Retrenchment.
19 "	Lewis, James	Signal fitter	8/6 per day	Retrenchment.
20 "	Murphy, Andrew	Signal fitter	8/- per day	To Traffic Branch ; position abolished.
20 "	Hodgson, Joseph	Labourer	7/6 per day	Retrenchment.
26 "	Cameron, Neil	Carpenter	11/- per day	Retrenchment.
26 "	Yeager, Charles	Machinist	9/2 per day	Retrenchment.
ELECTRICAL ENGINEER'S BRANCH.				
10 April	Young, J. H.	Operator	£110 per ann.	Resigned ; position abolished.
19 "	Brady, Herbert	Probationer	2/6 per week	Resigned.
27 "	Adams, Arthur	Messenger	15/- per week	To Traffic Branch ; position abolished.
1 May	Madden, Henry	Operator	£80 per ann.	To Traffic Branch ; position abolished.
1 "	Craven, Henry	Operator	£80 per ann.	To Traffic Branch ; position abolished.
17 "	Melville, Hugh	Probationer	2/6 per week	To Traffic Branch.
21 "	Goode, Charles	Probationer	2/6 per week	To Traffic Branch ; position abolished.
17 June	Kennedy, James	Operator	£80 per ann.	To Traffic Branch ; position abolished.
TRAMWAYS—LOCOMOTIVE BRANCH.				
4 April	Pratt, Henry	Fitter	10/2 per day	Resigned.
19 "	Bishop, James	Labourer	7/- per day	Resigned ; position abolished.
20 "	McKay, Archibald	Apprentice	10d. per day	Resigned.
10 May	Weller, George H.	Driver	13/- per day	Resigned.
18 June	Plummer, William J.	Blacksmith	10/- per day	Retrenchment.
24 "	Moran, John	Car lifter	8/6 per day	Deceased ; position abolished.
TRAMWAYS—TRAFFIC BRANCH.				
1 April	Orwin, George	Flagman	7/- per day	Retrenchment.
5 "	Beverly, Henry J.	Junior conductor	6/- per day	Resigned ; position abolished.
7 "	Morris, William	Assistant conductor	8/- per day	Resigned ; position abolished.
26 "	Hanley, Patrick	Car cleaner	7/- per day	Retrenchment.
26 "	Clarke, Leonard	Car cleaner	7/- per day	Retrenchment.
26 "	Millar, Robert	Car cleaner	7/- per day	Retrenchment.
26 "	Morriss, Denis	Car cleaner	7/- per day	Retrenchment.
26 "	Patrick, John	Car cleaner	7/- per day	Retrenchment.
31 May	Outram, James	Pointsman	7/6 per day	Retrenchment.
31 "	Jones, Jenkyu H.	Clerk	£260 per ann.	Retrenchment.
31 "	Muir, William Henry	Apprentice clerk	£70 per ann.	Retired.
26 June	Muir, John S.	Timekeeper	£32 per ann.	Retrenchment.
TRAMWAYS—MAINTENANCE BRANCH.				
2 June	Foster, George	Ganger	12/- per day	Retrenchment.
11 "	Kilken, Thomas	Labourer	7/6 per day	Deceased.

1894.
(SECOND SESSION.)

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING SEPTEMBER, 1894.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35, sec. 44.

Offices of the Railway Commissioners of New South Wales,
16th October, 1894.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 30th September, 1894, upon the subjects specified.

I.—STATE OF THE TRAFFIC.

RAILWAYS.							Quarter ending 30th Sept., 1893.	Quarter ending 30th Sept., 1894.
Miles open	...	...	...	...	...	...	2,390	2,501½
Revenue	...	1893.	1894.	...	...	...	£684,916	£667,892
	{	Passenger ...	£233,626	£231,011	}	...		
		Merchandise...	£451,290	£436,881		...		
Expenditure	...	...	...	...	...	...	£421,926	£371,840
Train miles run	...	...	...	...	...	...	1,800,931	1,821,247
Earnings per train mile	...	...	...	...	...	...	7/7½	7/4
Expenditure per train mile	...	...	...	...	...	...	4/8½	4/1
Percentage—Expenditure to earnings	...	...	...	...	...	...	61·60	55·67
Number of passengers	...	...	...	...	...	...	4,747,616	4,685,517
Tonnage of goods traffic	...	...	...	...	...	...	816,544	1,006,376
Tonnage of live stock traffic	...	...	...	...	...	...	39,679	41,521

TRAMWAYS.							Quarter ending 30th Sept., 1893.	Quarter ending 30th Sept., 1894.
Miles open	...	...	...	...	...	...	53½	61
Revenue from all sources	...	...	...	...	...	...	£68,516	£63,206
Expenditure	...	...	...	...	...	...	£59,825	£53,928
Train miles run	...	...	...	...	...	...	498,278	562,982
Earnings per train mile	...	...	...	...	...	...	2/9	2/3
Expenditure per train mile	...	...	...	...	...	...	2/4½	1/11
Percentage—Expenditure to earnings	...	...	...	...	...	...	87·31	85·32
Number of fares collected	...	...	...	...	...	...	16,104,518	14,941,860

RAILWAYS.

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found attached. [*Appendix*, page 4.]

IV.—STAFF.

These returns are given as an Appendix, pages 5 to 7.

GENERAL REMARKS.

The revenue for the months of July and August was practically the same as for the corresponding period of 1893, but during the month of September, in consequence of the shearing difficulties, the wool traffic did not come forward to the same extent as was the case last year, and the total revenue for the quarter therefore shows a decrease of £17,024.

We are pleased, however, to state that although considerable expenditure has been incurred and debited to working expenses, in renewing the permanent-way, and also in carrying out a number of minor works, which latter might fairly have been charged to capital, the total expenses for the quarter show the satisfactory decrease of £50,086.

The percentage the expenditure bears to the earnings stands at the low figure of 55·67 per cent., a decrease of about 6 per cent. from the cost of working for the corresponding period of 1893.

The earnings per train mile are 7s. 4d. and the expenditure 4s. 1d., leaving a net earning of 3s. 3d., an increase in profit per mile run of 4d., as compared with a year ago.

The coaching traffic has fallen off to the extent of £2,615; and the goods, mineral, and live stock traffic, £14,409.

The earnings upon the first section of the Lismore-Tweed line ($38\frac{3}{4}$ miles) do not improve, the total revenue from the date of opening on the 15th May to the end of September amounting to £1,109 only. The line is being worked as cheaply as possible, but the earnings are only sufficient to pay about one-half of the current cost of keeping the line open.

With regard to the general position of the Railways and Tramways, and the Estimates placed before Parliament last year, for the financial year 1894, we beg to state that while the continued depression experienced in the Colonies has caused the revenue to fall short, from the 1st January to 30th September, of what was *estimated* by a sum of £167,388, the *estimated* working expenses have been reduced by £168,380, leaving the Treasury practically in the position that we promised when Parliament had the Estimates placed before it.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The work of improving the permanent way by substituting steel rails in the main lines for iron rails, and by resleepering, has been continued, and the cost of relaying 15 miles of road has been paid for in the current quarter.

Two grades of 1 in 40 and 1 in 42 at Black Ridge, near Quirindi, on the Northern line, which interfered considerably with the loading of trains between Werris Creek and Murrurundi, have been reduced to 1 in 55, and the altered lines were brought into use on the 23rd of September. This change will materially assist the working.

TRAMWAYS.

The revenue shows a decrease of £5,310, but the expenses have been reduced to a corresponding extent.

The cable line from the foot of King-street to Ocean-street, Woollahra, a length of 2 miles 32 chains, was opened for traffic on the 19th September. The working has been fairly satisfactory looking at the difficult route the line follows and various other matters connected with the opening of a new system, but we expect shortly everything will be working smoothly. The service is a great convenience to the public.

The sale of tramway tickets by the conductors on the trams, which has been in course of introduction upon the various lines for some time past, has now been brought into operation on all lines.

We have the honor to be,

Sir,

Your most obedient servants,

E. M. G. EDDY,
Chief Commissioner.

W. M. FEHON,
Commissioner.

CHARLES OLIVER,
Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

REPORT upon the Condition of Lines for the quarter ending 30th September, 1894.

Sir, Office of Engineer-in-Chief for Existing Lines, 10 October, 1894.

I have to report, for the information of the Railway Commissioners, that the whole of the lines and works have been well maintained during the past quarter.

The improvement of grades and curves continues to make fair progress. The work at Black Ridge, near Quirindi, on the Northern Line, and at Faulconbridge, on the Western Line, has been completed, and similar improvement of grades is now being proceeded with near Aberdeen. Arrangements are also being made with a view to cutting down the grades at Toowong, on the Northern Line, and on the Southern Line near Moss Vale and Wingello.

The relaying, rerailing, and resleepering operations continue to make steady progress.

I have, &c.,

WILLIAM T. FOXLEE,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 30th September, 1894.

Article.	Rate.	Reason for such rate.
Tickets	Cheap Excursion tickets to be issued on Saturdays from Redfern to Como and National Park at 1s. 6d. 1st, and 1s. 2nd class.	To induce traffic.
Goods traffic, West Wallsend Colliery.	Goods traffic, Newcastle to West Wallsend Colliery, mileage rates applicable for 20 miles.	To equalise rates.
Flour	From Murrumburrah or any station south of Demondrille to Byrock or Bourke, in 8-ton lots, to be carried an equal distance on the Down journey at the Special Up rate to that which it is carried on the Up journey, the remainder of the distance to be charged at Special "A" rate. Maximum charge, 24s. 6d. per ton; maximum to apply to any station on the Demondrille side of Blayney.	To induce traffic.
Valuable sheep and rams ...	Purchased at the annual sheep sales and forwarded to the country to be charged as $\frac{1}{4}$ of a truck for 20; over 20 and under 40 as $\frac{1}{2}$ truck; over 40 and under 60 as $\frac{3}{4}$ truck; and over 60 as a full truck.	do do
Sheepskins and tallow	Narrabri to Darling Harbour, in truck loads of 5 and 6 tons respectively, £2 per ton.	To encourage traffic.
Coke	Eskbank to Cobar, 16s. 1d. per ton; minimum weight, 9 tons per 10-ton truck; when smaller trucks are supplied the actual weight carried to be charged for, provided the waggons are loaded to their full carrying capacity.	do do
Sawn timber	The same conditions as to minimum weight per truck to apply to coke sent from Singleton.	
Sheepskins and tallow	In lots in one consignment of not less than 100 tons will be carried at "A" rates.	do do
Sheepskins and tallow	From Albury and Corowa to Darling Harbour, in mixed loads of not less than 6 tons, and sheepskins (alone), in lots of not less than 4 tons per four-wheeled truck, £2 per ton.	do do
Pelts	Soaked and without wool, in lots of not less than 6 tons per four-wheeled truck, "A" rates and conditions.	do do
Corn shellers	Second-class rates	do do
Wire-netting	Rabbit and marsupial, in less than 4-ton lots, second-class rates	do do
Tinplates	Sydney to Bourke, in lots of not less than 20 tons, carried at the convenience of the department, £4 per ton.	do do
Sugar	Carried in 100-ton lots at the convenience of the department, in trucks that would otherwise run empty, will be subject to a special rate to be fixed by the Railway Commissioners.	To secure traffic.
Wool	Rates on wool carried from the competitive districts as fixed by the Railway Commissioners.	do do

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st July to the 30th September, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1894.				
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
20 July	Cameron, Daniel	Labourer	7/6 per day	Transferred from Supernumerary Staff, vice A. Howard; position saved on Supernumerary Staff.
25 Aug.	M'Fadden, John	Fettler	7/6 per day	Transferred from Supernumerary Staff, vice W. Hast; position saved on Supernumerary Staff.
7 Sept.	Davies, George	Labourer	7/6 per day	Reinstated.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
27 Aug.	Spence, Robert A.	Cleaner	7/- per day	Re-employed, vice R. Graham.
12 Sept.	Scotland, Mrs.	Upholstress.	4/- per day	Widow of late W. Scotland.
CHIEF TRAFFIC MANAGER'S BRANCH.				
27 June.	Pollard, N. A.	Apprentice clerk	£20 per ann.	From Stores Branch, vice E. Evans.
1 July.	Stewart, Mrs. M.	Station caretaker and post mistress.	£5 per ann. and free house.	At Midgee-grass, Lismore.
4 "	Hardy, Mary	Station caretaker.	Free house	At Ben-Bullen, Mudgee Line.
6 "	Fletcher, H. E.	Telegraph probationer.	2/6 per week	vice W. Whittaker.
7 "	Hartley, James	Porter	7/- per day	Reinstated.
12 "	Hines, Mrs. A. D.	Station caretaker	5/- per week and house.	At Glenfield.
12 "	Spence, Alfred J.	Telegraph probationer.	2/6 per week	vice R. Brackenrig.
16 "	Hartigan, Mrs. M. E.	Station caretaker.	5/- per week	At Meramburn, Forbes Line.
20 "	Dries, Mary	Gatekeeper.	7/- per week	vice J. Dries.
24 "	Waters, Mrs. Lydia	Station caretaker.	Free house	At Luo, Mudgee line.
26 "	Brown Frederick	Telegraph probationer.	2/6 per week	At Hornsby.
27 "	Baker Louis	Porter	7/- per day	Re-employed.
27 "	Rice, Sarah	Gatekeeper	7/- per week	vice M. Pryor.
27 "	Doughan, Grace	Gatekeeper	7/- per week	vice S. Martin.
27 "	Chaseling, Mrs.	Gatekeeper	20/- per week and house.	vice J. Chaseling.
31 "	Wilson, Isabella	Gatekeeper.	7/- per week	vice R. Wilson.
3 Aug.	Coberoff, John	Gatekeeper.	2/6 per week	At Gosford.
21 "	Davidson, Josiah	Gatekeeper.	15/- per week	At Perth.
22 "	Bartholomew, Mrs.	Office cleaner.	30/- per week	vice K. Morris.
24 "	Giles, Charles John	Telephone boy	10/- per week	vice J. D. Butler.
24 "	Rutherford, Christopher	Telephone boy	10/- per week	vice H. Wilson.
24 "	Crowe, Thomas	Junior porter.	2/6 per day	vice J. Greathead.
24 "	Clissold, John W.	Telephone boy	10/- per week	vice E. Oliver.
24 "	Smith, Rupert O.	Telephone boy	10/- per week	vice G. T. Wilkins.
28 "	Spence, George A.	Telephone boy	10/- per week	vice H. Wolfenden.
28 "	Francis, John J.	Telephone boy	10/- per week	vice B. Booth.
28 "	Fritchard, Frederick J.	Telephone boy	10/- per week	vice J. Gowen.
28 "	Playe, Frank	Telephone boy	10/- per week	vice J. S. Reed.
28 "	Frimrose, H. R.	Telephone boy	10/- per week	vice A. Goodyer.
28 "	Hurley, Lionel	Telephone boy	10/- per week	vice T. Green.
28 "	North, Robert M.	Telephone boy	10/- per week	vice B. Horrocks.
28 "	Hankin, George B.	Telephone boy	10/- per week	vice F. Henson.
28 "	Hartley, Thomas	Telephone boy	10/- per week	vice W. C. Morrison.
29 "	Saulville, Victor	Telephone boy	10/- per week	vice T. Godding.
30 "	Nicholas, G. H.	Telephone boy	10/- per week	vice J. O'Connor.
30 "	Waring, Leonard	Telephone boy	10/- per week	vice A. Costelloe.
31 "	Trimmer, Hannah	Gatekeeper	7/- per week	vice M. Wilson.
7 Sept.	M'Donald, N. A.	Special Inquiry Officer.	7/- per day	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
7 "	M'Kay, Peter	Telephone boy	10/- per week	vice L. Hurley.
8 "	Considine, Norah	Station caretaker.	5/- per week	At Darroobalgie, Forbes Line.
11 "	Rorke, Henry	Telephone boy	10/- per week	vice J. Doyle.
12 "	Irwin, Henry	Gatekeeper	15/- per week	vice G. Blakey.
13 "	Canavan, Frank	Telegraph probationer.	2/6 per week	vice W. Fraser.
14 "	Flanders, William	Junior porter	4/2 per day	From Electrical Branch, vice R. Moore.
14 "	Fennelly, Thomas	Junior porter	3/4 per day	vice T. Jones.
16 "	Johnson, Edward	Gatekeeper	35/- per week	From Permanent Way Branch, vice W. Donaldson.
17 "	Woolf, Frank	Telegraph probationer.	2/6 per week	vice H. Montgomery.
17 "	Junor, Leslie	Telephone boy	10/- per week	From Electrical Branch, vice A. Silvester.
20 "	Williams, Robert	Junior porter	4/2 per day	From Electrical Branch, vice F. Humphreys.
20 "	Pric, Mary	Gatekeeper	7/- per week	vice J. Castles.
21 "	Burns, Mrs. Eliza	Gatekeeper.	15/- per week	vice O. Hickey.
25 "	O'Brien, Nellie.	Gatekeeper	Free house	vice F. Cameron.
27 "	Dunne, Mrs.	Gatekeeper	Free house	vice Mrs. Bryant.
27 "	Ferguson, Charles	Telegraph probationer.	2/6 per week	From Electrical Branch, vice J. J. Clemow.
30 "	House, William	Telegraph probationer.	2/6 per week	vice A. G. Coulcher.
SIGNAL AND INTERLOCKING BRANCH.				
1 Sept.	Wilson, George A.	Junior clerk	£100 per ann.	Transferred from Supernumerary Staff, vice H. Douges; position saved on Supernumerary Staff.
26 "	James, George	Blacksmith	10/8 per day	From Locomotive Branch, vice C. Evans.
ELECTRICAL ENGINEER'S BRANCH.				
28 Sept.	Lowry, Ernest	Probationer	2/6 per week	vice J. Abbott.
TRAMWAYS—LOCOMOTIVE BRANCH.				
8 Sept.	Penfold, George	Fitter	10/- per day	From Railways, vice R. Stockdale.
8 "	Cullen, Alexander	Stationary engine driver	11/- per day	From Railways, for new opening, Ocean-st. Cable Tramway.
9 "	Heydon, William	Lamp trimmer	2/6 per day	vice J. Johnston.
17 "	Clemow, James	Labourer	7/- per day	From Railways, vice E. Waters.
17 "	Renahan, Joseph	Labourer	7/- per day	From Railways, vice A. G. Taylor.
17 "	Humphreys, Frederick	Gripman	7/6 per day	From Traffic Branch, Tramways.
TRAMWAYS—TRAFFIC BRANCH.				
31 Aug.	Pickin, James H.	Gripman	7/6 per day	From Railways
31 "	Humphreys, Frederick	Gripman	7/6 per day	From Railways
31 "	Jones, John F.	Gripman	7/6 per day	From Railways
31 "	Cunningham, D.	Gripman	7/6 per day	From Railways
31 "	Hickey, Osterley J.	Gripman	7/6 per day	From Railways
31 "	Taylor, Abraham E.	Gripman	7/6 per day	From Railways
31 "	Goodyer, Ambrose	Gripman	7/6 per day	From Railways
1 Sept.	Brown, Henry F.	Tramway officer	£225 per ann.	From Railways
6 "	Moore, Robert W.	Conductor	6/6 per day	From Railways
7 "	Costelloe, Albert M.	Junior conductor	5/- per day	From Railways
7 "	Wolfenden, Horace W.	Junior conductor	5/- per day	From Railways
7 "	Green, George H.	Junior conductor	5/- per day	From Railways
7 "	O'Connor, John F.	Junior conductor	5/- per day	From Railways
7 "	Oliver, Edward	Junior conductor	5/- per day	From Railways
7 "	Henson, Frederick J.	Junior conductor	5/- per day	From Railways
7 "	Green, Theophilus V.	Junior conductor	5/- per day	From Railways
7 "	Godding, Thomas	Junior conductor	5/- per day	From Railways
10 "	Johnston, John	Junior conductor	5/- per day	From Locomotive Branch, Tramways

For new opening Ocean-street Cable Tramway.

Vice 18 men transferred from the Steam Tramways to the new opening Ocean-street Cable Tramway.

Date.	Name.	Position.	Rate.	Remarks.
1894. TRAMWAYS—TRAFFIC BRANCH—continued.				
7 Aug.	Rice, William	Gripman	7/6 per day	From Locomotive Branch, Tramways
8 "	Booth, Benjamin A.	Gripman	7/6 per day	From Railways.
8 Sept	Haydon, Henry	Gripman	7/6 per day	From Railways.
8 "	Cook, William	Gripman	7/6 per day	From Railways.
8 "	Morse, William	Gripman	7/6 per day	From Railways.
8 "	Butler, James D.	Gripman	7/6 per day	From Railways.
8 "	Weeks, Charles	Gripman	7/6 per day	From Railways.
10 "	Fraser, William R.	Gripman	6/6 per day	From Railways.
10 "	Hargraves, Herbert	Conductor	6/6 per day	From Railways.
10 "	Wilson, Henry	Conductor	6/6 per day	From Railways.
10 "	Smith, Albert T.	Conductor	6/6 per day	From Railways.
10 "	Reid, John S.	Conductor	6/6 per day	From Railways.
10 "	Greathead, John J.	Conductor	6/6 per day	From Railways.
10 "	Lillycrop, Frederick	Conductor	6/6 per day	From Railways.
10 "	Blakey, George	Conductor	6/6 per day	From Railways.
10 "	Woods, Robert	Conductor	6/6 per day	From Railways.
10 "	Waters, Edward	Gripman	7/6 per day	From Locomotive Branch, Tramways.
11 "	Taylor, Alfred G.	Conductor	6/6 per day	From Railways.
11 "	Horrocks, Benjamin J.	Conductor	6/6 per day	From Railways.
11 "	Gowan, James	Conductor	6/6 per day	From Railways.
11 "	Morrison, Cecil	Conductor	6/6 per day	From Railways.
11 "	Jones, Thomas	Conductor	6/6 per day	From Railways.
11 "	Sylvester, Arthur G.	Conductor	6/6 per day	From Railways.
11 "	Wilkins, George T.	Conductor	6/6 per day	From Railways.
11 "	Montgomery, Henry R.	Conductor	6/6 per day	From Railways.
11 "	Magennis, Joseph J.	Conductor	6/6 per day	From Railways.
12 "	Coulcher, Albert G.	Conductor	6/6 per day	From Railways.
18 "	Smith James	Flagman	6/- per day	From Railways.
18 "	Doyle, Joseph	Flagman	6/- per day	From Railways.

For new opening,
Ocean-street
Cable Tramway.

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st July to 30th September, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1894. TRAFFIC AUDITOR'S BRANCH.				
31 July	Cosgrove, James	Clerk	£170 per ann.	Retrenchment.
31 "	Healey, James A.	Junior clerk	£120 per ann.	Retrenchment.
31 "	Hayes, Joseph J.	Clerk	£135 per ann.	Retrenchment.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
7 June.	Howard, Anthony	Fettler	7/6 per day	Resigned.
7 July	Burden, George	Fettler	7/6 per day	Resigned; position saved.
10 "	Wilson, John	Fettler	7/6 per day	Deceased.
12 "	Jiggins, Fredk.	Labourer	7/6 per day	Retrenchment.
13 "	Gavenlock, C. James	Fettler	7/6 per day	Retrenchment.
18 "	Lunsdon, Andrew	Carpenter	10/4 per day	Deceased.
19 "	Wilson, Wm.	Fettler	7/6 per day	Retrenchment.
20 "	Lewis, David	Fettler	7/6 per day	Discharged.
24 "	Munro, Wm.	Fettler	7/6 per day	Retrenchment.
27 "	Hutton, James	Labourer	7/6 per day	Retrenchment.
29 "	Bartholomew, George A.	Fettler	7/6 per day	Deceased.
1 Aug.	Hast, Walter	Fettler	7/6 per day	Deceased.
3 "	Evans, George	Fettler	7/- per day	Retrenchment.
8 "	Ryan, Thomas	Fettler	7/6 per day	Resigned.
16 "	Mullen, James	Ganger	9/- per day	Resigned.
23 "	Pulley, Denis	Fettler	7/6 per day	Resigned.
6 Sept.	Arkininstall, William	Labourer	7/- per day	Resigned.
13 "	Bendall, John	Labourer	7/6 per day	Deceased.
17 "	Greig, Wm.	Labourer	7/6 per day	Deceased.
20 "	Bainbridge, John	Office boy	3/- per day	Resigned.
24 "	Howard, James	Fettler	7/6 per day	Discharged.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
6 July	Wall, Chas.	Fireman	10/- per day	Resigned.
6 "	Banner, Ernest	Wagon builder	10/- per day	Resigned.
10 "	Malarkey, John	Labourer	7/- per day	Retrenchment.
26 "	Daley, Frank	Cleaner	7/- per day	Retrenchment.
31 "	Pitt, Frederick M.	Clerk	£150 per annum	Retrenchment.
30 "	Flood, William	Cleaner	7/- per day	Deceased; position saved.
1 Aug.	McLean, Malcolm	Gasfitter	10/- per day	Deceased.
3 "	Farrar, Henry	Moulder	10/- per day	Retrenchment.
3 "	Fraser, Duncan	Moulder	10/- per day	Retrenchment.
8 "	Williams, John	Moulder	9/4 per day	Retrenchment.
15 "	Byrnes, Laurence	Clerk	£160 per annum	Retrenchment.
23 "	Wood, John	Driver	14/- per day	Resigned.
30 "	Kelly, Peter	Fuelman	7/6 per day	Deceased.
30 "	Penfold, George	Fitter	10/- per day	To Tramways; position saved.
6 Sept.	Beardmore, William	Filecutter	8/6 per day	Retrenchment.
7 "	Cullen, Alexander	Fitter	10/- per day	To Tramways; position saved.
7 "	Weeks, Charles	Labourer	7/- per day	To Tramways; position saved.
11 "	O'Donnell, Frank	Labourer	7/- per day	Deceased.
20 "	Robertson, Alexander	Fireman	10/- per day	Deceased.
21 "	Cousins, William H.	Driver	14/- per day	Deceased.
22 "	Niven, George	Turner	10/4 per day	Deceased.
22 "	Kirby, Henry	Cleaner	7/- per day	Deceased.
25 "	James, George	Blacksmith	10/6 per day	To Interlocking Branch; position saved.
CHIEF TRAFFIC MANAGER'S BRANCH.				
27 June.	Evans, Edward	Officer-in-charge	£150 per annum	Discharged.
2 July.	Atwill, Miss A.	Station caretaker	Free house	Resigned.
5 "	M'Neill, Maurice	Messenger	5/- per day	Deceased; position saved.
6 "	Bishop, Geo.	Apprentice clerk	£270 per annum	Resigned; position saved.
15 "	Riley, Edward J.	Night officer	£140 per annum	Deceased; position saved.
20 "	Dries, Jane	Gatekeeper	7/- per week	Resigned.
20 "	Whittaker, William	Apprentice clerk	£270 per annum	Discharged.
21 "	Hansen, Hannah	Station caretaker	15/- per week	Resigned; position saved.
26 "	Pryor, Margaret	Gatekeeper	7/- per week	Resigned.
26 "	Martin, Sarah	Gatekeeper	7/- per week	Resigned.
27 "	Chaseling, Joshua	Gatekeeper	30/- per week	Retired.
30 "	Wilson, Rebecca	Gatekeeper	7/6 per week	Deceased.
31 "	Thomas, Thomas	Officer-in-charge	£180 per annum	Retired; position saved.

Date.	Name.	Position.	Rate.	Remarks.
1894. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
1 Aug.	Morris, Kate	Office cleaner	30/- per week	Resigned.
7 "	Pearson, William	Shunter	7/6 per day	Discharged; position saved.
10 "	Venterman, Geo.	Brakesman	7/6 per day	Resigned; position saved.
13 "	Adams, Frederick L.	Junior clerk	£100 per annum	Discharged; position saved.
14 "	Dalton, Patrick	Porter	7/- per day	Deceased; position saved.
22 "	O'Keefe, Henry Wm.	Porter	7/- per day	Retired; position saved.
24 "	Curran, Michael	Guard	12/- per day	Retired; position saved.
28 "	Bryant, Wm.	Porter	7/- per day	Resigned; position saved.
30 "	Wilson, Margaret	Gatekeeper	7/- per week	Resigned.
31 "	Cunningham, D.	Junior porter	5/- per day	To Tramways.
31 "	Pickin, James H.	Junior porter	5/- per day	To Tramways.
31 "	Blakey, George	Junior porter	5/- per day	To Tramways.
31 "	Hickey, Osterly J.	Junior porter	5/- per day	To Tramways.
1 Sept.	Reid, John S.	Junior porter	5/- per day	To Tramways.
1 "	Carr, Mrs. Agnes	Gatekeeper	7/6 per week	Discharged; position saved.
1 "	Brown, Henry F.	Traffic officer	£275 per annum	To Tramways.
1 "	Hurley, Lionel	Telephone boy	10/- per week	Discharged; position saved.
6 "	McAuliffe, William	Porter	7/- per day	Retired; position saved.
7 "	D'Argeavel, Robert	Night officer	£140 per annum	Retired; position saved.
7 "	O'Connor, Jno. F.	Junior porter	5/- per day	To Tramways.
7 "	Henson, Frederick J.	Junior porter	5/- per day	To Tramways.
7 "	Moore, Robert W.	Junior porter	5/- per day	To Tramways.
7 "	Green, Theophilus	Junior porter	5/- per day	To Tramways.
7 "	Oliver, Edward	Junior porter	5/- per day	To Tramways.
7 "	Green, Edward	Platform inspector	12/- per day	Retired; position saved.
7 "	Green, George Hy.	Junior porter	5/- per day	To Tramways.
7 "	Côtello, Albert	Junior porter	5/- per day	To Tramways.
7 "	Wolfenden, Horace	Junior porter	5/- per day	To Tramways.
7 "	Booth, Benjamin	Messenger	5/- per day	To Tramways.
7 "	Goddard, Thomas	Junior porter	5/- per day	To Tramways.
8 "	Goodyer, Ambrose	Junior porter	5/- per day	To Tramways.
8 "	Morse, William Jno.	Junior porter	5/- per day	To Tramways.
8 "	Butler, James D.	Junior porter	5/- per day	To Tramways.
8 "	Jones, John F.	Junior porter	5/- per day	To Tramways.
8 "	Taylor, Abraham	Junior porter	5/- per day	To Tramways.
8 "	Humphreys, Frederick	Junior porter	5/- per day	To Tramways.
10 "	Smith, Albert	Junior porter	5/- per day	To Tramways.
10 "	Hargreaves, Herbert	Junior porter	5/- per day	To Tramways.
10 "	Greathead, John	Junior porter	5/- per day	To Tramways.
10 "	Lillycrop, Frederick	Junior porter	5/- per day	To Tramways.
10 "	Haydon, Henry	Junior porter	5/- per day	To Tramways.
10 "	Cook, William	Junior porter	5/- per day	To Tramways.
10 "	Fraser, William E.	Junior porter	5/- per day	To Tramways.
10 "	Woods, Robert	Junior porter	5/- per day	To Tramways; position saved
11 "	Horrocks, Benjamin	Junior porter	5/- per day	To Tramways.
11 "	Jones, Thomas	Junior porter	5/- per day	To Tramways.
11 "	Sylvester, Arthur	Junior porter	5/- per day	To Tramways.
11 "	Wilson, Henry	Junior porter	5/- per day	To Tramways.
11 "	Morrison, Cecil	Junior porter	5/- per day	To Tramways.
11 "	Gowen, James	Junior porter	5/- per day	To Tramways.
11 "	Magennis, Joseph J.	Junior porter	5/- per day	To Tramways.
11 "	Montgomery, Henry R.	Junior porter	5/- per day	To Tramways.
11 "	Wilkins, George T.	Junior porter	5/- per day	To Tramways.
17 "	Renahan, Joseph	Porter	7/- per day	To Tramways.
17 "	Clemow, James	Porter	7/- per day	To Tramways.
18 "	Doyle, Joseph	Porter	7/- per day	To Tramways.
18 "	Smith, James	Porter	7/- per day	To Tramways.
20 "	Coulcher, Albert J.	Junior porter	5/- per day	To Tramways.
20 "	Castles, James	Gatekeeper	30/- per week & free house	Retired.
21 "	Maher, Richard	Guard	10/- per day	Deceased.
22 "	Plant, Frank	Porter	7/- per day	Discharged; position saved.
24 "	Cameron, Fanny	Gatekeeper	7/- per week	Resigned.
24 "	Mohr, Mary	Gatekeeper	15/- per week & free house	Discharged; position saved.
27 "	Bryant, Mrs. S.	Gatekeeper	Free house	Resigned.
SIGNAL AND INTERLOCKING BRANCH.				
1 July..	Evans, Charles	Blacksmith	11/2 per day	Deceased.
PROPERTY AND ESTATE BRANCH.				
30 Sept.	Vogan, Arthur J.	Clerk	£170 per ann.	Resigned; position saved.
CONTROLLER OF STORES BRANCH.				
1 Aug.	Handfield, Charles A.	Clerk	£245 per ann.	Retrenchment.
ELECTRICAL ENGINEER'S BRANCH.				
6 Aug.	Hickey, Cornelius	Telegraph messenger	3/4 per day	Discharged; position saved.
18 Sept.	Flanders, William	Probationer	2/6 per week	To Traffic branch; position saved.
19 "	Williams, Robert	Junior fitter	2/6 per day	To Traffic branch; position saved.
25 "	Abbott, John	Telegraph messenger	12/6 per week	To Traffic branch.
TRAMWAYS—LOCOMOTIVE BRANCH.				
11 July	Love, James	Boilermaker	10/- per day	Retrenchment.
16 Aug.	Stockdale, Ralph	Filter	10/2 per day	Resigned.
15 "	Carpenter, John	Shedman	8/- per day	Discharged.
7 Sept.	Rice, William	Fuelman	6/6 per day	To Traffic Branch, Tramways; position saved.
7 "	Chapman, Richard	Labourer	7/- per day	Discharged.
10 "	Waters, Edward	Labourer	6/6 per day	To Traffic Branch, Tramways.
10 "	Taylor, Alfred G.	Labourer	7/- per day	To Traffic Branch, Tramways.
30 "	Johnston, John	Lamp-trimmer	5/- per day	To Traffic Branch, Tramways.
TRAMWAYS—TRAFFIC BRANCH.				
11 July	Fennell, Edward G.	Conductor	9/- per day	Resigned.
17 Sept.	Humphreys, Frederick	Gripman	7/6 per day	To Locomotive Branch, Tramways.
19 "	Muir, John G. S.	Messenger	32/- per week	Resigned.
TRAMWAYS—MAINTENANCE BRANCH.				
17 July	Ingham, William	Labourer	6/6 per day	Discharged.
22 Sept.	Hession, John	Labourer	7/6 per day	Deceased.

1894-5.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING DECEMBER, 1894.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35, ser. 44.

Offices of the Railway Commissioners of New South Wales,
18th January, 1895.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 31st December, 1894, upon the subjects specified.

I.—STATE OF THE TRAFFIC.

RAILWAYS.							Quarter ending 31st Dec., 1893.	Quarter ending 31st Dec., 1894.
Miles open	...	...	...	...	...	...	2,462½	2,526
Revenue	...	1893.		1894.		...	£904,534	£943,101
		Passenger	£280,471	£272,480	...			
		Merchandise	£624,063	£670,621	...			
Expenditure	...	...	...	...	...	...	£453,039	£436,543
Train miles run	...	...	...	...	...	...	1,978,472	2,095,007
Earnings per train mile	...	...	...	...	...	...	9/1¼	9/0
Expenditure per train mile	...	...	...	...	...	...	4/7	4/2
Percentage—Expenditure to earnings	...	...	...	...	...	...	50·08	46·29
Number of passengers	...	...	...	...	...	...	4,896,159	5,056,243
Tonnage of goods traffic	...	...	...	...	...	...	777,319	1,001,542
Tonnage of live stock traffic	...	...	...	...	...	...	40,549	41,827

TRAMWAYS.							Quarter ending 31st Dec., 1893.	Quarter ending 31st Dec., 1894.
Miles open	...	...	...	...	...	...	54½	61
Revenue	...	...	...	...	...	...	£71,048	£75,065
Expenditure	...	...	...	...	...	...	£63,706	£61,184
Train miles run	...	...	...	...	...	...	509,839	655,048
Earnings per train mile	...	...	...	...	...	...	2/9½	2/3½
Expenditure per train mile	...	...	...	...	...	...	2/6	1/10½
Percentage—Expenditure to earnings	...	...	...	...	...	...	89·66	81·51
Number of fares collected	...	...	...	...	...	...	16,743,576	17,779,806

RAILWAYS.

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found as an Appendix, page 4.

IV.—STAFF.

These returns are given as an Appendix, pages 5 to 7.

GENERAL REMARKS.

The earnings for the quarter show an increase of £38,567, the principal increase being in wool, coal, and general merchandise; the increase under each head being—wool, £31,086; coal, £10,399; and general merchandise, £2,911.

The coaching traffic shows a decrease of £7,991, the principal falling off being in the 1st class passenger traffic, there being a decrease of £8,856 under this head.

The 2nd class passenger traffic, ordinary and season tickets, shows a fair increase.

The working expenses for the quarter have been reduced to the extent of £16,496, and the net earnings per train mile, after paying working expenses, stand at 4s. 10d., as against 4s. 6 $\frac{3}{4}$ d. last year.

The percentage of expenditure to earnings for the quarter stands at the low figure of 46·29 per cent.

The line from Mullumbimby to Murwillumbah was opened on the 24th December, thus completing the authorised line from Lismore to the Tweed River.

The traffic on the new section, as well as upon the Lismore section, is of the most meagre nature.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The work of relaying and resleepering has been proceeding during the quarter, and the lines generally are in excellent order.

The accommodation for the traffic is satisfactory.

RESULTS OF THE WORKING FOR SIX MONTHS, 1ST JULY TO 31ST DECEMBER.

The revenue derived from the Railways and Tramways for the half-year just closed amounts to £1,749,264,
 an increase of £20,250,
 as compared with the corresponding period of 1893.

The working expenses amount to £808,383,
 being a decrease of £75,001,
 showing an increase of £95,251 in the net result from the half-year's working.

TRAMWAYS.

TRAMWAYS.

The Ocean-street cable line is carrying a fair traffic, and is now working satisfactorily. The cost of working is, however, heavy, owing to the exceptionally difficult route the line follows.

The revenue from all the lines during the past quarter shows an increase of £4,017, and the expenses show a decrease of £2,522.

We have the honor to be,

Sir,

Your most obedient servants,

E. M. G. EDDY,
Chief Commissioner.

W. M. FEHON,
Commissioner.

CHARLES OLIVER,
Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

REPORT on the Condition of Lines for the Quarter ending 31st December, 1894.

Sir,

Office of Engineer-in-Chief for Existing Lines, 9th January, 1895.

I have to report, for the information of the Railway Commissioners, that the permanent-way and works have been maintained in a thoroughly satisfactory state during the past quarter, and that the lines generally are in first-class order.

The work in connection with the lowering of grades continues to make satisfactory progress. The improvement at Aberdeen and Toowong, on the Northern Line, are now being proceeded with, and those at Moss Vale and Wingello, on the Southern Line, will be taken in hand immediately.

Relaying, rerailling, resleepering, and other works continue to make satisfactory progress.

I have, &c.,

WILLIAM T. FOXLEE,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN of Rates approved during the Quarter ended 31st December, 1894.

Article.	Rate.	Reason for rate.
Ale	In bulk, Hay to Narrandera, in 6-ton truck loads, 30s. per ton	To meet exceptional circumstances.
Bricks	Oatley's Siding to Darling Harbour, 4s. per every 3 tons 12 cwt., provided 1,500,000 bricks are sent by rail within twelve months.	do do
Empty match waggons	Tail or match waggons empty, in connection with timber traffic, to be run free.	To encourage traffic.
Iron pipes.....	Clyde to West Maitland, £12 per each G truck	To secure traffic.
Kerosene	In 6-ton lots, 1st class rates	To encourage traffic.
Molasses	In 6-ton lots, if declared to be for the purpose of destroying rabbits, Miscellaneous rates.	do do
Sugar.....	Low-grade sugar, in 6-ton lots, declared to be for the same purpose, B rates.	do do
Potatoes	Tenterfield to stations on North-Western Line, 18s. per ton.....	To equalise rates.
Pumping machinery and iron pipes.	Darling Harbour to Hay, carried at the convenience of the Department, £3 per ton, in truck-loads.	To secure traffic.
Shale.....	A rebate of 8d. per ton to be allowed on shale from Hartley Vale to Darling Harbour for export, provided 5,000 tons per annum are sent.	To encourage traffic.
Sheep	Ravensworth to Narrabri, at the convenience of Department, £3 per truck.	To secure traffic.
Scrub-killer.....	"B" rates and conditions	To equalise rates.
Seaming twine	2nd class rates to be charged.....	do do
Spelter	"B" class rates and conditions.....	do do
Valuable rams.....	A minimum charge of 5s. each to apply, such charge not to exceed full truck rates.	do do
Water	West Maitland to Greta, in owners' tanks, 1d. per ton per mile	New rate.

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st October to the 31st December, 1894.

Date.	Name.	Position.	Rate.	Remarks.
1894. TRAFFIC AUDITOR'S BRANCH.				
7 Oct.	Nolan, Harold D.	Junior clerk	£75 per ann.	From Traffic Branch.
19 "	Walker, Mrs.	Attendant	£50 per ann.	
25 "	Toulinson, John F.	Apprentice clerk	£30 per ann.	Vice G. H. O'Regan.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
12 Oct.	Duggan, Daniel	Labourer	7/6 per day	Transferred from Supernumerary Staff, vice J. Braithwaite.
13 Nov.	Evans, George	Fettler	7/- per day	Reinstated, vice T. Pentlow.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
19 Oct.	McGill, Charles	Cleaner	7/- per day	Re-employed, vice H. Kirby.
27 "	Houston, Andrew	Cleaner	7/- per day	Re-employed, vice J. Collins.
21 Nov.	Bunt, Robert	Cleaner	6/- per day	Re-employed, vice W. Cousins.
23 "	Chandler, William J.	Cleaner	6/- per day	Re-employed, vice C. Orr.
26 "	Bethal, Henry	Cleaner	6/- per day	Re-employed, vice W. Pearse.
29 Dec.	Cracknell, John	Cleaner	6/- per day	Re-employed, vice J. Simpson.
CHIEF TRAFFIC-MANAGER'S BRANCH.				
1 Oct.	Hurst, William	Junior porter	5/- per day	From Electrical Branch, vice J. H. Pickin.
2 "	Abbott, John	Junior porter	4/2 per day	From Electrical Branch.
2 "	Fordum, William	Shunter	7/6 per day	Transferred from Supernumerary Staff.
2 "	Woods, John	Porter	7/- per day	Transferred from Supernumerary Staff.
2 "	Vaughan, Thomas	Junior porter	5/- per day	Transferred from Supernumerary Staff.
2 "	Casey, Thomas	Junior porter	5/- per day	Transferred from Supernumerary Staff.
3 "	York, Lucy	Gatekeeper	Free house	Vice Mrs. Wilson.
5 "	Pringle, William	Probationer	2/6 per week	Vice R. Hughes.
4 "	Yeomans, Sydney	Junior porter	3/4 per day	From Electrical Branch, vice R. Hargreaves.
4 "	Foster, Alfred E.	Junior porter	2/6 per day	Vice A. T. Smith.
8 "	Carroll, Thomas	Gatekeeper	15/- per week	Vice D. Cunningham.
8 "	Rowe, Oliver Norman	Junior porter	2/6 per day	Vice W. Donaldson.
9 "	Jarman, George H.	Junior porter	2/6 per day	From Electrical Branch.
9 "	Hall, John D.	Junior porter	2/6 per day	Vice J. F. Turner.
12 "	Eagleson, Joseph	Gatekeeper	15/- per week	Vice R. B. Charlton.
12 "	Maher, Richard, junior.	Junior porter	4/2 per day	Vice R. Maher, senior.
18 "	Day, Elizabeth	Gatekeeper	Free house	Vice E. Hanna.
20 "	Newnam, William W.	Junior porter	2/6 per day	Vice J. Glenow.
25 "	Johnston, William J.	Junior porter	2/6 per day	Vice S. J. Tollis.
25 "	Earle, Albert	Junior porter	2/6 per day	Vice J. W. McPherson.
25 "	Thomson, Oscar E.	Junior porter	2/6 per day	Vice J. Doyle.
25 "	Bostock, Robert G.	Junior porter	2/6 per day	Vice J. Renehan.
25 "	Landry, Richard	Junior porter	2/6 per day	Vice J. Smith.
29 "	Drewe, Stanley	Junior porter	2/6 per day	Vice A. Leeding.
30 "	Oakes, Joseph S.	Junior porter	3/4 per day	From Electrical Branch, vice H. Nolan.
31 "	King, Edward	Junior porter	3/4 per day	Vice J. D. Hall.
5 Nov.	Gifford, Reginald	Junior porter	2/6 per day	Vice F. J. Doyle.
8 "	Philson, John	Gatekeeper	15/- per week	Vice H. Cooper.
9 "	Prentice, John	Gatekeeper	15/- per week	Vice D. Gow.
13 "	Peek, Henry	Porter	7/- per day	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
9 "	Johnston, Mrs. M.	Gatekeeper	5/- per week and free house.	New opening.
13 "	Butterworth, Samuel	Telephone boy	10/- per week	Vice W. Islip.
13 "	Bedford, Mrs. M.	Gatekeeper	5/- per week and free house.	Vice Mrs. Bowler.
13 "	Witt, Mrs. E.	Gatekeeper	7/- per week	Vice Mrs. Mason.
19 "	Bailey, William D.	Junior porter	5/- per day	From Electrical Branch, vice R. Attwell.
21 "	Morgan, Louis E.	Postal assistant	10/- per week	Vice F. Mallon.
23 "	Addison, George A.	Telephone boy	10/- per week	Vice H. R. Madden.
23 "	Miller, John W.	Junior porter	2/6 per day	Vice S. Yeomans.
26 "	Dowling, John	Junior porter	2/6 per day	Vice J. Pearson.
27 "	Keating, William	Junior porter	2/6 per day	At Chatswood.
1 Dec.	Magenais, Joseph J.	Junior porter	5/- per day	From Tramways, vice W. R. Smith.
3 "	Stumbles, Jane	Gatekeeper	Free house	Vice E. Kissell.
4 "	Atwell, Charles	Junior porter	2/6 per day	Vice E. Lake.
4 "	Atwell, Eric W.	Junior porter	2/6 per day	Vice G. Venterman.
14 "	Jones, Thomas	Telephone boy	10/- per week	Vice J. R. Quilty.
14 "	O Toole, Matilda	Gatekeeper	Free house	Vice F. Lynham.
17 "	Conner, Thomas	Probationer	2/6 per week	At Whitton.
18 "	Ashe, Thomas H.	Junior porter	2/6 per day	Vice S. Kissell.
18 "	Smith, Mrs. Ellen	Gatekeeper	Free house	Vice Mrs. Boyle.
23 "	Osborne, Bertha M.	Gatekeeper	5/- per week and free house.	Vice Mrs. Gregg.
27 "	Butler, James D.	Junior porter	5/- per day	From Tramways, vice T. Fisher.
27 "	Jones, John	Junior porter	5/- per day	From Tramways, vice A. Middleton.
29 "	M'Auliffe, Walter	Gatekeeper	15/- per week	Vice J. Thomas.
31 "	Maher, William	Junior porter	2/6 per day	Vice W. O. Flanagan.
ELECTRICAL ENGINEER'S BRANCH.				
24 Sept.	O'Nelle, David	Probationer	2/6 per week	Vice G. H. Jarman.
16 Nov.	McGuinness, John	Probationer	2/6 per week	Vice W. D. Bailey.
26 Dec.	Fraser, Sidney	Messenger	10/- per week	Vice H. Shoobert.
TRAMWAYS—LOCOMOTIVE BRANCH.				
5 Oct.	Frappell, Arthur	Shop boy	2/6 per day	Vice J. Carpenter.
10 "	Bedford, Stephen	Boy labourer	5/- per day	Vice R. Chapman.
15 "	Doyle, Francis J.	Junior clerk	£120 per annum	From Railways.
TRAMWAYS—TRAFFIC BRANCH.				
1 Oct.	Smith, Frederick G. D.	Clerk	£220 per annum	From Railways; for new opening, Ocean street Cable Tramway.
7 "	Turner, Joseph F.	Junior conductor	5/- per day	From Railways; for new opening, Ocean street Cable Tramway.
17 Nov.	Covitts, Wallace B.	Flagman	6/- per day	Re-employed; vice C. Morrison.
21 "	Waine, Edward J.	Gripman	7/6 per day	From Permanent-way Branch, vice J. Klaus.
3 Dec.	Smith, William R.	Junior conductor	5/- per day	From Railways, vice J. Magenais.
4 "	Higgison, John	Assistant conductor	6/- per day	Re-employed, vice P. Quinn.
14 "	Fisher, Thomas H.	Junior conductor	5/- per day	From Railways, vice J. Butler.
27 "	Middleton, Alexander J.	Car cleaner	5/- per day	From Railways, vice J. Jones.
31 "	Morris, William C.	Conductor	6/6 per day	From Railways, vice A. Sylvester.
31 "	O'Grady, Timothy	Junior conductor	5/- per day	Re-employed, vice T. Carleton.
31 "	Warn, John E.	Junior conductor	5/- per day	Re-employed, vice P. Mitchell.

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURNS, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st October to 31st December, 1894.

Date.	Name.	Position.	Rate.	Remarks.
TRAFFIC AUDITOR'S BRANCH.				
1894.				
31 Oct.	O'Regan, George H.	Junior clerk	£120 per annum	Retired.
12 Dec.	Bates, Alfred	Junior clerk	£120 per annum	Discharged.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
18 Aug.	Braithwaite, Joseph	Fettler	7/6 per day	Retired.
3 Oct.	Guilfoyle, John	Fettler	7/6 per day	Resigned; position saved.
9 "	McDonald, Alexander	Ganger	9/- per day	Deceased; position saved.
14 "	Chapman, Henry	Fettler	7/6 per day	Deceased; position saved.
15 "	Hopkins, Henry	Fettler	7/6 per day	Retrenchment.
15 "	Walters, William	Fettler	7/6 per day	Retrenchment.
25 "	Waring, Richard	Chief Inspector	£400 per annum	Deceased; position saved.
1 Nov.	Penfold, Thomas	Fettler	7/6 per day	Resigned.
7 "	Price, George	Ganger	9/- per day	Deceased.
15 "	Manahan, Peter	Labourer	7/6 per day	Retrenchment.
17 "	Mulheron, Edward	Fettler	7/6 per day	Resigned.
28 "	Zouke, Patrick	Labourer	7/6 per day	Retrenchment.
28 "	Reid, James	Labourer	7/6 per day	Retrenchment.
28 "	Towler, Noah	Labourer	7/6 per day	Retrenchment.
28 "	Harding, Francis	Labourer	7/- per day	Retrenchment.
28 "	McInerney, Peter	Labourer	7/6 per day	Retrenchment.
30 "	Whitby, Thomas	Labourer	7/6 per day	Retrenchment.
6 Dec.	Sourke, John	Fettler	7/6 per day	Deceased; position saved.
18 "	Spearsman, Benjamin	Fettler	7/6 per day	Retrenchment.
15 "	McKinn, Charles	Plumber	10/8 per day	Discharged.
19 "	Wood, James	Labourer	7/0 per day	Retrenchment.
20 "	Horsman, James	Ganger	12/- per day	Retrenchment.
20 "	Smith, John	Ganger	9/- per day	Resigned.
20 "	Battersall, Richard	Ganger	9/- per day	Retrenchment.
21 "	Whittaker, John	Fettler	7/6 per day	Discharged.
22 "	Pettit, George	Labourer	7/6 per day	Retrenchment.
29 "	Hess, George	Labourer	7/6 per day	Retrenchment.
29 "	Richards, Henry	Labourer	7/6 per day	Retrenchment.
31 "	Clarke, John	Labourer	7/6 per day	Retrenchment.
31 "	Tyran, Patrick	Labourer	7/6 per day	Retrenchment.
31 "	Wickham, George H.	Draftsman	£175 per annum	Retrenchment.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 Oct.	Smith, Frederick G. D.	Clerk	£220 per annum	To new opening Ocean-street Cable Tramway; position saved.
9 "	Buddle, Thomas	Moulder	11/2 per day	Retrenchment.
11 "	Collins, Joseph	Chargeman	8/- per day	Resigned.
16 "	Fryer, Thomas	Pumper	8/8 per day	Retired; position saved.
24 "	Mijch, Peter	Pumper	8/8 per day	Retired; position saved.
26 "	Douglas, James	Painter	10/- per day	Discharged.
1 Nov.	Pearse, William	Driver	14/- per day	Deceased.
1 "	Orr, Charles	Fireman	10/- per day	Deceased.
2 "	Simpson, John	Driver	12/- per day	Discharged.
26 "	Bennett, William	Fireman	10/- per day	Discharged.
29 "	Springthorpe, John	Driver	14/- per day	Discharged.
4 Dec.	Main, Robert	Fitter	10/- per day	Discharged.
8 "	Arthur, Thomas	Painter	9/8 per day	Deceased.
11 "	Vaughan, William H.	Labourer	7/6 per day	Discharged.
22 "	Cahalan, James	Cleaner	7/- per day	Deceased.
CHIEF TRAFFIC MANAGER'S BRANCH.				
18 Sept.	Charlton, Robert B.	Night officer	£120 per annum	Deceased.
27 "	O'Flanagan, William	Porter	7/6 per day	Discharged.
26 "	Johnson, Francis C.	Station-master	£400 per annum	Deceased.
1 Oct.	Tollis, Samuel J.	Junior clerk	£80 per annum	Resigned.
2 "	Grogg, Mary	Gatekeeper	Free house	Resigned.
3 "	Leeding, Andrew	Night officer	£140 per annum	Resigned.
5 "	Wilson, Mrs. M.	Gatekeeper	Free house	Resigned.
6 "	Turner, Joseph F.	Junior porter	5/- per day	To Tramways.
7 "	Cahusac, Arthur F.	Junior clerk	£110 per annum	Retrenchment.
7 "	Nolan, Harold	Apprentice clerk	£40 per annum	To Traffic Audit Branch.
13 "	Hughes, Richard	Shunter	7/6 per day	Resigned.
15 "	Doyle, Francis J.	Junior clerk	£120 per annum	To Tramways.
16 "	McPherson, John W.	Junior porter	2/6 per day	Resigned.
18 "	Hanna, Elizabeth	Gatekeeper	Free house	Resigned.
19 "	Quilty, James E.	Night officer	£180 per annum	Discharged.
22 "	Madden, Henry R.	Operator	£80 per annum	Discharged.
23 "	Yeomans, Sydney	Junior porter	3/4 per day	Resigned.
26 "	Jslip, William	Gatekeeper	7/- per day	Deceased.
28 "	Canavan, William	Porter	8/- per day	Discharged; position saved.
1 Nov.	Cavanough, Percy	Porter	7/- per day	Resigned; position saved.
2 "	Pearson, John	Shunter	8/- per day	Discharged.
3 "	Hall, James D.	Junior porter	2/6 per day	To Locomotive Branch.
3 "	Cooper, Henry	Porter	8/- per day	Resigned.
8 "	Mallon, Frank	Junior porter	4/2 per day	Discharged.
12 "	Bowler, Mrs. E.	Gatekeeper	5/- per week and free house.	Resigned.
12 "	Mason, Mrs. A.	Gatekeeper	7/- per week	Resigned.
18 "	Gow, David	Gatekeeper	2/6 per day	Resigned.
20 "	Bone, John	Guard	10/6 per day	Deceased; position saved.
30 "	Smith, William R.	Junior porter	5/- per day	To Tramways.
1 Dec.	Fortune, William	Assistant berthing master	£170 per annum	Retired; position saved.
3 "	Kissell, Elizabeth	Gatekeeper	Free house	Resigned.
11 "	Gibson, John	Porter	7/- per day	Discharged; position saved.
13 "	Fisher, Thomas H.	Junior porter	5/- per day	To Tramways.
14 "	Lyncham, Frederick	Gatekeeper	Free house	Resigned.
18 "	Boyle, Mrs. Mary	Gatekeeper	7/- per week	Resigned.
20 "	Thomas, John	Gatekeeper	35/- per week	Deceased.
21 "	Smith, Andrew J.	Guard	9/- per day	Deceased.
21 "	Buckpitt, William	Porter	7/- per day	Deceased.
27 "	Middleton, Alexander	Junior porter	5/- per day	To Tramways.
31 "	Morris, William Charles	Junior porter	5/- per day	To Tramways.
SIGNAL AND INTERLOCKING ENGINEER'S BRANCH.				
Nov.	James, George B.	Blacksmith	10/8 per day	Retrenchment.
ELECTRICAL ENGINEER'S BRANCH.				
Sept.	Ross, Henry	Operator	£80 per ann.	Discharged; position saved.
1 Oct.	Hurst, William	Messenger	3/4 per day	To Traffic Branch; position saved.
2 "	Jarman, George H.	Probationer	2/6 per week	To Traffic Branch.
19 Nov.	Balley, William D.	Probationer	2/6 per week	To Traffic Branch.
22 Dec.	Shoobert, Hilton	Messenger	12/- per week	Resigned.

Date.	Name.	Position.	Rate.	Remarks.
1894. TRAMWAYS—LOCOMOTIVE BRANCH.				
22 Oct.	Roe, John F.	Watchman	7/- per day	Deceased; position saved.
13 Nov.	Richardson, Arthur	Fireman	7/6 per day	Resigned.
28 "	Hendy, Henry	Driver	14/- per day	Resigned; position saved.
8 Dec.	Goodier, Alban C.	Driver	14/- per day	Deceased; position saved.
12 "	O'Grady, Timothy	Cleaner	5/6 per day	Discharged; position saved.
12 "	Weldon, Albert E.	Cleaner	5/6 per day	Discharged; position saved.
17 "	Hurst, Alfred	Cleaner	5/6 per day	Discharged; position saved.
17 "	Werne, Annist C.	Cleaner	4/6 per day	Discharged; position saved.
17 "	Hippett, Henry J.	Cleaner	5/6 per day	Discharged; position saved.
TRAMWAYS—TRAFFIC BRANCH.				
12 Oct.	Rice, William	Gripman	7/6 per day	Resigned.
3 Nov.	Quinn, Patrick	Conductor	9/- per day	Discharged.
3 "	Carleton, Thomas	Assistant conductor	6/6 per day	Discharged.
5 "	Lacy, Charles	Conductor	9/- per day	Discharged.
5 "	Kidd, David B.	Assistant conductor	6/- per day	Discharged.
13 "	Morrison, Cecil	Conductor	6/6 per day	Discharged.
22 "	Doyle, James	Flagman	6/- per day	Discharged.
22 "	Sylvester, Arthur G.	Conductor	6/6 per day	Discharged.
1 Dec.	Magennis, Joseph J.	Junior conductor	5/- per day	To Railways.
7 "	Jones, John	Junior conductor	8/- per day	To Railways.
14 "	Butler, James D.	Conductor	6/6 per day	To Railways.
TRAMWAYS—MAINTENANCE BRANCH.				
21 Nov.	Weine, Edward J.	Labourer	7/6 per day	To Traffic Branch.

1894-5.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING 31st MARCH, 1895.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35, sec. 44.

Offices of the Railway Commissioners of New South Wales,
Sydney, 25th April, 1895.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 31st March, 1895, upon the subjects specified, viz.:—

- (I.) "The state of the traffic returns, with the approximate cost and earnings of trains per ton per train mile, in respect of goods and passengers, respectively, carried during the past quarter."
- (II.) "The general condition of the lines, and accommodation for the traffic."
- (III.) "The special rates (if any) which have been made, and the reasons for making such rates."
- (IV.) "The appointments and removals, with the circumstances attending each case."

I.—STATE OF THE TRAFFIC.

RAILWAYS.		Quarter ending 31st March, 1894.	Quarter ending 31st March, 1895.
Miles open	...	2,462½	2,531
Revenue	1894.	£647,693	647,875
	1895.		
	Passenger ... £280,623		
	Merchandise... £367,070		
Expenditure	...	£365,314	368,959
Train miles run	...	1,757,413	1,867,262
Earnings per train mile	...	7/4½	6/11¼
Expenditure per train mile	...	4/2	3/11½
Percentage—Expenditure to earnings	...	56·40	56·95
Number of passengers	...	4,810,337	4,846,193
Tonnage of goods traffic	...	875,201	917,152
Tonnage of live stock traffic	...	37,013	40,285

537—A

[1,105 copies—Approximate Cost of Printing (labour and material), £9 8s. Od.]

TRAMWAYS.	Quarter ending 31st March, 1894.	Quarter ending 31st March, 1895.
Miles open	55	61
Revenue	£72,615	78,366
Expenditure	£48,897	54,221
Train miles run	512,810	638,930
Earnings per train mile	2/10	2/3½
Expenditure per train mile	1/11	1/8½
Percentage—Expenditure to earnings	67·33	73·90
Number of fares collected	16,994,526	17,343,232

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found attached, page 4.

IV.—STAFF.

These returns are given as an Appendix, pages 4 to 6.

RAILWAYS.

GENERAL REMARKS.

The line from Sydenham to Belmore, a distance of 5 miles, was opened for traffic on the 1st of February last.

The total earnings for the quarter show a slight increase over the corresponding period last year.

The goods earnings have increased as follows:—Live stock, £5,431; wool, £5,057; coal and other minerals, £7,586; but grain, &c., and general merchandise have decreased £1,918, although in consequence of cheaper rates operating the weight carried has increased by 32,220 tons.

The coaching earnings have decreased £15,883, the receipts from first-class passengers having fallen off £11,688.

The expenses have been considerably increased during the quarter in consequence of a majority of the workmen having been put on full time, but by economies in other directions the total expenditure has been limited to a net increase of £3,645, notwithstanding that a larger tonnage has been carried over the railways.

CONDITION

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The permanent way and works have been well maintained during the past quarter. Relaying, reballasting, resleepering, rerailing, &c., have been steadily continued, the improvement of the grade at Aberdeen has been completed, and the works in connection with the lowering of grades at Toowong, on the Northern line, and Moss Vale and Wingello, on the Southern line, are well advanced.

The accommodation for the traffic is satisfactory.

TRAMWAYS.

GENERAL REMARKS.

The Tramway earnings show an increase of £751. On many of the Tram lines there was a falling off in traffic, largely contributed to by Easter occurring in April this year. The decrease in revenue was, however, more than covered by the receipts from the Ocean-street Cable Line, Sydney, and the Tighe's Hill and Merewether extensions, Newcastle, which were not open during the March quarter of last year.

The expenditure shows an increase of £5,324, accounted for by the additional cost of working consequent on Tramway extensions, and the decrease in traffic in directions which did not permit of a corresponding reduction in working expenses.

The relaying and duplicating of the Waverley line from Bondi Junction to Charing Cross are making fair progress, and will soon be completed.

We have the honor to be,

Sir,

Your most obedient servants,

CHARLES OLIVER,

Deputy Chief Commissioner.

W. M. FEHON,

Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

REPORT on the Condition of Lines for the Quarter ending 31st March, 1895.

Sir,

Office of Engineer-in-Chief for Existing Lines, 3 April, 1895.

I have to report for the information of the Railway Commissioners that the Permanent Way and Works have been maintained in a thoroughly satisfactory state during the past quarter, and that the lines generally are in first-class order.

Steady progress has been made with necessary renewals of the Permanent Way, including relaying, reballasting, resleepering, rerailing, &c., and bridges and other important structures have received all necessary attention.

The work of lowering gradients at Aberdeen and Toowong on the Northern Line, and at Moss Vale and Wingello on the Southern Line, is proceeding rapidly; and the improvement of the 8-chain curves at Karabar and reduction of gradients between Wellington and Dubbo will shortly be taken in hand.

I have, &c.,

JAMES FRASER,

For the Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN of Goods Rates approved during the Quarter ending 31st March, 1895.

Article.	Rate.	Reason for rate.
Explosives	To stations on the Cobar, Corowa, and Forbes Branch Lines, to be charged at through rates.	To induce traffic.
Paraffin wax	Hartley Vale to Darling Harbour, "B" rates and conditions	To equalise rates.
Solid fillings for soap-making	1st-class rates and conditions	do do
Cast-iron rollers, used in flour-mills.	Rollers sent for repair to be charged ordinary rates on forwarding journey, returned to original sending station free.	Special rate.
Cream in cans and butter in cases.	Consigned as goods and loaded in louvered vans attached to the mail train at Junee and Goulburn at the convenience of the Department, to be carried at goods rates.	To encourage traffic.
Candles and kerosene	When conveyed in mixed truck-loads of not less than six tons, 1st-class rates.	do do
Willows	For basket-making, 1st-class rates and conditions	do do

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st January to the 31st March, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895. SECRETARY'S BRANCH.				
8 Jan.	Knox, Samuel	Operator	£30 per annum.	From Electrical Branch, vice K. Mathieson, to Tramways.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
1 Feb.	McGrath, Dennis	Labourer	7/6 per day	Transferred from Supernumerary Staff, vice E. Mulheron; position saved on Supernumerary Staff.
1 "	Burton, Henry	Labourer	7/- per day	Transferred from Supernumerary Staff, vice G. Bartholomew; position saved on Supernumerary Staff.
18 "	Barker, William	Fettler	7/6 per day	From Tramways, vice W. Lawson.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
4 Jan.	Lachlan, Frederick	Call boy	2/6 per day	Vice W. Bennett.
24 "	Fordham, George	Labourer	6/6 per day	From Tramways, vice F. Barton.
6 Mar.	Matthews, William	Painters' assistant	6/6 per day	Vice F. Pritchard.
18 "	Newman, George A.	Apprentice	10d. per day ..	Vice H. Reid.

Date.	Name.	Position.	Rate.	Remarks.
CHIEF TRAFFIC MANAGER'S BRANCH.				
1 Jan.	Shepherd, Sarah	Station caretaker	5/- per week	Store Creek closed as Staff station.
7 "	Cross, Thomas	Junior porter	4/2 per day	Re-employed, vice G. Bewley.
7 "	St. George, Richard	Gatekeeper	25/- per week	Vice M. Minogue.
6 "	Warr, William	Junior porter	2/6 per day	Vice W. Morris.
9 "	Hodges, Thomas	Gatekeeper	15/- per week	Vice J. Gibson.
11 "	Goodwin, Mary Ann	Gatekeeper	7/- per week	Vice M. Mortlock.
11 "	Morgan, Margaret	Gatekeeper	7/- per week	Vice Mrs. Morgan.
12 "	Summergreen, William A.	Junior porter	3/4 per day	Vice W. Flanagan.
12 "	Culhane, Charles H.	Apprentice clerk	£30 per annum	Transferred from Supernumerary Staff; position saved on Supernumerary Staff.
15 "	Nicholas, Mrs. A.	Gatekeeper	Free house	At Queanbeyan.
17 "	Carr, Selina	Gatekeeper	Free house	Vice J. Griffen.
18 "	Goodyer, Adrian A.	Junior porter	2/6 per day	Vice G. H. Bennett.
22 "	Barnett, George F. W.	Probationer	2/6 per week	At Culcairn.
26 "	Simms, Charles	Junior porter	2/6 per day	Vice A. Gow.
28 "	Swift, Samuel	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
28 "	May, Albert W.	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
28 "	Lyons, Kenneth	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
28 "	Webb, John Augustus	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
30 "	Green, Isaac	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
30 "	Farnsworth, Isabella	Station caretaker	Free house	Vice E. Bennett.
31 "	Welden, Albert E. B.	Junior porter	2/6 per day	Vice W. Buckpitt.
1 Feb.	Wilson, Annie	Gatekeeper	7/- per week	Vice P. Clarke.
6 "	Lindsay, Robert	Junior porter	2/6 per day	Vice E. Mulheron.
8 "	Kay, James	Gatekeeper	7/- per week	Vice Mrs. Kay.
11 "	Purcell, Frederick W.	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
11 "	Clarke, William	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
12 "	Ferris, John	Junior porter	2/6 per day	New Opening, Marrickville to Burwood.
18 "	Osborne, Mrs.	Gatekeeper	7/- per week	At Leumeah.
20 "	Baker, Jane	Gatekeeper	Free house	Vice H. Hanley.
20 "	McNamara, Kate	Gatekeeper	Free house	Vice A. Webb.
22 "	McEnroe, Mary	Gatekeeper	Free house	Vice L. York.
25 "	Napier, Florence	Gatekeeper	7/- per week	New Opening, Marrickville to Burwood.
27 "	Harding, Emma	Gatekeeper	Free house	Vice E. Bannister.
28 "	Dunne, Mrs. Mary Ann	Gatekeeper	5/- per week and free house.	Vice E. Dulling.
6 Mar.	Stanley, Mrs. Jane	Gatekeeper	7/- per week	At Liverpool.
6 "	Arrowsmith, Edward T.	Probationer	2/6 per week	At Cootamundra.
14 "	Turner, Ernest Samuel	Junior porter	2/6 per day	Vice G. W. Davies.
18 "	O'Neill, Ellen	Gatekeeper	7/- per week	At Oolong.
23 "	Curran, Alfred F.	Junior porter	3/4 per day	Vice R. May.
27 "	Jones, Mrs.	Gatekeeper	7/- per week	New Opening, Marrickville.

TRAMWAYS—TRAFFIC BRANCH.

9 Jan.	Barton, Frederick William	Conductor	6/6 per day	From Railways.
21 "	Bennett, George H.	Junior conductor	5/- per day	From Railways.
23 "	Mathieson, Kenneth	Junior conductor	6/- per day	From Secretary's Branch, vice D. B. Kidd.
25 "	Bates, Alfred	Assistant conductor	8/- per day	From Traffic Audit Branch, vice A. Baggs.
4 Feb.	Maloney, Edward J.	Gripman	7/6 per day	From Railways.
5 "	Bailey, Samuel	Gripman	7/6 per day	From Railways, vice A. E. Hulme.
27 "	Edwards, John	Junior conductor	5/- per day	From Railways, vice W. J. Cockburn.
18 Mar.	Davies, George William	Conductor	6/6 per day	From Railways, vice G. H. Green.

TRAMWAYS—MAINTENANCE BRANCH.

18 Feb.	Lawson, William	Labourer	7/6 per day	From Railways, vice W. Barker.
---------	-----------------	----------	-------------	--------------------------------

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st January to the 31st March, 1895.

Date.	Name.	Position.	Rate.	Remarks.
1895.				
SECRETARY'S BRANCH.				
23 Jan.	Mathieson, Kenneth	Messenger	6/- per day	To Tramways.
TRAFFIC AUDITOR'S BRANCH.				
28 Jan.	Bates, Alfred	Junior clerk	£120 per ann.	To Tramways.
1894.				
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
28 Nov.	Drew, Henry	Labourer	7/6 per day	Resigned; a position saved.
25 Dec.	Peace, John	Labourer	7/6 per day	Deceased.
29 "	St. George, Richard	Labourer	7/6 per day	Retrenchment.
31 "	Blinco, John	Sub-inspector	£230 per ann.	Retrenchment.
1895.				
5 Jan.	Kearney, James	Labourer	7/6 per day	Retrenchment.
12 "	Chaplin, Frederick	Sub-inspector	£200 per ann.	Discharged; a position saved.
12 "	Melehan, Patrick	Fettler	7/6 per day	Deceased; a position saved.
31 "	Higgins, Thomas	Store clerk	£225 per ann.	Retrenchment.
31 "	Roberts, Benjamin	Clerk	£190 per ann.	Retrenchment.
31 "	Cason, William	Clerk	£165 per ann.	Retrenchment.
8 Feb.	Bailey, Samuel	Labourer	7/6 per day	To Tramways.
14 "	M'Gee, Thomas	Fettler	7/6 per day	Retrenchment.
14 "	Williams, Thomas	Fettler	7/6 per day	Retrenchment.
18 "	Lawson, William	Fettler	7/6 per day	To Tramways.
22 "	Wright, William	Fettler	7/6 per day	Deceased.
1 Mar.	Ferrario, Joseph	Fettler	7/6 per day	Deceased.
5 "	Creech, James	Labourer	7/6 per day	Discharged.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 Jan.	Massey, James	Driver	13/- per day	Retired.
3 "	Diekey, Andrew	Driver	15/- per day	Deceased.
5 "	Swift, Quinton	Labourer	7/6 per day	Deceased.
17 "	Barton, Frederick	Labourer	7/- per day	To Tramways.
7 Feb.	Maloney, Edward J.	Cleaner	7/- per day	To Tramways; a position saved.
14 "	Hackett, James	Sub-inspector	£310 per ann.	Deceased; a position saved.
25 "	Pritchard, Frederick	Painters' assistant	7/6 per day	Discharged.
1 Mar.	Cunningham, John	Cleaner	7/- per day	Resigned.
14 "	Balling, Michael	Striker	7/- per day	Left the service.
15 "	Cartwright, Thomas	Driver	14/- per day	Discharged.
21 "	Oxley, James	Traverser driver	7/6 per day	Resigned; a position saved.
29 "	M'Kenzie, Duncan	Striker	7/6 per day	Deceased.
30 "	Angus, William	Gasman	7/- per day	Deceased; a position saved.

Date.	Name.	Position.	Rate.	Remarks.
1894. CHIEF TRAFFIC MANAGER'S BRANCH.				
16 Dec.	Kerwick, Edward	Night officer	£130 per ann.	Discharged; a position saved.
1895.				
4 Jan.	M'Donald, Randolph	Guard	9/- per day	Discharged; a position saved.
7 "	King, William	Junior porter	5/- per day	Resigned; a position saved.
7 "	Rogan, Michael	Porter	7/- per day	Discharged; a position saved.
9 "	Gibson, John	Porter	7/- per day	Discharged.
10 "	Mortlock, Mary	Gatekeeper	7/- per week	Resigned.
10 "	Morran, Mrs. Margaret	Gatekeeper	7/- per week	Resigned.
10 "	Smith, Charlotte	Barrack attendant	25/- per week	Discharged; a position saved.
17 "	Griffen, Jane	Gatekeeper	Free house	Resigned.
21 "	Carney, James	Junior clerk	£80 per ann.	Resigned; a position saved.
21 "	Bennett, George H.	Junior porter	5/- per day	To Tramways.
24 "	Bannister, Elizabeth	Gatekeeper	Free house	Resigned.
24 "	Clarke, Priscilla	Gatekeeper	7/- per week	Resigned.
29 "	Bennett, Elizabeth	Station caretaker	Free house	Resigned.
30 "	Mulheron, James	Officer-in-charge	£140 per ann.	Deceased.
5 Feb.	Parlane, James	Junior clerk	£120 per ann.	Resigned; a position saved.
7 "	Kay, Mrs.	Gatekeeper	7/- per week	Resigned.
10 "	Allen, John	Porter	7/- per day	Deceased; a position saved.
17 "	Webb, Amelia	Gatekeeper	Free house	Resigned.
20 "	Hanley, Henrietta	Gatekeeper	Free house	Resigned.
21 "	Wall, Marian	Barrack attendant	12/- per week	Discharged.
22 "	York, Lucy	Gatekeeper	Free house	Resigned.
26 "	Edwards, John	Junior porter	5/- per day	To Tramways.
27 "	Dulling, Mrs. Emily	Gatekeeper	5/- per week and free house.	Resigned.
29 "	Crawford, Thomas	Operator	£80 per ann.	Resigned; a position saved.
2 Mar.	May, Robert	Junior porter	2/6 per day	Resigned.
4 "	Beer, Samuel	Night officer	£150 per ann.	Resigned; a position saved.
6 "	Hammond, Alfred	Shunter	7/6 per day	Discharged; a position saved.
7 "	Doig, Walter	Guard	10/6 per day	Deceased; a position saved.
16 "	Davies, George William	Junior porter	5/- per day	To Tramways.
16 "	Reid, George	Porter	7/- per day	Discharged.
31 "	Kay, James	Gatekeeper	7/- per week	Discharged.
SIGNAL AND INTERLOCKING BRANCH.				
14 Feb.	Walmsley, Matthew	Screwler	8/8 per day	Deceased; a position saved
CONTROLLER OF STORES BRANCH.				
18 Jan.	Earls, Michael	Issuer	9/- per day	Discharged.
ELECTRICAL ENGINEER'S BRANCH.				
7 Jan.	Knox, Samuel	Operator	£80 per ann.	To Secretary's Branch; a position saved
1895.				
TRAMWAYS—LOCOMOTIVE BRANCH.				
26 Jan.	Doody, John	Machinist	8/8 per day	Deceased.
TRAMWAYS—TRAFFIC BRANCH.				
6 Jan.	Cleary, Michael	Conductor	9/- per day	Deceased.
9 "	Baggs, Albert	Junior conductor	6/- per day	Discharged.
10 "	Lumley, Henry F.	Car cleaner	7/- per day	Discharged.
27 Feb.	Green, George Henry	Conductor	6/6 per day	Discharged.
TRAMWAYS—MAINTENANCE BRANCH.				
18 Feb.	Baker, William	Labourer	7/6 per day	To Railways.

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(REPORT BY THE ENGINEER-IN-CHIEF FOR RAILWAY CONSTRUCTION ON "SOME DIFFERENCES IN RAILWAY PRACTICE IN AUSTRALIA, ENGLAND, AND AMERICA, WITH SPECIAL REFERENCE TO ECONOMY OF CONSTRUCTION.")

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

REPORT on some differences in railway practice in Australia, England, and America, with special reference to economy of construction.

IN submitting the following report to the Minister, I wish to point out that it is in no way intended to be exhaustive, but is the result of observations gathered during a trip which, in the first place, was sought for merely as a relaxation after a long period of years from the labours and responsibilities of office.

The late Minister for Works, Mr. Lyne, however, happily saw the advantage which would accrue to the department if my attention could be directed, during leave of absence, specially to the subjects of economical railway construction and electric tramways, which were, so to speak, burning questions in our own Colony. Having received, therefore, instructions to investigate and report, my inquiries took a more systematic form than they otherwise would have done, and I endeavoured to make the utmost of the short time at my disposal, and select for inspection what would seem to be of the greatest interest and profit.

My leave was, in the first instance, limited to six months, and although Mr. Lyne intimated to me that the Government would certainly grant what extension of time I required to make my work as complete as possible, yet, as the chief part of the expense was to be defrayed out of my own pocket, a limit to my journeying was necessarily fixed. Nevertheless, I have no doubt that what I have seen, both in the matter of railways and tramways, as also in other matters which came under my observation, will prove of very great value to the department.

I will begin by relating in some detail my experiences in America and elsewhere.

Soon after my arrival in San Francisco, on the 7th June, 1894, I put myself into communication with the officers of the Southern Pacific Railway Company. Mr. Curtis kindly gave me facilities for travelling over their system free of cost, and instructed the local resident engineers to meet me and show me the points of interest on the various lines. Mr. Hood, the chief engineer, also gave me some very interesting information, and had it not been for certain unavoidable delays mentioned in my previous report, and my consequent anxiety to get away afterwards from San Francisco, I might have profited still more from the courtesy of the chief officials.

The southern portion of the system was the first to come under inspection. For many miles the railway traverses the San Joaquin Plains, very easy country—treeless plains of black and brown soil. The construction of this part of the line is of the cheapest description. An embankment is thrown up from the side and well drained, the crown, in most places, apparently being little more than 12 feet in width, the sides sloping off gradually at first, and afterwards steepening. Very often there was little embankment at all. No ballast, other than the earth on the spot, was used. The permanent-way was not in what we should call good condition, but rather the reverse; in spite of this, however, the design of the American rolling stock enables trains to travel at considerable speed, with comfort to the passengers and without danger. Fencing was, for the most part, erected on both sides, cattle-pits being used at the crossings. The fences are of a very cheap description, and consist of upright sawn posts and three lines of sawn rails, fixed to the posts with spikes, and battened over the joints.

Further on, the railway crosses the Tehachapi Pass, 363 miles from San Francisco, the height above sea-level being 3,964 feet.

There is here a very interesting example of mountain location. In order to reach the summit, with a limited grade, the line doubles on itself and forms a loop. The ruling grade is 116 feet per mile, or 1 in 45½. The sharpest curves are of 10 degrees—that is, of 573 feet radius. All curves were at first laid out without taper; they are now, however, being altered. The rails weigh 76 lb. per yard, and are in 30 feet lengths. The sleepers are nineteen in number to each rail length. The fish-plates used—as is almost invariably the practice in America—are of the angle type, with notches near the ends, so that they may be anchored to the sleepers to prevent creeping of the rails. Six fish-bolts are used to each pair of fish-plates. The joints of the rails are not opposite to one another, but alternate. The sleepers are 8 feet long by 7 inches by 8 inches. On the curves, what are called rail braces are seen. These are castings which fit against the rail, on the outside, and are securely fixed, to prevent the spreading of the track.

This part of California has a very small average annual rainfall. The rain sometimes, however, comes down in torrents, and produces serious floods. A portion of the line, on the southern side of the summit, had been renewed twice, the rails first laid having been washed away. On each renewal the line was moved higher up the slope of the hill.

There are several tunnels on this section. They are invariably lined with timber, redwood—a product of the Californian forests, well known in Sydney—being generally used. This wood is very durable, and has, in the case of these tunnels, already lasted for eighteen years. Mr. Hood assured me that he prefers the use of timber for lining to that of concrete or brick, as a good deal of the country is more or less unstable in character, and, in case of any displacement occurring through movement of the ground, the position of the timber can be adjusted, whereas, if concrete or brick were used, it would mean entire reconstruction. The tunnels are almost all dry. That, however, at San Fernando—the longest of the series—is wet, and the laggings have had to be replaced since the original construction. The cost of these tunnels amounts to about £14 per lineal foot.

The bridges are all of timber. Guard-rails are laid on the inside of the permanent-way, and these are continued for a considerable distance beyond the ends of the bridge, and converge to a point, so that if a car has become derailed it may, on approaching the bridge, be brought again on to the track.

Most of the road crossings are entirely unprotected, neither cattle-pits nor gates being used; but warning-boards are erected at some distance away along the line to draw the attention of drivers of the trains to their approach to such crossings.

No signals are used on the South Pacific system excepting starting or point signals. Very long trains are run, and, as a consequence, very long sidings and loops are required at the stations. It is a general practice for three engines to be coupled together to draw a heavy train; in this way the number of trains of a single line is reduced, and the traffic rendered more manageable. Switches are, generally, of the Stubb type, in connection with which a sliding rail is used. There is no interlocking except for "grade crossings," or crossing at a level of other railways; but at these places to make the traffic safe, it has lately been decided to erect towers from which signals and safety points can be worked. There are six of these crossings on the Southern Pacific railway, and, at the time of my visit, interlocking plant was being fixed at Colton, 58 miles south of Los Angeles and 540 from San Francisco.

I next visited the line running north to Portland. Mr. Cooley, the resident engineer, met me at Red Bluff, and accompanied me as far as Ashland, 431 miles from San Francisco, from which point I returned to San Francisco, after being considerably delayed by the Pullman strike.

Redwood sleepers are used also on this line. I am told that they last twenty years in the sidings, but that they wear out in the main lines, through being cut by the rails. Lately, cedar has been introduced for sleepers, but it only lasts eight years. Pine, treated by the "Burnettising" process, is now being used; this process which is well known to engineers, consists of an application of a solution of chloride of zinc to the timber under pressure. Mr. Curtis informed that the company had a special plant for conducting this process, and that the cost was between 8 and 9 cents per sleeper. The sleepers vary in number, as many as 18 to 30 feet length being placed on the curves, where rail braces are also used, as before mentioned. On the Portland line the rail joints are all square.

The sharpest curves are of 14 degrees, or 409 feet radius. They exist on the Mount Shasta and Siskiyou inclines. The steepest gradient is on the Mount Siskiyou section, and is 3.3 per cent., or 1 in 30. On the sharper curves, namely, those between 10 and 14 degrees curvature, the gauge is widened to the extent of the three-quarters of an inch. The Siskiyou summit level is 4,130 feet above the sea.

When at Ashland, I saw two heavy locomotives which were in use for working the traffic over these curves. They had eight wheels coupled, with a bogie in front, one pair of the driving-wheels being flangeless. They were made by the Baldwin Company. They traversed the sharpest curves without difficulty, although, I understand, there is considerable wear on the rails and the flanges of the wheels. The cylinders of these engines are 19 in. by 26 in.

The so-called Oregon pine—which appears to be chiefly of the species technically known as Douglas fir—is very generally used in construction, and has the reputation of durability. Trestles are made of this timber. It is also used largely for planking, and at Ashland, the low platform which exists there, and which is about 360 feet in length, consists of planking of this timber. While referring to its use, I might mention that in San Francisco there are many miles of streets near the water in which the foot pavements are constructed of Oregon planking.

The line from Oakland, over the Sierra Nevada, has a ruling grade of 114 feet to the mile, or 1 in 46 $\frac{2}{3}$. The sharpest curves are, I understand, of 12 degrees, or 477 feet radius. The summit level is 7,017 feet above the sea, and is reached at 195 miles from San Francisco.

The northern line to Portland, and that to the east over the Sierra Nevada, both pass through Sacramento. On the way thither, about 32 miles from San Francisco, the railway traverses the Straits of Carquinez, an inlet of San Francisco Bay, and the train is conveyed across by a large ferry steamer. This ferry steamer, called the "Solano," is built of wood, and, curious to say, that although this is an inlet of the Pacific Ocean, and the water is generally salt, no teredo appears to live in it, which may be accounted for by the fact that enormous quantities of fresh water charged with silt come down here every spring from the Sacramento River. The length of the steamer on deck is 424 feet, and its width 116 feet. Four lines of rails are placed on the deck, and twenty-four long passenger cars, or forty-eight bogie freight cars, with locomotive can be carried upon it. The engines are of the vertical beam-engine type. The distance across the straits is 1 mile, and the whole time consumed in transit is frequently not more than nine minutes, including stopping and starting. When it is added that there is a tide of 9 feet to contend with, it will be seen that the arrangements are of the most admirable description. This ferry service is conducted so smoothly that a passenger, whose attention is not specially directed to it, or who might, perhaps, be engaged in reading, would notice nothing beyond the stopping or the starting of the train as it would be felt at an ordinary station. No jarring or jolting of the slightest description occurs when passing on or off the ferry.

The railway from Oakland to Ogden forms part of the Southern Pacific railway system. From the latter point the traveller going eastward has the choice of more than one route—the Union Pacific and the Denver and Rio Grande being the most noteworthy. I chose the latter, not only because it is the most interesting from a tourist's point of view, but also because it has special features, instructive to the engineer. I particularly wished to see what could be done with the standard gauge in such difficult country. Having selected this route, I started from Ogden, which is 4,286 feet above the sea, by the Rio Grande

Grande Western line. I stopped for a day at Salt Lake City, and then proceeded as far as the Grande Junction. From this point the more interesting part of the journey commences. The Denver and Rio Grande system was formerly built on the narrow-gauge type, but the main line has recently been altered to the standard gauge, most of the remainder being left as originally constructed.

The line is a most remarkable one, the climax being probably reached when it enters the Royal Gorge, a mere cleft in the mountains, through which river and railway wind along side by side.

I had the advantage of travelling over part of this line with Mr. Ridgeway, one of the general superintendents, in his inspecting car.

The heaviest grades are 3 per cent., or 1 in 33, and there are long stretches of these. Curves of 12 degrees—that is, of 477 feet radius, and of 13 degrees, or 440 feet radius—are frequent. There is one at Leadville which is at least 16 degrees, or 358 feet radius. The summit level is at Leadville, and is 10,200 feet above the sea. The altitude of Denver is 5,196 feet. The rails are of various weights—62 lb., 65 lb., and 75 lb. per yard—the latter being adopted where relaying is carried on. Sleepers are laid to the number of about 3,200 to the mile. Some are of pine, and cost 30 cents each; others of red spruce, which cost 35 cents. The latter are preferred, as being more durable, their life being seven years. The locomotives are from 62 to 65 tons in weight, without tender. They have six wheels, coupled, the centre pair being flangeless, but with a tread 7 inches wide. The curves are all tapered at the ends. Tie-plates are used on the curves, as also curve braces, with double spiking. The joints of the rails are fastened with angle fish-plates. The Stubb switch is invariably adopted for points, tongue switches being objected to on account of the difficulty experienced in keeping them clear of ice and snow in winter. The switch boxes are provided with locks, and the switches are stated to be perfectly safe. I noticed that the Denver and Rio Grande rolling stock had Miller couplings, whereas on the Pullman cars, and generally throughout America, the Janny coupler is used. As before stated, this line was originally laid to a narrow gauge, and it had a ruling grade of 4 per cent., or 1 in 25, while the sharpest curves were of 24 degrees, or 238 feet radius. The present line has been relocated and lengthened, in order to obtain the better grade now existing. On some of the branch narrow-gauge lines there are short grades of 400 feet to the mile, or 1 in 13.

At Denver the head-quarters of the Railway Company are fixed. I visited the offices, and was afforded an opportunity of inspecting the drawings. A number of blue print copies of these were furnished to me. The chief of them, as bearing on the question of cheap construction, were cross-sections of formation, with and without ballast, and timber bridge designs. The latter, of course, were designed for the use of pine timber, and would require some modification to adapt them to ironbark, but the construction of the joints appeared to me interesting. Mr. Sample, general superintendent, was, unfortunately, away, but Mr. Hamilton kindly gave me what information I desired.

When proceeding from Denver eastward, I chose the main line of the Burlington and Quincey Railway Company. This company owns about 7,000 miles of road. The first part of the route I traversed at night. In the morning we were passing over the class of country generally known as the prairies. I stopped at Lincoln to visit the engineer's offices, but found Mr. Calvert, the general superintendent, to whom I had an introduction, was away. I, however, met the chief engineer, Mr. Weekes, who kindly showed me round the station yard, and gave me much information about the methods of construction adopted by him.

The extent of the railway traffic at Lincoln may be judged when it is mentioned that there are 30 miles of road laid down in the station yard.

Tongue switches are used for the main line. The design of these is, in my opinion, superior to those we have been in the habit of using. The tongues are made out of the ordinary rail. One end of a rail is turned up and planed with proper taper, so that its flange rises over that of the stock-rail, and leaves the latter uncut. The result of this design is that not only is the weakening of the stock-rail, experienced in connection with our own switches, obviated, but the switches can be put on to any part of the road, or in any part of a rail, clear of the fish-plates, without previous preparation in the shop. The Stubb switch is used for sidings. The crossings of the turn-out on the main line have spring frogs. This is a construction very much to be recommended, as the main line trains run over the crossings without jar or jolt of any sort, the rails being rendered practically continuous. The grade crossings of the roads of the different railway companies, of which there are several, are protected with signals, and have signalmen stationed at them. The diamond crossings were, I noticed, very weak. Mr. Weekes kindly furnished me with drawings of the formation, and of the permanent-way and other illustrations.

I also ascertained the following particulars:—For piles, it is the practice to use white oak, which costs 50 cents per foot fixed, and these last fifteen years. For the superstructure of the 16 feet span—which is the usual type for small openings—local pine is used, which costs 8 dollars per thousand superficial feet, or white pine from Chicago, at 16 dollars per thousand, delivered. Fixing costs from 6½ to 7 dollars per thousand. The joints are all sawn, the design being such that no special fitting is required. They are designed to carry engines weighing 15 tons per axle, six or eight wheels coupled.

Earthworks cost about 12 cents per cubic yard. On the mountain lines curves up to 16 degrees, or 358 feet radius, are used, but on the main and prairie lines there is, of course, no necessity for any sharp curves. The grades on the latter are, as a rule, limited to 40 feet to the mile, or 1 in 132; on branch and mountain lines to 4 per cent., or 1 in 25. However cheaply it may be intended to make a line, in the first instance, the formation is always very carefully drained. Where a line is on an embankment, the latter is drained by the trench from which the embankment is formed. The cuttings are excavated to a greater width than is the practice with us, as much as from 22 to 25 feet widths, for single line, being the dimensions adopted. The permanent-way is laid in the first instance, without ballast, earth being used between the sleepers. The substitution of earth for ballast is invariably looked upon as a makeshift, to be rectified afterwards. The kinds of ballast used are slag from Omaha, gravel, or burnt clay. The latter costs about £400 per mile. It is laid 6 inches in depth under the sleeper, and finished off flush with the top. On the plains, the height of formation is 18 inches above the surface at least. In side-lying ground, the width of the formation is the same as in the cuttings. The cost of earthworks per mile, for cheap lines, is about £450. The cross-sections of banks and cuttings on all the western lines of America are somewhat the same, slight differences in dimensions only existing.

There is now in course of construction in the north-west an extension of the Edgemont and Sheridan line. Mr. Weekes invited me to accompany him on a visit of inspection then, but the trip would have taken up about ten days, which was more time than I could spare.

Before

Before leaving the subject of the Burlington and Quincey railway, I must not omit to mention the name of Mr. W. D. Sandborn, general agent of the Company in San Francisco, to whom I am very much indebted for facilities of travel and introductions.

As the traveller proceeds eastward a marked improvement in the character of the roadway becomes noticeable. In the far west the construction is often very poor, and were it not for the design of the rolling stock, it would not be safe to travel. I doubt, indeed, whether a good deal of our rolling stock would keep the road. Many portions, indeed, were in remarkably good condition, but on the other hand the state of some parts was not what we should consider necessary even on our least important branch lines. The construction, however, of the rolling stock, the framing and the balancing of the locomotives, the bogies of the passenger and the freight cars, with the central buffers all combined, enable trains to run at a very considerable speed over the most crooked and uneven roads.

At Chicago my particular attention was directed to tramways and elevated railways, which will be dealt with in another report. I have nothing of special importance to say in connection with the subject in hand, except to notice the large number of dangerous level crossings within the city area. Attention to this danger has, for some time past, been directed, and it is certain that the evil must be coped with shortly. The lines will be raised above the street level, and the cost of this, although it must chiefly be borne by the railway companies, will, to some extent, probably be shared by the city.

I had intended, while in the neighbourhood of Chicago, to visit the Pullman Car Works and Illinois Steel Company's Works, but owing to the strike they were still closed.

At St. Louis, one of the "big things" in America is now to be seen. This is the new Union Depôt, where all the lines running into St. Louis will converge. There are twenty-two railway companies whose roads enter St. Louis, and to accommodate them, the new station has thirty roads in pairs, with low platforms between, so that it may be said that thirty platforms, from 600 to 800 feet in length, will be available for starting and arrival of trains. This station has been interlocked on the electro-pneumatic system in the most perfect manner.

At Cincinnati I called upon Mr. Harvey, the Vice-President of the Queen and Crescent Railway System, which extends from this city south to New Orleans, with several important branches. This gentleman and Colonel Nicholson, the chief engineer, gave me much interesting information. A great deal of this system has been made in a very cheap way; in this case the line goes through flat country, where low embankments, with good side drains, can be made. Ballast is used wherever obtainable. Alluvial soil packing is avoided if possible. Earth, if of a sandy character, is used in the first instance, where ballast cannot be got. The sleepers are of oak, or, in the south, of pitch pine. The latter timber is the more durable. Oak lasts from five to seven years. Curves in easy country are limited to 6 degrees, or 955 feet radius. There is a long grade running out of Cincinnati of 6 feet to the mile. This is the steepest on the main line. The rails are mostly 60 lb. to the yard. Rails of the weight of 75 lb. are, however, invariably adopted for new road. The Stubb switch is used for turn-outs off sidings only. It is the practice to use spring frogs on the main line. Cast-iron turn-tables are considered to be perfectly out of date, and have not been used for the last twelve years. Trussed wooden ones, of which I saw some samples on the Southern Pacific Railway system, formerly existed, but are not now in use. They have all been replaced by others of more modern construction. The bridges and viaducts are mostly of steel. The tunnels were originally lined with timber, but brick, or brick with part stone, is now used for the purpose. Cattle guards are used at the road crossings. Those made of wood, with pits in addition, are considered to be the most effective. Iron slats are more handy, but do not serve the purpose so well. The latter, however, allow of a good road-bed being preserved. The practice is to paint all cattle guards white, in order to render them visible at night.

A number of drawings and specifications have been kindly furnished to me by Colonel Nicholson.

From Cincinnati to Cleveland I travelled over the line known as the "Big Four," so called from the four largest cities at the termination of its various extensions, viz., Chicago, Cincinnati, Cleveland, and St. Louis. The President of the Company, Mr. Ingalls, showed me great courtesy, and when going over the line I was fortunate enough to meet one of the resident engineers. This line is interesting as being intermediate in character between the rougher lines of the west and the high-class lines of the east, of which the New York Central and the Pennsylvania are the type. The rails used are mostly of 65 lb. to the yard, but are gradually being replaced by those of 80 lb. The fish-plates are 28 lb. in weight, and have six bolts. The nuts are fastened inside the track. Sleepers number 2,600 to the mile, and are of oak, their cost being 35 cents each. Gravel ballast is used, running from 2,600 to 3,000 cubic yards to the mile. Spring frogs are always used on the turn-outs of the main line. There are some examples of the Walton switch which carry cars in from the side right over the main line rail without any cut. This railway is being altered considerably to permit of high-speed travelling. Under the new grading the steepest grades are $\frac{1}{2}$ per cent., or 1 in 200; and the sharpest curves of 2 degrees, or 2,864 feet to the mile. The old grades and curves are being gradually altered, so as to come under these new limits. Level crossings are provided at times, with pits and grills, but not in all cases, as I noticed many which seemed to be entirely unprotected. The bridges are designed for a rolling load of 4,000 lb. per lineal foot with a factor of safety of 5.

From Cleveland to Buffalo I travelled over the Lake Shore Railway. This forms a portion of the express route between New York and Chicago. The grades are gradually being altered to a maximum of $16\frac{1}{2}$ feet per mile; the curves to 2 degrees, or 2,864 feet radius. The country is, of course, very flat. Ballast is always used, and consists of gravel. The rails are mostly of 67 lb. to the yard, but a weight of 75 lb. is now being adopted where relaying goes on.

From Buffalo to New York I took the line belonging to the New York Central and Hudson River Railway Company, which is one of the best specimens of railway construction in the world. It differs from the English construction, inasmuch as the flat-bottomed rail is used as against the double-headed with chair, but it is none the less substantial and smooth to run upon. Rails of 80 lb. are used for the most part, but a certain length of 100 lb. rails has been laid down. The joints of the rails are laid alternately, and are supported by sleepers with joint plates between them and the rail. The sleepers contiguous to the rail joints are 1 ft. 9 in. from centre to centre, the rest being 25 inches from centre to centre. The fish-plates are long and of the angle type with six fish-bolts, and notches at the ends to secure them to the sleepers, to prevent creeping of the rails. The sleepers are, of course, all sawn, and are 8 feet long by 9 inches by 6 inches. It may be concluded from the above that, with the heavy rails supported

supported by close sleepers, the road is of the firmest description; and express trains are run between New York and Buffalo at speeds equal to those of the best express lines in England. For this particular service (the Empire State Express) very heavy locomotives, with four wheels coupled and bogie, are used. The newest passenger engine has a load per axle of 22 American tons, or nearly 20 English tons. The diameter of the driving wheels of locomotive No. 870 is 6 feet 9 inches. In No. 999, which is the most recent, but which I did not see the diameter, is, I am told, 7 feet 3 inches.

The traffic has grown quite beyond the capabilities of the New York terminus. The main span of this building is 240 feet, without the annex; twenty-two tracks have been crowded into the station. The platforms are very narrow indeed, some of them being only about from 6 to 8 feet wide; but there is great difficulty about acquiring more property for the proper widening of the station. The platforms are raised only slightly above the surface of the rails. For interlocking, Johnson's system of levers and rods has been adopted.

I travelled from Jersey City to Philadelphia and Washington by the Pennsylvania Railway Company's line, and also from Philadelphia to Altoona and Johnstown. The terminus at Jersey City and the depôt at Philadelphia have both been constructed above the surface of the street. The roofs are of very fine design, in single spans 307 feet, and they have a length of 700 feet. The principle of construction adopted is similar to that of the St. Pancras Station in London, the thrust of the roof being resisted by tie beams at floor-level. At the Philadelphia Station there are sixteen roads; the platforms are 16 feet wide. The interlocking system adopted is the electro-pneumatic. The type of rail mostly used weighs 85 lb. to the yard, but a length of line has been laid with a 100-lb. rail. There are some rails only 60 lb. in weight to the yard; in this case they are anchored in the middle. Long-angle fish-plates are used, and the joints of the rails are placed alternately. The sleepers are of white oak, 8 ft. 6 in. long and 7 inches thick, having a 10-inch bearing, and cost from 50 to 55 cents each. They are placed fourteen to the 30-foot rail. The New York Central and the Pennsylvania Railways are competitors for traffic to the important centres of the west, and, in connection with other companies, run rival express trains to Chicago, St. Louis, and other cities. The car accommodation is most luxurious. The Pennsylvania railroad is under some disadvantages, in comparison with the New York Central, which passes, for the most part, through level country. The Pennsylvania railroad, on the other hand, has to cross the Alleghany Mountains. The grades from Altoona to the summit are 90 feet to the mile; between the summit and Johnstown, 40 feet to the mile. The curves are frequently of 6 degrees, or 955 feet radius; but occasionally of 8 degrees, or 716 feet radius. The altitude of Altoona is 1,180 feet; that of the summit, 2,160 feet above the level of the sea. The level of Johnstown is about the same as that of Altoona.

I was informed by Mr. Shepperd, the general superintendent at Altoona, that when the old bridges on this line are replaced, it is mostly with stone construction. The ballast is of broken stone. Sidings of extreme length have to be provided. When I was at Altoona, I noticed a train of empties passing through the station with seventy-two freight cars. This means a total length of train of nearly half a mile. I understand that as many as eighty-five cars have been taken in a single train. I am much indebted to Mr. Ely, chief of motive power, Mr. W. H. Brown, chief engineer, and others for kind assistance and information.

Before leaving the consideration of the American railroads, it would be a pity to omit mention of the Baltimore and Ohio Railway, which, while doing a very large and profitable business, is remarkable for the engineering difficulties in construction which have had to be contended with. Portions of this railroad, over which passenger traffic is run at an average speed of 30 miles an hour, including stoppages, have many curves between 600 and 650 feet radius, while the ruling grade is 120 feet to the mile on the straight, and 114 feet to the mile on the curves. I, unfortunately, had no time to go over any portion of the system, and this I much regret, especially as the Company are intending to work their traffic through some long tunnels by electric-power. One of the electric locomotives, however, I had the opportunity of seeing at the Schenectacky Works of the General Electric Company.

In consequence of the loss of time which I experienced through the Pullman strike, I was unable to visit any part of Canada, or have any interview with the officers.

Of the Canadian Pacific Railway Company I obtained, however, through the kindness of Mr. Peterson, the chief engineer for the railway, some drawings showing cross-sections of the formation and the permanent-way, also a couple of pamphlets descriptive of the railway. The rails are 72 lb. in weight per lineal yard. The joints are fixed with long angle-plates, 44 inches in length, having six fish-bolts. These are notched at the ends, so that they may be anchored to the sleepers. The ruling grade on most of the sections is not more than 1 per cent., and a stipulation was formerly made with the Canadian Government to the effect that this should be the limit of the gradient for the whole line, but eventually it was found impracticable to adhere to this limit over the most difficult portion, namely, where the line crosses the Selkirk Range, and there the ruling grade will now be 2 per cent., or 1 in 50. At present the curves are, for the most part easy, but on the mountain sections curves of $11\frac{1}{2}$ degrees, or about 500 feet radius, have been adopted. The permanent line is not yet complete. The temporary line contains curves very much sharper than those mentioned; of these, one is 250 feet, and another of about 300 feet radius. With the exception of this portion the curves and grades may be considered to be extremely good. These favourable conditions have been rendered possible by the heavy subsidies of the Canadian Government. The Company have received 700 miles of finished line without any payment whatever, 25,000,000 dollars in cash, and 25,000,000 acres of selected land in the fertile belt, besides other concessions of importance.

On crossing the Atlantic the difference between the methods of construction of road and rolling stock in England and America appeared to me very striking. Used as I was, fifteen years ago, to look upon English railways as the only type worthy of wide adoption, I could not help feeling on my arrival from America that the result of the comparison was not always in favour of the English style. What is at first so noticeable is the distinct character of the rolling stock—on the one hand, the rakish American locomotive; on the other, the more sober-looking Englishman; then the long and roomy American passenger-car, as compared with the short narrow and lower compartment-car. The goods or freight trains greatly differ in appearance. In America you will find trains of fifty to seventy covered freight-cars, each from 30 to 35 feet long, drawn by, probably, two heavy engines, if not more. In England, goods trains will consist of a series of short waggons, about 20 feet long, mostly open, or at least not roofed in, but, when containing perishable goods, covered with tarpaulins. The contrast in the permanent-way is also very striking. English practice seems to require the use of the double-head or bull-headed rails and cast-iron chairs. This system has its advantages and its disadvantages. It is very heavy, and affords

affords great resistance by its inertia to displacement of the road under the oscillation of express traffic. The rails are also very readily removed when worn out, provided, of course, that the chairs are still good enough, because all that has to be done is to undo the fish-bolts, and knock out the keys, and the rail comes out. This is a great advantage when frequent renewals are necessary. On the other hand, in hot climates, keys become loose, and give much trouble. I travelled over some portions of all the lines north of the Thames except the Midland and Great Western. I had these two, of course, down in my programme, but time for departure came round before I could see them.

On the London and North-western Railway, which is the best representative of English practice, the rail at present in use for the lines is of bull-headed section, 90 lb. per yard, 60 feet long, with deep fish-plates at the joints, and large cast-iron chairs of 45 lb. weight, with holes for two spikes and two screws. The Great Northern, on the other hand, adopts 85-lb. rails, 30 feet long, with heavy chairs and sleepers, eleven to the rail length. Ballasting is an important question in English express lines. Everywhere hard stone—what we should call bluestone, or hard blast furnace slag—has been largely introduced, but it would be a mistake to suppose that these materials are of universal use, for very excellently managed lines, like the South-western, over which trains of considerable speed run, still adhere to screened gravel. English work is very substantial and strong, but the type does not lend itself to cheap construction. Indeed, under the severe inspection and the requirements of the Board of Trade, the general tendency in England is necessarily towards costliness.

In Ireland, with the exception of the Belfast and Northern Counties Railway Company, the flat-bottomed rail has been adopted. Of this construction, the Great Southern and Western Railway may be taken as a fair sample. The roads of this Company have been much improved of late years. They are in good condition, and are well suited to the traffic they have to carry. The rail, however, adopted is only 65 lb. to the yard.

While in Ireland I inspected, in company with Mr. A. D. Price, some of the so-called light lines of railway, which have lately been constructed. The first one was the West Kerry Branch of the Great Southern and Western Railway. The rails used in the construction of this line are 30 feet in length, weighing 65 lb. to the yard, and are flat-bottomed. The sleepers are eleven in number to the rail length. Gravel ballast is used 3 inches under the sleeper, and carried up flush with the top, with 9 inches in width outside, beyond the ends of the sleepers. Where the formation is soft, 6-inch pitching is used. The cost of the ballast was 2s. 6d. per lineal yard; pitching, 2s. 6d. per cubic yard; the forming of the line under 2 feet in depth, 2s. 6d. per lineal yard. Good stone masonry costs 18s. per cubic yard; and that price was also paid for platform walls. The sharpest curves are of 10 chains radius, and the steepest grades 1 in 50. The formation is made 16 feet in width, with a rounding of 6 inches. The length of the line is 12 miles to Killorgin, and 27 miles beyond to Valencia. The estimated cost from Killorgin to Valencia was £140,000. The Government gave a subsidy of £75,000, but the total cost amounted to £240,000, or nearly £9,000 per mile.

This class of railway is not of a character to which the term "light line," as generally understood in these Colonies, could be applied, being far too costly. The country is by no means easy—earthworks cost £2,000 per mile, tunnels, bridges, and retaining-walls, more than £2,000 per mile in addition. The only serious attempt, it seems to me, to lighten construction was in limiting the weight per axle of the locomotive. This has been reduced to 8 tons by the Board of Trade, but the regulation can only affect one item of cost, namely, bridges.

Interlocking is imperative at all stations where loops or sidings are concerned, Elliott's patent locks for sidings being used in such cases. Some stations are mere platforms, and signals are dispensed with. There are, however, station-masters at all the stations.

The second line visited was the Kenmare to Headford line, which is 19 miles in length. Its cost was £136,000, exclusive of rolling stock. The steepest grades thereon are 1 in 60, the sharpest curves of 12 chains radius.

The above lines have been incorporated into the system of the Great Southern Railway Company.

The Belfast and Northern Counties Railway is the only one in Ireland where the chair-road is used. Mr. Wise, the Engineer-in-Chief, who kindly showed me over the line, running a special for the purpose, is very strongly in favour of this type of road, as against the flat-bottomed rail. The sleepers used are 9 feet in length by 10 in. by 5 in., and consist of pine creosoted, costing 2s. 9d. each. The creosoting alone costs 7½d. per sleeper. Bull-headed rails are used, 83 lb. to the yard, and chairs of 42 lb. each.

In connection with this railway, there are a couple of narrow-gauge lines, which I also inspected with Mr. Wise, namely, those from Balymeny to Parkmore, and Balymeny to Larne. The gauge is 3 feet. The rails weigh 50 lb. per yard. The width of the formation is 9 feet only, so that as sharp curves are allowable, construction can be carried out very cheaply. The difficulty of break in gauge is got over pretty easily, as the traffic is chiefly in minerals. Hopper waggons or side-tip waggons, with a capacity of 8 tons, are used for the conveyance of iron ore, &c.; and at Balymena, where connection with the standard gauge exists, there is an arrangement for transferring the contents to waggons of the same capacity either by hoppers or side-tipping.

I also visited the Galway and Clifden line, which is laid to the Irish standard gauge, and will be worked as an extension of the Midland and Great Western Railway. It is a line of somewhat similar construction to those in the south-west already mentioned. At the date of my visit it was still unfinished, but it was anticipated that the first section of the line, that from Galway to Oughterard, would shortly be ready. This length has since been opened for traffic.

I have not attempted to discuss the history of light railways in Ireland, as I consider it is somewhat apart from my purpose. In this matter Mr. E. B. Price has given some interesting information in his report which is attached to the Public Works Report of 1893.

I must here express my great indebtedness to the courtesy of the general manager and other chief officers of the railway companies in England, Ireland, and Scotland in giving me facilities for travelling and supplying me with much information.

Much has been done in Norway in the way of narrow-gauge light railways, but it was too far out of my way to go and see them; and I felt besides that what was of more use to us in New South Wales was the introduction of methods that could be adapted to our system without incurring the evils of a break of gauge.

Although

Although holding the latter view, I have heard so much of the Decauville system in France, that I determined to see for myself what the system was capable of. I, therefore, as mentioned in my preliminary report, visited Petit Bourg, where the establishment of the company is situated, and also inspected a tramway on the 2-foot gauge in Normandy. The system is eminently satisfactory, and suited to certain conditions, as it seems to me, of local traffic, but its consideration must be left to another report. Such narrow-gauge lines are classed more naturally under the head of tramways.

There is now in the United Kingdom a strong movement in favour of light railways. In response to the general feeling in that direction, a Commission, consisting of representative men of commerce, agriculture, manufacture, and engineering, has been appointed, at the instance of the Board of Trade, to inquire into the subject. Sir Benjamin Baker is on the Commission, as representative of the Institution of Civil Engineers. Up to the present time several meetings have been held, and a large amount of evidence taken. Whether any practical results will attend the labours of the Commission it is at present impossible to say; but what will meet the requirements at home might not prove of much advantage to us.

It appears to me, after consideration of the different methods of railway construction in America and Europe, that the country which offers the most useful experience is America; and I will now proceed to point out the most prominent features in American practice, comparing them as occasion requires with that adopted elsewhere.

Flat-bottomed rails are everywhere used. They are laid flat on the sleepers, instead of being fixed with a cant, as with us; and, as the sleepers are all sawn, this means a minimum of cost in laying. It is contended by American engineers that the resistance to traction is considerably lessened. The wheels of the rolling stock are, of course, turned cylindrically instead of conically. During the oscillation which necessarily takes place when an engine or car is travelling at speed, it is maintained that with conical wheels, as different parts of the circumference of the cone travel at different speeds, there must be considerable friction constantly going on, and this means largely increased resistance. It has been stated that experiments have shown that the resistance to traction, on an even road, is, in the American construction, only 3.5 lb. per ton; whereas with us it is usually put down at 7 lb. per ton as a minimum. There is no doubt that the conically-turned wheels are better where the lines are curved, as in this case through the effect of centrifugal force the greatest circumference of wheels comes into play on the outside rail, where the greatest distance has to be travelled; but it is not unreasonable to suppose that on straight road running there may be a slight advantage in favour of the American method. But whatever the advantage of the system may possibly be, it would, of course, be quite out of the question to adopt it in this country, as it would necessitate a complete change in the permanent-way and the wheels of the rolling stock throughout the Colony.

In America it is the general practice to lay the rails with alternate joints instead of having them square with one another; and, with the close sleepers adopted by American engineers, I can see very little objection to this practice. In England, and with us, where the sleepers are placed wider apart, it seems possible that a joint on one side of the road, without a corresponding one on the other, might produce a side oscillation of the engine, which would be unpleasant in itself, and lead to undue wear and destruction of the joints. The sleepers, under the American system, however, being laid more closely together, this objection is not of importance.

The additional sleepers make up in weight what we gain by using heavier sleepers. Moreover, they give a greater bearing surface for the rail, and there is less cutting into the soft sleeper by the rail than there would be if the load were more concentrated.

The close sleepers also have this advantage, that where the formation is somewhat weak, as it is in new lines, the weight on the embankment is better distributed.

The sawn sleepers, which are to so great an extent used, are very liable to give way under side pressure, and to counteract the tendency which exists, especially on curves, towards the spreading of the rails, what are known as rail-braces (small iron or steel castings fixed to the sleepers on the outside of the rails and supporting them) are invariably used.

Some years ago the American Society of Civil Engineers appointed a committee to report on rail sections, with a view to a selection of certain standard sections which could be recommended for general use, in order to get rid of the numerous designs, many of which were undoubtedly faulty. The report is published in volume No. 24 of the Proceedings of the Society. The committee made various recommendations as to proportion of height to width, quantity of metal in head and flange, curvature of corners, &c., but in every instance the general practice of American engineers of giving a slightly concave form to the web of the rail, so as to admit of the better flow of the material during rolling, is perpetuated. This is a point which commends itself strongly to my mind, and I consider that before further orders for rails are given the desirability of the adoption of this practice should be well weighed.

The rail-joints in America are invariably connected with angle fish-plates, the flanges of which plates are continued beyond the flange of the rail and notched, so as to allow of their being anchored to the sleepers, and thus prevent creeping. It is not a new idea in this country, as the late Engineer-in-Chief, Mr. Whitton, so long ago as July, 1886, contemplated the same thing; but, for some reason or other, an indent for a quantity of fish-plates on the type which was prepared at the time was apparently not carried into effect.

I find that not only in America, but also in England and on the Continent, attention has been directed to the strengthening of the joints by the use either of angle fish-plates or deepened ones, and to the anchoring of them to the sleeper, and I am of opinion that this should in future always be adopted. They should also be longer than our ordinary fish-plates, so as to admit of the use of six bolts instead of four. This is the practice on the New York Central Road, the Pennsylvania Railway Road, and on others of the best lines, where the joints of the rails are rendered thereby strong and satisfactory as could be fairly expected.

In the matter of avoiding curves and grades, the Americans, it would seem, have little to teach us.

There is no method by which the irregularities of difficult country can be surmounted except by the use of sharp curves and steep grades, as circumstances may require. Any flattening of the one, or lightening of the other, leads to further expense in construction, and all that can be done towards lightening the grades is, where the country is suitable, to lengthen the line by winding about, thus introducing more and, perhaps, sharper curvature than otherwise. I found that the grades in use in difficult country were quite as steep as our own. Upon the Southern Pacific grades of 1 in 30 existed; on the Denver and Rio Grande main line of 1 in 33, and on the branches of the latter line they are much steeper; while even on the branch lines of the Burlington and Quincey railroad, as Mr. Weekes informed me, it is

the

the practice to use grades as steep as 1 in 25. The curves are often very much sharper than on our lines. One curve I travelled over, near Leadville, in a Pullman car, drawn by a six-wheeled coupled locomotive of usual type, was rather less than $5\frac{1}{2}$ chains in radius, while, as I have already pointed out, on the Canadian Pacific railroad, upon a portion of the incompleting line, where there is a temporary road, curves of 3 chains radius are in use. In fact, economy in construction through rugged country is, in America, chiefly attained by the adoption of very sharp curves.

These curves are almost invariably tapered at the ends; that is to say, they have a transition portion leading gradually from the straight line into the sharp curve. It has been my practice here for some years past to adopt this method with curves under 20 chains in radius. My earliest experience of the method was between the years 1869 and 1871, on the East Hungarian railways. Transition curves were used in easing portions of the Western line between Penrith and Katoomba, the first series of which were laid out under my instructions, and the increased comfort now afforded to passengers when travelling at the higher speeds is, in a very great measure, due to their introduction.

Many new lines in America are laid without ballast, earth being substituted for packing. This practice, however, as a rule, obtains only where ballast is difficult to procure; but in all cases earth of unsuitable quality is rejected. The top is rounded over so as to throw off rain-water rapidly. The practice of close sleeping admits of ballast being dispensed with to a greater extent than with us; but there are, no doubt, many parts in New South Wales where it need not be used for cheap lines, and I propose to do without it to a large extent in the construction of the lately projected lines from Jerilderie to Berrigan, Bourke to Barrington, and Parkes to Condobolin.

Drainage of the formation is, in American work, specially attended to. On prairie and flat country lines it is effected by means of the trenches from which the earth for the embankments is obtained. The width of the cuttings is here according to our present practice 18 feet at formation level. In America it is frequently much wider, so as to admit of larger drains being used at the sides of the road.

There is one practice in America which must not be lost sight of, as it has occasionally been urged that it be adopted here. In that country it is customary in mountainous districts to grade the line higher than we should do, thus the cuttings would be lessened in depth, and the formation over the gullies raised. These gullies, instead of being filled up with earth, of which there would be a deficiency, would be bridged over with timber trestle work. This method is rapid, and in America, where timber can be got for about 3s. per 100 feet, economical. Later, as traffic increases, and the timber shows signs of decay, earth is run out cheaply along the line from a convenient spot, and the viaduct is filled round. This method is out of the question in this country; we have no cheap material to fly to, and if we used ironbark the viaducts would cost nearly ten times as much as the American ones.

Railways passing through towns cross the streets at a level, and, indeed, in many cases run along the streets themselves. This is a highly dangerous practice, especially in cities.

In Chicago such level crossings are very numerous; public feeling has been strongly roused against them, and the matter will probably very shortly be dealt with. The worst cases, however, which, I think, exist, are those where a railway on which fast trains run passes down the centre of the road, and from the nature of the case cannot be fenced off. This practice, although productive of great economy in land resumption, would not be tolerated in this country, and is one, therefore, which cannot be followed.

Another cause of cheapness in construction is the absence of platforms. Most stations in America have absolutely no platforms whatever, and except at important termini nothing is provided.

On the lines in the west no signals are used, except point and starting signals; and except at grade crossings there is no interlocking. On the more finished lines in the east, on the other hand, the question of signals and interlocking has received much attention; and the lever and rod system, the hydraulic system, and the electro-pneumatic system are largely used. But this is a development which, like many others, comes later on in the history of the American railways, and some day even the western lines may be similarly equipped.

Railways generally are commenced in a cheap way, and left to be improved and finished afterwards. The permanent-way is thus at first frequently in very poor condition indeed; so bad, in fact, sometimes, that it is doubtful whether our rolling stock would keep the road under such circumstances. But the American rolling stock is adapted for running over rough roads. The engine springs are specially designed for balancing the load. All cars, whether for passenger traffic or freight, are carried on bogies, while in place of the two buffers which our rolling stock have, a centre buffer is universally used, and this gives flexibility to the train. Our roads are none of them so poorly kept as to necessitate the use of the American style of engine. They are kept, even the least important, in fair condition; but it would be an immense advantage to us, in laying out mountain lines, to know that only bogie stock, fitted with central buffers, are expected to run over them. Such lines could be made—many of them—at half the price for which they are at present estimated, simply from the fact that curves of considerably less radius could be used, by which the earthworks would be enormously reduced.

The line lately projected, namely, the Narrabri to Moree, Jerilderie to Berrigan, Parkes to Condobolin, and others, if carried out will afford an excellent opportunity of testing the adoption in this country of the American practice of doing without ballast in first construction. These lines are in a class of country where it is possible to follow very closely to the surface; it is a pity that there should be any serious objection to the lavish use of very sharp curves in mountainous country, for if that could be done, many lines, the cost of which now appears to be prohibitive, might come under favourable consideration.

Sydney, 28 February, 1895.

H. DEANE.

1894-5.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT BY ENGINEER-IN-CHIEF FOR RAILWAY CONSTRUCTION, DURING HIS VISIT TO EUROPE AND AMERICA, ON.)

Ordered by the Legislative Assembly to be printed, 1 May, 1895.

PRELIMINARY REPORT upon Railways and Tramways of America and Europe, submitted by the Engineer-in-Chief for Railway Construction.

Minute Paper.

Subject:—Engineer-in-Chief's visit to Europe and America.

Department of Public Works, Railway Construction Branch,

Engineer-in-Chief's Office, Sydney, 3 January, 1895.

In connection with my visit to America and Europe, with respect to which I received my instructions on the 12th May last, I have the honor to make the following preliminary report for the information of the Minister:—

As you are already aware, I left Sydney per s.s. "Mariposa" on the 14th May. I arrived in San Francisco on the 7th June.

In San Francisco I visited and examined the various systems of tramways in operation there.

In the city itself, as is probably well known, traction is mostly by cable; many of the streets are much too steep for any other method. California and Clay Streets have gradients slightly in excess of 1 in 5, and on Market-street the chief thoroughfare of San Francisco, there is so much convergence of traffic, and the cars follow one another so rapidly, that it is doubtful whether any other system could satisfactorily cope with such conditions.

There is in addition a considerable mileage of horse tram-lines on which at present the speed is slow and unsatisfactory, and it is not unlikely that within a short period these will be worked electrically with the overhead wire in spite of opposition from some quarters; in fact, some of these tramways, as for example the Third-street line, are already being converted.

Although electrical traction has not received in San Francisco the same proportionate development as in many other cities, there are some very remarkable examples of this system. The line to San Mateo has 11·2% grades (1 in 9) and the Metropolitan Company's line has 13·8% grades (1 in 7½). No difficulty is experienced in working these grades. On the opposite shore of San Francisco Bay, 60 miles of tram-line have been laid mostly on the overhead electric system. The most worthy of notice is perhaps that from Oakland to Haywards (12 miles in length), on which the speed commonly attained is 25 miles an hour, and according to speed diagrams in my possession, it has actually reached 32 miles an hour. The permanent-way is well laid and the cars well constructed, so that the journey is quite an agreeable one.

I also visited the City of Los Angeles, which lies about 350 miles to the south of San Francisco, and obtained some interesting results relating to the comparative cost of working the cable and electric systems. The heaviest grade on the electric lines in Los Angeles is 13% (1 in 7·7) and is worked without difficulty.

Through the kindness of the officials of the Southern Pacific Railway I was enabled to inspect some important portions of that system, both with regard to economy of construction and to location, grades, and curves. North, south, and east from San Francisco mountain ranges have to be passed. The line to Los Angeles traverses the Tehachapi Pass, and this was examined in company with the resident engineer. The location of this line is very interesting. Later on, under similar circumstances, I examined the Mount Shasta and Siskiyon inclines on the Northern Line. The heaviest on the latter are 3·3%, and the sharpest curves are 14° (6 chains radius). These curves and grades are surmounted by means of heavy engines made by the Baldwin Company, having eight wheels coupled and a pony truck. The central wheels have flangeless tyres 1 inch wider than the others.

The eastern route over the Sierras (Central Pacific), also worked by the Southern Pacific Railway Company, presents some interesting features. Instead of making the ascent by winding up the valleys, as is the case with those previously mentioned, this line follows a spur of the main range in a similar way to that of our Western line. The curves are 14°, and the grades 104 per mile (about 1 in 50).

On my journey over the Siskiyon Incline on the 26th June I was taken seriously ill, and I had to place myself in the doctor's hands at Ashland, Oregon. Immediately after this the Pullman strike intervened, and I was prevented from getting away by rail. In company, however, with some other passengers similarly situated, a team of horses and coach were hired, and we succeeded in reaching the coast at Crescent city, after a drive of 140 miles. A small lumber steamer of 300 tons conveyed us to San Francisco, where we arrived on 12th July. Soon after this notice was given by the Southern Pacific Company that trains would run on the 17th July, and on that date I was enabled to start eastward; the train had a strong military escort on board. The principal stations of Oakland, Sacramento, &c., were protected by strong bodies of marines, regulars, &c., as the case demanded.

From Ogden I took the Rio Grande Western and the Denver and Rio Grande Railway to Denver. I travelled over the last-named section in one of the Company's inspecting cars, and at Denver I was enabled to inspect the plans of the railway. This line was originally a narrow-gauge line, with 1 in 25 grades, but has now been realigned, and altered to the standard width. The ruling grade is 3% on the ascent to Leadville, and the sharpest curve at Leadville is 16°, but 14° curves are frequent. The locomotives I observed in use were six-wheeled coupled with a bogie in front, the middle pair of driving wheels being flangeless.

On the lines between Denver and Buffalo that I had the opportunity of inspecting, I must specially mention the Burlington and Quincy, the Queen and Crescent at Cincinnati, and the "Big Four," as I am particularly indebted to the officials for their assistance.

As the traveller approaches the Eastern States the increase in the solidity of the permanent way and other works is very apparent. The lines where economy of construction has come most into play are those west of Chicago and St. Louis, and in the South. Between these cities and New York much strengthening, easing of grades and curves, is going on to fit them for express traffic; but even far west, cheapness of construction is looked upon as a makeshift to be dealt with later on, for I found nearly everywhere timber bridges being replaced by steel, fir sleepers by white oak or creosoted, ballast put where none previously existed, and in other places additional quantities put on.

When a new line is laid across the prairies, or comparatively level ground, I am assured that sleepers are never laid on the surface, however flat it may be. Drainage is always attended to, and the sleepers kept off the ground by first forming a low embankment of earth out of the side drains. Ballast is at first dispensed with unless readily obtainable, but to provide more efficient bearing surface the sleepers are placed much closer together than is the practice in Australia

or England, viz., from 18 inches to 2 feet centre. This, in America, is not an expensive matter, as sleepers cost but from 14d. to 18d. each. The sleepers are sawn, but not adzed for the rails, the latter being invariably laid flat upon them. No care is taken to lay the joints of the rails square with one another, but it is preferred to break joint somewhere near the middle of the length. In heavy and mountainous country economy is obtained by the use of sharp curves and steep gradients, and although the objections to them are well known and considered, these are not allowed to have too much weight where the traffic is of limited amount. Curves of 14° (6 chains radius), and grades of 1 in 40, and even 1 in 30, are freely used.

The New York Central, which runs between Buffalo and New York, is a first-class line; so, also, is the Pennsylvania Railroad, between New Jersey and Pittsburgh. In both heavy rails, long angle fish-plates, and oak sleepers are used, and the best available grades and curves are adopted. In this latter respect the New York Central has the advantage over the Pennsylvania main line, which has to cross the Alleghany Mountains, and considerable curves and grades are unavoidable.

I visited a number of American cities east of San Francisco, and inspected the various systems of tramways in use. They were the following:—

Salt Lake City	Electric overhead trolley.
Denver	Cable and electric overhead trolley.
Lincoln	Electric overhead trolley.
Omaha	Electric overhead trolley and cable.
Council Bluffs	Electric overhead trolley,
Chicago	Electric overhead trolley, cable, elevated steam, &c. and other projected lines.
St. Louis	Electric overhead trolley and cable.
Cincinnati	Electric overhead trolley (double and cable).
Buffalo	Electric overhead trolley.
New York	Cable and elevated steam.
Boston	Electric overhead trolley.
Philadelphia	Electric overhead trolley and cable.
Brooklyn	Electric overhead trolley.
Washington	Electric overhead trolley, cable, and Love's electric conduit.

The electric overhead trolley system is the one most extensively adopted. At least 6,000 miles of track have been laid, and are now worked. Every small city has its electric line, and the system seems to be the one which most generally serves the public the best. Outcries have been raised about the danger and unsightliness, but the public convenience has almost invariably outweighed these objections, which are, in my opinion, very much overrated.

The two principal competing companies for construction are the General Electric (which combines the Edison, Sprague, and Thomas Houston systems) and the Westinghouse Electric Co.; but the former does at least 75 per cent. of the work. The work now being executed by these companies is of the most excellent description. It is recognised that the most economical results are only obtainable by adopting solidity of construction, both of road and machinery.

I inspected many fine examples of cable roads and power houses, and I was pleased to see that our Ocean-street line compared most favourably with the best lines in America.

I found that it is a principle invariably recognised in new electric and cable work that ample power must be furnished in order that good and economical results may be obtained.

Several systems of conduit electric lines have been invented and experimented upon, but I only found one in successful operation; this was Love's system, and was in use in Washington. It appears to be giving thorough satisfaction to the company using it. There is nothing that can go wrong if the drainage of the streets has been efficiently carried out. The only other conduit line to compare with it is that in Budapest, which I have also examined, and which depends precisely upon the same conditions for success. Interruption of traffic would take place if the drains got so charged that the water collected in the conduit and could not be got rid of, but this can very rarely occur.

Much trouble is experienced in various cities through electrolysis, seemingly arising chiefly through the imperfections of the return conductor, and various improved methods of bonding the rails have been attempted.

In Cincinnati a return conductor is suspended overhead and each car has a double trolley, but complications and short circuiting frequently arise. Experiments are now being made in welding the rails together at the joints. In St. Louis I saw 3 miles of rails thus welded, and in Brooklyn the welding of about 30 miles of road is now being carried out.

Among other matters of railway and engineering interest I viewed the following:—

Railway Ferry at Benicia.
St. Louis new terminus, which contains thirty roads, the points and signals are interlocked on the electro pneumatic system.
St. Louis Bridge.
Niagara Falls Power-house.
Schenectaday Works of the General Electric Co.
Brooklyn Bridge and traffic arrangements.
Baldwin Company's Works, Philadelphia.
Altoona Works, P.R.R. Co.
Johnston's Works at Johnstown—rail rolling and welding.
Thomson Electric Welding Works, Lynn.

The overhead, or, as they are called, the elevated railways, of New York, Brooklyn, and Chicago are precisely similar. Where placed in the main streets, as in New York, they are, although extremely useful, intensely ugly. The Manhattan Railway Co. of New York is a well paying concern. In Chicago a new elevated line, termed the "Metropolitan," is in process of construction; the motive power is to be electricity. During my stay in America the General Electric Company succeeded in obtaining the contract for the electric power plant and motors.

The Baltimore and Ohio Railway Company are having electric locomotives built for a short section of their lines, consisting of tunnels where ventilation is extremely troublesome. At Schenectaday I saw one of these locomotives, said to be 85 tons in weight. It had proved itself more powerful than a heavy steam locomotive from the New York Central Railroad which was pitted against it.

The accumulator system has not made way in America. Some experiments have been made, but success has not been achieved.

I had no opportunity of seeing the Canadian Pacific Railway, but I obtained from the Engineer-in-Chief a large amount of information with regard to it. It is essentially a land grant railway. The Company had further the present of about 700 miles of line free of cost, as well as \$25,000,000 in cash. The property handed over to the Company helps therefore to reimburse them for the cost involved in obtaining good grades and curves. It has been recently stated that the steepest grade is 1 in 120 throughout, but this is a mistake, as over the Selkirk Range the ruling grade is 1 in 50, temporarily 1 in 22, with curves of 4 chains radius, while elsewhere it is 1 in 100.

I sailed from New York on 25th August in the "Campania," and arrived in Liverpool on the evening of the 31st, and proceeded immediately to London. Nearly the whole of the time at my disposal in the United Kingdom was taken up in visiting works, interviewing engineers, and other leading men, and in travelling.

Tramways in the United Kingdom, although much less developed than in America, present many interesting features. Most of the lines are worked by horses, but there is a good cable line in South London, one at Birmingham, and others no doubt well worthy of inspection. Steam motors are used in Birmingham, Leeds, Sheffield, Worsall, and elsewhere, but there is strong antagonism to their continuance on some of the lines. On the Bristol Road, Birmingham, storage battery cars are used; the superiority of these cars over others in use in this city is very noticeable—no noisy motion or odor of horses. Different kinds of cells have been used including the E. P. S. and the Epstein, but the latest and most promising kind is the cell of the Chloride Syndicate. These cells are constructed on an entirely new principle. They are stated to be as powerful as the others, but mechanically stronger and capable of withstanding the deterioration caused by the vibration and oscillation of the car. The difficulty of the durability of the cells would thus appear to have been got over, but I think it is very doubtful whether the electric power available is sufficiently high to work the Sydney traffic. The balance-sheet of the Birmingham Tramway Company shows at present a loss in working the accumulators. The Company has recently tried to induce the Birmingham Town Council to allow them to adopt an overhead wire as used on the South Staffordshire Tramway, but approval has been refused. The

The South Staffordshire Tramway, serving the towns of Wednesbury and Worsall, is on the overhead trolley system. The wire is carried on light poles and brackets at the side of the road, the trolley arm has a radial movement, and the trolley itself constructed so as to permit of complete rotation. The arm is thus capable of taking any position or direction with respect to the car, and follows the curves and angles of the wire in a really wonderful manner; the overhead and stay wires are almost entirely dispensed with. Some photographs in my possession show that the trolley wire and support on the side of the road are much less conspicuous than the telegraph lines on the opposite side. Most of the objections to the overhead wire are thus got over, and the system which has all the economical advantages of the American overhead system appears to me a most suitable one for adoption in Sydney.

In the Isle of Man a fine electrical line is now in operation.

At Leeds there is a trolley line carried out on the American plan with conductors over the street supported by cross wires. After seeing the South Staffordshire line there could be no doubt as to which was superior.

I did not visit the conduit lines of Blackpool and Northfleet. The former is being worked but not the latter; neither design is likely to be repeated.

I visited the Portrush and Giant's Causeway Tramway. The conductor in this case is an angle iron placed above ground, and on the side of the road. The motive power is obtained from a fall of water. The conditions under which such a construction is suitable are very special, and the above-ground conductor is very objectionable.

I inspected the City and Southwark Railway which is worked by electric power. This line does not, I believe, pay, but the system itself is an undoubted success, so much so that other lines of similar character have been projected and will be carried out. The only other line in the United Kingdom worked by electricity to which I wish to call special attention is the Liverpool overhead railway. The construction of this line, which runs the length of the docks, and, therefore, does not disfigure the main thoroughfare in the way that New York is disfigured—is well and solidly carried out. The trains are worked by electric locomotives; the conductor is an angle iron in the centre of the track. Under special circumstances this method of construction and traction might advantageously be adopted.

I inspected the Valencia and Kenmare Light Railway in Ireland, also the Galway end of the Galway and Clifden Light Railway. These lines have been made under special provisions of the Board of Trade. They are all to the standard Irish gauge. The two former have been incorporated with the system of the Great Southern and Western Railway of Ireland; the last mentioned is not yet complete, but will be worked by the Midland and Great Western.

I further inspected the Ballymena to Red Bay, and the Ballymena to Larne, narrow gauge lines in the North of Ireland. These lines have been added to the system of the Belfast and Northern Counties Railway Company. The lines are sufficiently long to be worked profitably with special rolling stock, &c., and the inconvenience of break of gauge has been got over to a certain extent by special appliances, but there is no doubt had the lines to be remade, the standard gauge would be adopted. The curves are too sharp to permit of the alteration now without considerable expense.

The Wisbeach Tramway which I could not visit, but of which I obtained some particulars, is a light railway more than a tramway, as it is constructed so that railway rolling stock will pass over it.

Through the courtesy of the General Managers and Engineers of many of the railways in England, Ireland, and Scotland, I had an opportunity of inspecting their lines and works, and inquiring into methods of construction. One work of special interest was the new underground railway work going on in Glasgow. This work has been pushed under one of the most crowded thoroughfares of Glasgow without interruption of traffic overhead in the most ingenious way. I also inspected the works of the Kilwinny to Irvine Railway in which concrete of a particular kind has been largely used in the construction of bridges.

The workshops of the London and North Eastern Railways I was by the kindness of Mr. Webb, enabled to inspect. They are most extensive, and include the rolling of rails as well as the manufacture of locomotives and other work.

The Liverpool-street terminus of the Great Eastern Railway I had an opportunity of inspecting, as also the widening works of the approach to the station. This terminus is, with the exception of the terminus of the London and North Western Railway, the largest in London, and certainly the most remarkable.

Other objects of interest I visited were:—

The Blackwell tunnel, which is being pierced with aid of a shield.	The Forth Bridge.
The Manchester canal.	The Dubs and Co. locomotive works, Glasgow.
The Mersey tunnel.	Chas. Cammell and Co.'s Works, Sheffield.
The Liverpool docks and hoists and cranes.	Parson's steam ironworks, Newcastle.
The Birkenhead docks and coaling arrangements.	Matthews and Platt's electrical, at Manchester.
The Ardross docks and coaling arrangements.	Chloride Company's works, near Manchester.

Invitations I had to visit many other works of the greatest interest, but was unable to avail myself of them through want of time.

Sir John Fowler, who was in the North of Scotland during my stay in the United Kingdom, kindly invited me to visit him at Braemore, which I did, and there had an opportunity of hearing his views, and discussing with him the question of light railways.

On Wednesday, 31st October, I left London for Paris in order to investigate the tramways said to be successfully worked there, on the accumulator system. The cars are double-decked to hold 50 passengers; the cells are of the "Laurent Cely" system, which appears to be the same as the "Chloride." I saw, however, two descriptions of positive plates, viz., some similar to those which I had seen in use at Birmingham, and at the Chloride Company's works, near Manchester, but a form in which corrugated lead plates are used pasted over with "Chloride." I was told that the latter kind was preferred, as the others do not give enough power. As the worst grades are only 1 in 26.3, and the speed limited to a figure much below that of the Sydney trams, it seems not a little doubtful whether the method can be made a financial success with us.

I visited the works of Messrs. Decauville, at Petit Bourg. This is the fountain of the narrow gauge railway type known under their name.

M. Paul Decauville, who received me, gave me convincing proof of the capabilities of the system with regard to the carriage of live stock and the transportation of heavy cannon. I afterwards proceeded to Caen, and inspected the tramway laid down on their system from Caen to St. Lue and Dives. The travelling I found steady, the speed very good, and the comfort all that could be desired.

From Paris I proceeded to Vienna, and called on Messrs. Siemens and Halske, who have laid down the Budapest electric conduit tramways, and I afterwards proceeded to Budapest for the purpose of seeing the said tramway. The conduit contains a double electric conductor of angle iron, insulated from the sides, but otherwise unprotected. In this way it is entirely similar to the Love's conduit at Washington, before mentioned, although in the latter case copper is used in place of iron. Contact is obtained by a sliding shoe, as against a trolley in the Love's system. The lines are subject to very occasional interruption of insulation from water if the street sewers get full, but this I am told has only occurred once, and as the drainage of the city is being improved, no more trouble is expected. The tramways are a complete success, and pay a dividend of 7 per cent., and they are in such repute that it has been decided to convert all the horse tramways of the city, the total length of which is considerable.

One line in Budapest is being worked with overhead wire. Contact is obtained by means of a rod and crossbar instead of trolley. I do not see that there is any special advantage in this, but rather the reverse.

There is an interesting piece of underground work being carried out along Andrassy-street. When completed there will be a tunnel for a double line of way. The trams will be worked by electricity.

In Florence, as recommended by the Agent-General, Sir Saul Samuel, I went to see the Fiesoli electric line. This is on the American system, and the motors of the cars are some of Sprague and others of T.H. design. The point of interest about the line is that there are long steep grades of 8 per cent. (1 in 12½), which are being satisfactorily worked.

There are several interesting examples of the overhead electric tramways on the Continent, one of which, at Remscheid, has grades of 1 in 9, but I had not time to visit them. It was necessary to get to Brindisi by the 18th November, in order to catch the s.s. "Himalaya," sailing for Australia.

1894-5.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE

PROPOSED RAILWAY

FROM

JERILDERIE TO BERRIGAN.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHREY, Vice-Chairman.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable JAMES HOSKINS.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 JAMES HAYES, Esquire.
 ROBERT HENRY LEVIEN, Esquire.
 JOHN MOORE CHANTER, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JAMES GORMLY, Esquire.
 EDMUND WILLIAM MOLESWORTH, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

THOMAS THOMSON EWING, Esquire, Chairman.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 CHARLES ALFRED LEE, Esquire.
 JAMES GORMLY, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken before the Sectional Committee.
 Appendix to Evidence taken before the Sectional Committee.
 Plans.

LIST OF WITNESSES.

[Examined by the Committee.]

	PAGE.
Joseph Barling, Esq., Under Secretary, Department of Public Works	4-4
Thomas Rhodes Firth, Esq., Principal Assistant Engineer, and Acting Engineer-in-Chief, Railway Construction Branch, Department of Public Works	4-12
Charles Ormsby Burge, Esq., Chief Assistant Engineer for Railway Surveys, Railway Construction Branch, Department of Public Works	12-20
Hugh McLachlan, Esq., Secretary to the Railway Commissioners.....	20-26
Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands	27
John Harper, Esq., Goods Superintendent, Department of Railways	28-37
Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works ...	37-52, 58-74, 76-79
Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage.....	52-56
William Alfred Bullard, Esq., late Temporary Surveyor, Railway Construction Branch, Department of Public Works	56-57
Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works ...	74-75
John Kneeshaw, Esq., Acting Secretary to the Railway Commissioners	75

[Examined by the Sectional Committee.]		PAGE.
Mr. Gerald Butler Beere, Resident Engineer, Deniliquin Road District.....		1-5
Mr. Frederick Paul, carpenter and joiner, Jerilderie.....		5
Mrs. Ellen Horgen, Jerilderie.....		5, 6
Mr. James Docharty, clerk, Jerilderie		5-6
Mr. Thomas Walter Wise, Mayor of Jerilderie		6, 10-16
Mr. William Douglas Drummond, farmer, Berrigan		6-9
Miss Margaret Harvey, Jerilderie		9
Mr. William Davis, Jerilderie.....		10
Mrs. Eliza Jane Spriggs, Jerilderie		10
Mr. John Carroll, herdsman of Jerilderie Common		10
Mr. Joseph Thomas Mawson, railway stationmaster, Jerilderie		17
Reverend John Dykes, Jerilderie		17-20
Mr. Joseph Augustine Thomas Rochfort, Inspector of Stock, Jerilderie		20
Mr. Emanuel James Gorman, auctioneer and farmer, Berrigan		21-25
Mr. William James Greggery, farmer and grazier, Berrigan		25-27
Mr. Patrick M'Farland, farmer and grazier, Barooga		27-29
Mr. Andrew Rutherford Brown, farmer, Berrigan		29-30
Mr. Patrick Connell, Spring Valley, near Jerilderie		30
Mr. Robert M'Geoch, farmer and grazier, near Berrigan		30-31
Mr. John Jamieson, Surveyor, Railway Construction Branch, Department of Public Works		31-32
Mr. John Curtis Drummond, farmer, Berrigan		33-34
The Hon. Rupert Clement George Carington, grazier, Momolong Station.....		34-35
Mr. Herbert Royse Lysaght, Manager of the Commercial Banking Company of Sydney, Berrigan		35-37
Mr. Roderick M'Donald, farmer and grazier, Berrigan.....		37-38
Mr. John Jones, farmer and grazier, Berrigan.....		38-40
Mr. John Dickie, landowner, near Berrigan.....		40
Mr. James Pyle, farmer, near Berrigan.....		40
Mr. George Whiting, farmer, Momolong		40-41
Mr. William Blair, farmer, Finley		41-43, 45
Mr. Walter James Burbury, hotel-keeper, Finley		43
Mr. Frank Faulkner, Manager of Tuppal Estate		44-45, 48
Mr. John Howe, farmer and grazier, near Finley		45
Mr. Mathew George Hamilton, selector, Finley		46
Mr. George Robinson Jeffries, station manager, Tocumwal		46
Mr. Charles M'Alister, farmer, near Finley		47
Mr. Charles Uphill, farmer and grazier, near Finley		47-48
Mr. William Miller, farmer and grazier, Savernake		48 50
Mr. William Patrick O'Dwyer, farmer, near Savernake		50
Mr. Edmund Daniel O'Dwyer, farmer and grazier, near Savernake		51
Mr. Patrick Gorman, farmer, near Savernake		51-52
Mr. Alexander John MacDougall, farmer and grazier, Savernake		52-53
Mr. Robert Edward Young, farmer and grazier, Savernake.....		53
Mr. James Smart, farmer, near Savernake		53-54
Mr. Robert MacFarlane, farmer, Savernake		54
Mr. Samuel McKenry, farmer and grazier, Savernake		54-55
Mr. Thomas Joseph O'Dwyer, farmer, near Savernake		55

APPENDIX.

[To Evidence taken by the Committee.]

To evidence of J. Barling, Esq.— <i>Précis</i> of papers relating to the proposed Railway	A
To evidence of C. O. Bunge, Esq.—Cost of Earthworks.....	B
Flood Levels and Ballast	B 1
To evidence of H. McLachlan, Esq.—Suggested New Lines of Railway	C
To evidence of A. J. Stopps, Esq.—Tenure of Lands affected by the proposed Railway	D
To evidence of R. E. P. Hickson, Esq.—Minute paper, Jerilderie to Berrigan Road.....	E
To evidence of H. Deane, Esq.—Ballast along the proposed Railway	F
Estimate of cost	F 1
A Cheap Railway in Victoria	G
Book of Reference	H

[To Evidence taken by the Sectional Committee.]

To evidence of Mr. J. T. Mawson.—Returns of wool, live stock, and wheat carried from Jerilderie by rail.....	A
To evidence of Mr. J. A. T. Rochfort.—Alphabetical list of stockowners on or within the radius of the proposed Berrigan railway, and number of stock in the sheep district of Jerilderie for the year 1894, taken between 1st and 31st December.....	B
To evidence of Mr. H. R. Lysaght.—List of holdings within 10 miles of Berrigan	C
To evidence of Mr. F. Faulkner.—Return relating to holdings adjacent to Finley, to the West, to the North, and to the East of the Travelling Stock Reserve	D
To evidence of Mr. E. D. O'Dwyer.—Area and Cultivation within 10 miles of Savernake	E
Telegram from Mr. A. C. Wilson, Berrigan, to Mr. H. R. Lysaght, with reference to giving land for the Railway...	F
To evidence of Mr. G. B. Beere.—Cost of constructing metalled roads in the vicinity of Berrigan and Tocumwal.....	G

PLANS.

General Plan.

Parish map showing route for railway as submitted by the Department, and route recommended by the Committee.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

PROPOSED RAILWAY FROM JERILDERIE TO BERRIGAN.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from Jerilderie to Berrigan," have, after due inquiry, resolved that it is expedient the railway should be constructed with a deviation recommended by the Sectional Committee, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies; and in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

1. The proposal to connect Jerilderie with Berrigan by railway was first brought into public notice in April, 1888, when the residents of Berrigan petitioned the Government for a railway or a tramway. This the Engineer-in-Chief for Railways (Mr. John Whitton) opposed, on the ground that the railway or tramway would have the effect of diverting traffic from New South Wales to Victoria. In April, 1889, the residents of Berrigan again petitioned, and in 1891, a deputation, representing the Berrigan Progress Association and the Berrigan Tram League, waited upon the Minister for Works and asked for a trial survey. In the meantime, the matter had been handed over to an Examiner of Public Works Proposals, who was instructed to report upon all railways proposed for the development of the Riverina district, and he recommended railway communication with Berrigan, by means of a line from The Rock to Murray Hut, which would pass through Berrigan township. Nothing more appears from the official *précis* of the papers on the subject to have been done until February, 1892, when a deputation from the districts of Jerilderie and Berrigan, to the Minister for Works, was informed that if no absolute determination were arrived at within a reasonable time in regard to constructing a line from The Rock to Murray Hut the Minister would recommend the carrying out of the Jerilderie to Berrigan proposal. Six months afterwards Ministerial approval was given to a survey being made between Jerilderie and Berrigan, and the survey was completed in January, 1893. In May, 1894, a deputation from Berrigan urged upon the Minister for Works that the proposed railway should be referred to this Committee, and in October, 1894, it was decided by the Government that the reference of the work to the Committee should be made. The railway is proposed as a pioneer or cheaply built line, different in the manner of its construction from the existing railways of the Colony, but suited to the requirements of the district it is intended to serve.

2. The railway will be an extension of the Narrandera to Jerilderie branch line, very lightly constructed. From an engineering point of view it would be difficult to find a district more suitable for railway construction than that through which the proposed line will go, or one better fitted for the experiment of a pioneer railway. Beginning at the present terminus at Jerilderie the

the route, as submitted to the Committee, proceeds over flat country in almost a straight line to the township of Berrigan, a distance of a little over 21 miles. Grades, curves, and works generally will be very easy. There are some water-ways to be crossed—two of them, Algdgerie Creek, near Jerilderie, and Berrigan Creek, near Berrigan—but they are inconsiderable, and in the aggregate do not cover a length of more than 200 feet. The bridge-work over the two creeks will not exceed 190 feet, or eighteen spans of 10 ft. 6 in. each, while the height of the bridge over Algdgerie Creek is 6 feet, and of the bridge over Berrigan Creek about 4 feet. The line will follow the surface as nearly as possible. As the land is flat and not subject to floods it is proposed to lay the sleepers upon a rolled formation, or embankment, from about 6 to 18 inches above the ground, and 16 feet in width, ballasted to a limited extent, or possibly without ballast, and having drain openings at suitable distances for the passage of water. Drainage will also be provided by means of drains made in scooping the earth required for forming the permanent-way embankment. The sleepers will be half round instead of the square kind ordinarily used, and more numerous than on railway lines generally, as they will be laid about 18 inches apart, and about half the rails required will be second-hand—rails that have been in use on the railways of the Colony, but still in a very fair condition and quite suitable for the requirements of this line. The other portion of the rails used will be new 60-lb. steel rails. Station buildings and platforms are designed in a new and cheap form, all of timber. At Jerilderie the present station buildings will be sufficient for the line. At Berrigan a station building will be erected, and there will be a small waiting-shed and platform at one or two intermediate stopping-places. The platforms will be similar to some constructed in connection with the railway from Lismore to the Tweed, where they are no higher than nine inches above the level of the ground, and are kerbed. Wool-loading banks and sheep-yards are provided for where necessary. Fencing will be dispensed with except where it is almost impossible to avoid it. As it is intended that the trains on the line shall run in the day-time only, and at a slow rate of speed, the absence of a continuous fence each side of the railway to prevent stock from straying on the line is not regarded as likely to affect its safe working. Cattle-stops at suitable places will considerably lessen the risk of danger to the trains or injury to stock.

Estimated
cost.

3. The estimated cost of the railway as first stated to the Committee is £43,543, or £2,061 per mile, which includes everything but land and compensation; but during the course of the inquiry it was explained that by omitting all or most of the ballast, and in lieu of ballast increasing the number of sleepers, the cost could be reduced to £1,800 or £2,000 per mile. The estimate first submitted is lower than that in the case of any other railway referred to the Committee or constructed before the Public Works Act was passed. The lowest estimate of cost per mile previous to that in the present inquiry was £2,409, the cost at which it was represented that the proposed railway from Narrabri to Moree could be constructed. The reasons for the low estimate in the present case are to be found in the studiously cheap manner in which the several parts of the railway are to be carried out, supplemented by special facilities given to the Railway Construction Branch of the Department of Public Works by the Railway Commissioners in the form of very low freight for the carriage of materials required for the work. Originally it was estimated that the line would cost £2,511 per mile; subsequently this amount was reduced to £2,286; and then it was brought down to £2,061, and afterwards to £2,000, per mile, or less than the cost of constructing a first-class road from Jerilderie to Berrigan, which is given as £2,060.

Railway Com-
missioners'
report.

4. In their report upon the railway the Railway Commissioners express themselves favourable to the line, but advise that its construction should be conditional upon the owners of the land through which it will go giving the land required for it. They estimate a slight excess of annual revenue over annual cost in the working of the railway. Taking the cost of construction, exclusive of land and compensation, at £43,543, the figures of the Acting Engineer-in-Chief, they set down the interest upon the capital expenditure at $3\frac{1}{2}$ per cent as £1,523, and estimate the cost of maintaining the permanent-way and for traffic and locomotive expenses (one train per day each way, three days per week) at £1,550, which, together, make the estimated total annual cost £3,073. Against this the estimated annual revenue from

from traffic is £3,083—passengers, parcels, and mails £415, and goods, live-stock, and agricultural produce £2,668, or a difference in favour of revenue of £10. The district which will be served by the railway, the Commissioners say, “is very fertile, and, no doubt, capable of considerable development if supplied with railway communication, so as to reduce the cost of getting produce to market”; but, besides developing the district, the line should enable New South Wales to retain a good deal of traffic which, under present conditions, passes into Victoria. Subject to the condition that the land required for the railway shall be given by the owners to the Government, the Commissioners strongly advise the construction of the line, and urge that it be put in hand without delay, and completed within a period of six months.

5. It was essential in their inquiry that the Committee should satisfy themselves as to the necessity of the railway to the district, the style of line proposed to be constructed, the likelihood of the railway paying expenses, and the reasonableness or otherwise of the condition mentioned by the Railway Commissioners that the land required for the line should be given by the owners of it free of cost to the Government.

Points for the Committee to consider.

6. The evidence which the Committee have taken supplies information upon all these points. From the Under Secretary of the Department of Public Works were obtained a general statement of the proposal and the views of the Minister for Public Works respecting it. The Principal Assistant Engineer and Acting Engineer-in-Chief, and the Chief Assistant Engineer for Railway Surveys, of the Railway Construction Branch of the Works Department, were examined respecting the route surveyed for the line and the details of the Departmental plans for its construction; and later in the inquiry the Engineer-in-Chief, who at the commencement of the Committee's proceedings had not returned to the Colony from a visit to America and Europe, also gave evidence on these subjects, and on that of cheaply-constructed railways in America. His evidence will be found both interesting and instructive. The views of the Railway Commissioners with regard to the railway, and the basis of their estimate of traffic results from it, were explained at length by the Secretary to the Railway Commissioners and the Railway Goods Superintendent; and the Acting Chief Draftsman of the Department of Lands was examined in order that the Committee might have accurate information before them as to the quantity of alienated and unalienated land in the district through which the line will go. Other witnesses called were the Commissioner and Engineer-in-Chief for Roads and Bridges, with regard to the cost of constructing and maintaining roads in the Berrigan district, and the surveyor who surveyed the proposed route for the railway. This brought the inquiry by the Committee to the appointment of a Sectional Committee and their visit to the Jerilderie and Berrigan districts. On the return of the Sectional Committee and the presentation of their report, the Engineer-in-Chief for Railway Construction, an officer of the Roads and Bridges Branch of the Department of Public Works, and a representative of the Railway Commissioners, were examined with reference to a deviation from the route which the Sectional Committee recommended. The Sectional Committee examined a large number of witnesses, taking evidence at Jerilderie, Berrigan, Finley, and Savernake.

The evidence in the inquiry.

7. The report of the Sectional Committee is favourable to the construction of a railway between Jerilderie and Berrigan, but recommends a deviation from the proposed route with the object of avoiding as much as possible the severance of private land. It states that the Sectional Committee inspected the junction of the surveyed line with the present terminus at Jerilderie, in order to determine, “from personal observation, the value of the improvements upon the allotments traversed by the railway route, and to ascertain, as far as possible, the practicability of a starting point which would avoid the allotments,” and that between Jerilderie and Berrigan the route was examined as to water supply and timber reserves along it or in its vicinity, and also with regard to the questions of earthworks, ballast, and the possibility of injury to the railway from flood-water. After this examination of the route, and the taking of evidence at Berrigan, it appeared desirable to ascertain whether the route could be altered so that, while the district was afforded the required

The Sectional Committee's Report.

required means of communication, there should be less severance of private property or necessity for the resumption of land ; and a further inspection being made, it was found that, without difficulty, a route could be chosen which, while providing all the advantages in respect of construction, maintenance, and traffic, represented as obtainable in connection with the route referred to the Committee by the Legislative Assembly, would minimise the severance of private estates and very materially reduce the quantity of land it may be necessary to resume. Some of the evidence given before the Sectional Committee, and their report, refer to Finley, which lies 13 miles to the west of Berrigan, as the centre of an important agricultural district, part of which is not likely to be served by the proposed railway, and the Sectional Committee express the opinion that the construction of a cheap line of railway between Berrigan and Finley would be justifiable.

Route recommended by the Sectional Committee. 8. The route recommended by the Sectional Committee (indicated on the plan by a green line) for most of the distance approximately follows the present main public road, and by altering the position of the present road where necessary to make it contiguous to the railway the road would be adjacent to the railway for the whole length of the line. The new route is about twenty chains longer than the route referred to the Committee.

Necessity for a railway to Berrigan. 9. The evidence of witnesses examined, and the report of the inspection made by the Sectional Committee, show that the district is extensively settled, that a very large portion of it is under cultivation, and that Berrigan will eventually be the depôt for a vast quantity of produce. The greater part of the country which will be served by the railway is in the county of Denison, the total area of which is 778,000 acres, 62,135 of this quantity being cultivated. Within a ten-mile radius of Berrigan about 35,000 acres of land are under cultivation, and the cultivated area is steadily increasing. Clearing, with a view to cultivation, is in progress throughout the district ; and there is apparent among the proprietors of the large pastoral estates a tendency to cut them up and sell or lease them in small holdings. The Sectional Committee, as will be seen from their report, ascertained "that a large area of land suitable for farming settlement extends approximately from 9 miles south of Jerilderie, passing thence in a westerly direction to within a few miles of the present surveyed line from Jerilderie to Deniliquin, thence with a southward trend to within about 12 miles of the town of Deniliquin, reaching to the Murray on the south, and to the east embracing Clear Hills and Savernake, and extending eastward to The Rock." The proposed railway will not serve all the country so described, but this statement of the farming area in which Berrigan and its district are situated indicates the importance of this portion of southern New South Wales and its claims to railway facilities for its population of producers.

Description of a pioneer railway. 10. A pioneer railway, as this line is designated, differs materially from the railways hitherto constructed in New South Wales. It is described by the Railway Commissioners on page 23, question 688, of the evidence, as a cheaply made line, suitable for level country, where the traffic will not be great, carrying a light locomotive with the ordinary rolling stock, and the trains running in daylight only at a speed not exceeding 15 miles an hour ; the permanent-way being capable of improvement to the ordinary standard at any time such improvement is warranted by an increase of traffic. The Engineer-in-Chief for Railway Construction explains it in the information he imparted to the Committee respecting cheaply-constructed railways in America. There the pioneer railway is conspicuous for the absence of ballast and fencing, the use of sleepers in larger numbers than on ballasted lines, the construction of wooden trestle bridges in place of bridge work of a permanent character, and the limited extent and inexpensiveness of the station and platform accommodation.

Pioneer railways in America. 11. The American plan of constructing one of these railways is, first to prepare an earth formation or low bank by excavating from ditches at the sides, the ditches afterwards serving for drainage purposes, as is proposed in the case of the railway to Berrigan, and then on this bank, formed only of excavated earth, to place flat sleepers, about 18 inches or 2 feet apart, and upon the sleepers the rails, which, being flat-bottomed, are laid directly on the sleepers, without a bed being previously cut for them in each sleeper as is done in New South Wales. Where bridges are necessary, small or large wooden trestle work is employed, and, except at the terminal

terminal stations, no elaborate station accommodation is provided. Platforms in most instances are merely wooden planks laid upon the ground, and at the railway termini they are raised but very little above the ground. The extra number of sleepers laid down compensates for the absence of ballast, and the use of bogies and centre buffers on the rolling stock makes the railway trains adaptable to an unevenness of surface or to sharp curves. As traffic on these cheaply made lines increases sufficiently to justify it the permanent-way is improved: ballast is put down, sleepers are renewed, heavier rails are used, and concrete or stone piers with iron or steel superstructures take the place of the wooden trestle bridges.

12. It has already been stated that the Railway Commissioners anticipate a profitable traffic upon the railway from the time of its opening. The data upon which the Commissioners base their estimate of the traffic was collected in the district by the Railway Goods Superintendent, and in his evidence before the Committee it is explained that the traffic will arise from the carriage of live-stock, wool, wheat, general goods, firewood, road-metal, passengers, parcels, and mails. The earnings are estimated on the following rates:—Live-stock, 7s. per truck; wool, 3d. per ton per mile; wheat, 2s. 6d. per ton; general goods, 3d. per ton per mile; firewood, 7s. 6d. per truck; passengers at 2s. and 3s. 6d.; and parcels, £25, mails, £242, and road-metal, £50, per annum. The area around Berrigan from which traffic will be drawn the Railway Goods Superintendent describes as between Savernake in the south-east, the border of Barooga in the south, and a point within 3 or 4 miles of Murray Hut or Finley in the west. The information collected by the Goods Superintendent appears to have been carefully obtained, with a desire to under rather than over estimate the capability of the district.

13. The quantity of land it will be necessary to acquire in connection with the railway will not be very large. On the route for the line as referred to the Committee there is very little Crown land, and what there is consists principally of roads. The remainder of the land through which the route passes is private property, most of it portions of two large pastoral holdings. The recommendation of the Railway Commissioners, that the land required for the railway should be given to the Government free of charge, has received attention from both the Sectional Committee and the Committee as a whole, and no effort has been spared first to ascertain the views of the owners of the land on this point, and then to lessen as much as possible the quantity of land requisite for the purposes of the line. A few town allotments at Jerilderie, which the railway cannot avoid, will have to be purchased, but the value set upon them by their owners is insignificant. A larger sum is represented by the land through which the route has been surveyed after leaving Jerilderie. But, as mentioned in what has been said of the Sectional Committee's report, it was found practicable by an alteration of route to very much reduce the possible expenditure upon the resumption of land. The Sectional Committee found that the owners of the large estates were not satisfied at the manner in which their land was divided, and therefore were not disposed readily to accede to the suggestion that they should give the land required from them for the railway. The owners of the largest extent of land along the route informed the Committee by letter that the line would cut through much of their best country, and put them to great inconvenience and expense; and another large estate was similarly served. The route recommended by the Sectional Committee doing away with much of this objection, parish maps with the route as first proposed and the suggested deviation were sent with explanatory letters to the land-owners principally concerned. It was pointed out to them that the altered route represented a width of 3 chains throughout, embracing both railway and road, the intention being to have them contiguous, and that for this purpose the existing road, where any deviation was necessary, would be brought close to the railway. As by the new route there would be little or no severance of the large estates, it appeared to the Committee reasonable to believe that the owners would readily give the strip of land required from them for the portion of the railway and road which would pass through their property; and, at the same time, it was evident that should they refuse the expense of resumption would be very much less than was probable in connection with the route referred to the Committee. Letters have since been received by the Committee from the landowners written to favorable to the suggestion that they should give the land required from them in connection with the altered route,

route, and consequently there should be no difficulty in having this condition to the construction of the railway carried into effect. They express a desire that their paddocks and improvements shall be interfered with as little as possible, and their wishes in this respect will doubtless receive attention from the Engineer-in-Chief for Railway Construction when the line is being located. In surveying the line efforts should be made to meet the views of the landholders in every way practicable, and care should be taken to see that the land required for the railway is promptly and legally transferred by the owners to the Government.

Recommendation of the Committee.

14. The Committee are of opinion that a railway from Jerilderie to Berrigan should be constructed without delay, at a cost not exceeding £2,000 per mile, including all charges, and recommend that the route found by the Sectional Committee be adopted. This the evidence strongly supports. The district has undeniable claims to a railway, the cost of construction will be small, and the traffic prospects are satisfactory. The only matter of any difficulty in the inquiry has been that relating to the land required for the railway, and this is dealt with advantageously by the alteration of the route. The amended route virtually removes the question of compensation for land resumption from the inquiry. In addition to this it is approved by both the Engineer-in-Chief for Railway Construction, and the Railway Commissioners. The Engineer-in-Chief describes it as a very satisfactory route—altogether an improvement on what was originally proposed. If the line can be brought alongside the road, or the road alongside the line, it is far better, he says, than to adopt a route across the country. “If it can be managed that where the line diverges from the main road the position of the main road can be altered and brought on to the line, a great deal will be gained.” That this can be managed will be seen from the evidence of the Principal Assistant-Engineer of the Roads and Bridges Branch of the Department of Public Works, who states that it may be done under the Act 4 William IV, No. 11, and that it will shorten the road by about a mile and a quarter. In his opinion the alteration in the position of the road will be much more advantageous than leaving the road as it is at present, and had he known of the existence of the bend which the Committee recommend should be done away with, he would, he states, have had the road straightened long ago. Everything else relating to the proposed work appears to be satisfactory. Cheapness of construction being new to the experience of this Colony in connection with its railways, some apprehension may be felt that the line will not be as stable and safe as it ought to be, but there is no real ground for fear in this respect. The evidence points to the belief that in ordinary weather there will be nothing in the manner in which the railway is constructed to interfere with its being worked effectively, and that in continuous or unusually wet weather all difficulty may be obviated by a little extra maintenance. Running the trains in the day-time only, and at moderate speed, will greatly diminish the risk of accident. The Engineer-in-Chief is not apprehensive of any interruption to traffic or of want of safety, for there will be nothing to prevent the line being kept to the required standard or improved at any time it should be necessary. He regards the railway, on account of its cheapness, as an experiment, but considers it one that ought to be tried in view of other lines of the kind being carried out in similar country where they are much needed.

Resolution of the Committee.

15. The resolution arrived at by the Committee was passed on 28 February, and is shown in the following extract from the Minutes of Proceedings:—

Mr. Davies moved,—“That, in the opinion of the Committee, it is expedient the proposed railway from Jerilderie to Berrigan, referred to the Committee by the Legislative Assembly, be carried out with the deviation recommended by the Sectional Committee, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies.”

Mr. Lee seconded the motion.

Mr. Chanter moved,—“That the motion be amended, so that it shall read as follows:—That, in the opinion of the Committee, it is expedient the proposed railway from Jerilderie to Berrigan, referred to the Committee by the Legislative Assembly, be carried out with a deviation *via* Finley, and at a cost not exceeding £2,000 per mile, to include goods and grain sheds, engineering charges, and all contingencies.”

The amendment, not being seconded, lapsed.

Mr. Molesworth moved,—“That the motion be amended by omitting the figures ‘£2,000’ with a view to insert ‘£1,800.’”

The amendment, not being seconded, lapsed, and the motion was then passed.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 28 February, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM JERILDERIE TO BERRIGAN.

WEDNESDAY, 19 DECEMBER, 1894.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee proceeded to consider the proposed Railway from Jerilderie to Berrigan.

Joseph Barling, Esq., Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you a Departmental statement with regard to this railway which you would like to read to the Committee? Yes; it is as follows:—

J. Barling,
Esq.

PROPOSED RAILWAY FROM JERILDERIE TO BERRIGAN.

19 Dec., 1894.

On the 18th of this month, viz., December, 1894, Parliament referred the proposed railway from Jerilderie to Berrigan for the consideration of this Committee in the following terms:—

“That it be referred to the Parliamentary Standing Committee on Public Works to consider and report on the expediency of constructing a line of railway from Jerilderie to Berrigan.”

Before going further, I should like to explain that I have not gone very fully into the details of the history of this line, because I have hardly had the time. There are many papers on the file, such as letters from the Members of the district, petitions, and so on, to which I do not refer; but I will have a very complete *précis* prepared, which I will hand in later on. I think, however, that the statement which I am now reading will be sufficient to put the proposal before the Committee. The previous history of this proposal appears to be briefly as follows:—In January, 1891, a deputation, representing the Berrigan Progress Association and the Berrigan Tram League, was introduced to the then Minister for Works, Mr. Bruce Smith, and urged that a trial survey be made for a line between Berrigan and Jerilderie. The Minister replied that he could not give any decisive answer at that time, as the report of the Examiners of Public Works Proposals, on the question of proposed railways for Riverina, had not been received. In February, 1892, another deputation waited upon the Minister, Mr. Secretary Lyne, who had then succeeded Mr. Bruce Smith, and he informed them that he had received a protest from the Savernake and Murray Hut residents against the proposal, which showed that the people were not unanimous. He promised, however, that if no absolute determination had been arrived at within a reasonable time with regard to constructing the Rock to Murray Hut line, he would recommend that the Jerilderie to Berrigan route be adopted. The last deputation on the subject appears to be that which waited upon Mr. Secretary Lyne in May last, and the Minister then promised that if he were in office after the elections he would certainly advocate a reference of the proposal to the Public Works Committee. I should mention, however, that in the papers a notice appears of an interview with Sir Henry Parkes on the subject some years previously, but I have never seen the papers, which are not on the file. In October last the present Government came to the decision to refer the question to this honorable Committee, and the Railway Commissioners were accordingly requested to submit their report as required by the Public Works Act.

The official description of the line is as follows:—

JERILDERIE TO BERRIGAN.—Length, 21 miles 10 chains.

Estimated Cost £43,543, or £2,061 per mile exclusive of Land and Compensation.

This extension is proposed to be of very light construction, and begins at the present terminus of the branch line, Narrandera to Jerilderie, at 411 miles 75 chains from Sydney, and leads with slight divergence from a straight line to the township of Berrigan, where it ends at 433 miles 4 chains.

The line is on a dead flat throughout, so that grades, curves, and works generally, are very easy. The waterways crossed are moderate in size, and in the aggregate cover a length of 200 feet. The materials for construction, such as ballast and timber, are scarce.

J. Barling, Esq. The report of the Railway Commissioners is as follows:—

19 Dec., 1894.

Office of the Railway Commissioners of New South Wales, Sydney, 4 December, 1894.

Proposed "Pioneer" line of Railway, Jerilderie to Berrigan, 21 miles 10 chains.

IN accordance with the provisions of the "Public Works Act, 1888," section 13, we beg to report as under:—

Cost of Construction—

The Acting Engineer-in-Chief estimates the cost of construction of the line, exclusive of land and compensation, at..... £43,543

Annual Cost—

Capital expenditure at 3½ per cent. £1,523
Estimated cost of maintaining the Permanent-way and for traffic and locomotive expenses (one train per day each way three days per week)..... 1,550

Total annual cost £3,073

Traffic Estimate—

Passengers, parcels, and mails..... £415
Goods, live-stock, and agricultural produce 2,668

Total revenue £3,083

The district which would be served by the proposed line is very fertile, and no doubt capable of considerable development if supplied with railway communication, so as to reduce the cost for getting produce to market, which is now so much increased by the long cartage to the railway.

The line would also enable a good deal of traffic which now passes through Victoria to be retained to New South Wales.

We would draw attention to the following extract from our report, dated 29th December, 1888, upon suggested new lines of railways, in which we called attention to our views in regard to the free conveyance to the Government of all lands necessary for the construction of new lines of this character, viz:—

"Looking at the fact that in nearly all cases in which reports have been made upon suggested railways the land has passed into the hands of private individuals, whose property will be largely enhanced in value by the making of the railways, and that the lines in themselves will not be self-supporting for a long time to come, we are of opinion that the land-owners in the respective districts should join together and arrange for the necessary land, free from all question of compensation of any kind, to be conveyed to the Government for the construction of the railway. This, in our opinion, should be a *sine qua non* in connection with the making of lines of this character."

We intimated to the deputation that waited upon us at Berrigan that we should advise the Government to make this a condition in connection with the construction of the line. We were given to understand that some of the land-owners had already expressed their willingness to give the land, and that probably the whole of those concerned would adopt a similar course.

Subject to this recommendation, we would strongly advise the construction of this line, and also urge that it should be put in hand without delay, and completed within a period of six months from the time of commencing its construction.

The Common Seal of the Railway Commissioners of New South Wales has been hereunto affixed by the Railway Commissioners in the presence of—	E. M. G. EDDY, (L.S.)
	Chief Commissioner.
	W. M. FEHON, (L.S.)
	Commissioner.
	CHARLES OLIVER, (L.S.)
	Commissioner.

H. M'LACHLAN.

With regard to the report of the Railway Commissioners, I may state that a preliminary report from them was received by the Minister, dated the 9th October, 1894, but as the subsequent report covers the same ground, I need not read it, but attached to that report are some interesting particulars with regard to the district to be served by the line, which, with the permission of the Committee, I will read.

The Commissioners say:—

For about 19 miles of the route of the railway the land is said to be eminently suitable for agriculture. The country too lying between Berrigan and the river Murray is also said to be very suitable for the same purpose. South of Berrigan cultivation is carried on to a large extent, no less than 16,000 acres being under crop, on the Barooga Pastoral Holding this season. The Berrigan township is small, having a population of 150 only, but the police district, which covers a radius of 8 miles, has a total population of 590.

Mixed farming is carried on, and it is found that this mode of farming enables more stock to be kept on the same area than was the case when the land was devoted exclusively to pastoral pursuits.

The figures gathered by the police during the last season indicated there were about 19,000 acres under crop within a radius of 8 miles of the township, and that the average yield was 13½ bushels per acre. It is said this year fully 27,000 acres will be under crop.

To the west of Berrigan is the town of Finley (late Murray Hut), distant 14 miles, and it is stated that within a distance of 7 miles 20,000 acres are under crop. The farmers of the district have bought freehold land at figures as high as £3 to £4 per acre.

It is stated that the construction of the railway would cause a very much larger area to be put under cultivation.

With regard to the portion of their report in which the Commissioners advise that inasmuch as the construction of this railway will largely enhance the value of private properties, that, in their opinion, it should be made a *sine qua non* that the land required should be given free, I am to say that the Minister fully concurs with this, and would make it a condition, precedent to the construction of the line, that all the necessary land should be conveyed to the Crown free of cost. This is a very important point, as I understand from Mr. Stopps, of the Lands Department, that the line will pass wholly through alienated land, except where it intersects roads and the Jerilderie Common.

This is what Mr. Stopps says:—

The proposed line of railway, Jerilderie to Berrigan, lies wholly within alienated lands except where it intersects roads and the Jerilderie Common.

That is all that I have to say at the present moment.

2. *Mr. Molesworth.*] Have you any idea whether it is intended to extend the line beyond Berrigan on to the Victorian border at any future time? I am not able to speak as to any future extension, because the Minister has given me no indication of what he proposes to do. But a proposal has been made to extend the line to Finley or Murray Hut.

3. You have no knowledge of any proposed extension to the Victorian border? Not at present.

4. *Chairman.*] Via Berrigan? Passing through Berrigan. If you will look at the report upon proposed railways for Riverina, laid on the Table of the House in 1891, you will see that Mr. Alexander, who was then one of the examiners of public works proposals, went into the whole question very fully. The conclusion he came to was that it would be desirable to take the railway from The Rock to Murray Hut, and he also suggested certain cross lines, of which the line to Berrigan is one. His final conclusion was that

that it would be better to construct a line from the Rock to Murray Hut, because such a line would escape certain objections which he points out to the construction of these cross lines. The distance from the Rock to Murray Hut is $98\frac{1}{4}$ miles, and the estimated cost of the line £291,957, or £2,953 a mile. Mr. Firth, however, with whom I had a conversation, is under the impression that the cost could be brought down to £2,700 a mile. The members of the Committee may ask why it is that that line should cost more per mile than the proposed line to Berrigan. The explanation is that although all the country is pretty level, the route which a line from the Rock to Murray Hut would traverse, is rougher than the route from Jerilderie to Berrigan and more cutting would have to be done upon it. The Minister determined to submit this line because we are not prepared to consider at present the large cost which would be involved in the construction of a line from the Rock to Murray Hut. He has been advised by the Railway Commissioners, who are the proper authorities to give advice on this subject, that a line to Berrigan would meet the circumstances of the case at present, that Berrigan is in the centre of a thickly populated district, and that a railway to that place would bring railway communication to the door of a very great number of settlers who are cultivating a large area of land there. It would have the further advantage that it would be the means of bringing in traffic to the branch line from Narrandera to Jerilderie, the loss on which line is, according to the last report of the Commissioners, something like £14,806 per annum. It was these considerations which induced the Minister to give his adherence to the proposal which has been submitted to the Committee.

J. Berling,
Esq.
19 Dec., 1894.

5. *Mr. Hoskins.*] How far is it from Berrigan to Murray Hut? About $13\frac{1}{4}$ miles. Questions have been brought before the Department as to whether it might not be desirable to take the line more in the direction of Murray Hut. There is a little more cultivated land to the west, but Berrigan seems to be about the centre of a district thickly populated with farmers.

6. *Mr. Davies.*] What is the annual loss on the Culcairn to Corowa railway? According to the Commissioners' report, dated 30th June, 1894, the loss on that line in the year ending December, 1893, was £7,818.

7. *Mr. Hayes.*] Proportionately, about the same as the loss on the Jerilderie line? Yes.

8. *Mr. Lee.*] Has there been any local agitation for this extension? Yes; we have had deputations and petitions, and letters, and, as I have pointed out in my statement, there have been adverse representations coming from Murray Hut on the one hand, and Savernake on the other. These people are anxious to have the Rock line carried out, because, as far as I can understand, they are afraid that, if the short line to Berrigan is constructed, it will have a detrimental effect on the proposal to carry out the Rock line.

9. Then this proposal does not emanate altogether from the Railway Commissioners? Certainly not.

10. The matter has been before your Department for some time? For some years previous to the date mentioned in my statement.

11. In fact there has been a continuous agitation for the extension of the railway into that district, some asking that it should be taken to Berrigan, some to Murray Hut, and some to other places? Yes.

12. Do the figures which you have just given us from the Commissioners' report show the total cost of constructing the line? As far as I am aware.

13. Do they cover the cost of the line, exclusive of bridges and waterways? I believe they cover everything.

14. Are you in a position to say? I should rather the engineers gave you the information; but I believe that what I state is correct. There are only two creeks of any importance to cross—the Berrigan Creek, near Berrigan, and the Algdudgerie Creek, near Jerilderie. It may strike you that the cost is rather low; but I may mention that special facilities have been given to the Construction Branch by the Railway Commissioners in the way of very low freight. The Commissioners are going to supply us with over 10 miles of old flat-bottomed rails, at a cost of £3 a ton, delivered at Jerilderie. Rails for the sidings will be supplied for £2 10s. a ton, and a very low price will be charged for spikes and fastenings. For the new material which we shall have to send up—60-lb. steel rails—the Commissioners are only going to charge us 25s. a ton for carriage, and 2s. a ton for loading and unloading. Therefore, taking the cost of the rails at £4 10s. a ton, they will not cost more than £5 17s. landed on the spot. That is for the new rails. This is a very large reduction on the ordinary rate.

15. Because of the second-hand material supplied by the Commissioners, the cost of construction will be kept down? It will be considerably kept down.

16. Has the question arisen in your Department as to the policy of adopting a different gauge for the extensions of our lines? I do not know that it has been brought up lately. Of course the question of narrow gauge has been before the Department and the public for years; but I do not know that it has ever been seriously considered.

17. There has been no Departmental departure from the existing gauge? No.

18. *Chairman.*] Is there a very large supply of these old rails? I should think that what the Commissioners offered to supply would about exhaust the available stock. Otherwise I think they would have offered us more.

19. Do they belong to the Construction Branch or to the Commissioners? To the Railway Commissioners. Those that we have in stock are simply new rails.

20. Have you had any correspondence with the land-holders along the proposed route? I have heard nothing from the land-holders along the route, except that the Commissioners have said that a number of them had expressed their willingness to give their land for railway purposes, and the Minister is strongly of opinion that the work should not be carried out unless the land is given.

21. Still you have no statement from them? I have not. In the case of the Marrickville to Burwood-road line a provision was inserted in the Act of Parliament which authorised it, declaring that certain land was to be given free, and no contract was accepted until the land had been given. We have had to pay a very large sum of money for land in connection with that work; but it was for small portions which we did not expect to be given.

22. You recommend the same procedure in this case? Yes.

23. Have you any information with regard to the traffic at present going to Victoria? No; that will be dealt with by the Railway Commissioners. I have not had an opportunity of seeing them.

24. You desire to subsequently supplement your evidence? I should rather desire to subsequently put in papers giving the Committee a fuller account of the history of the line than I have given up to the present.

- J. Barling, Esq.
19 Dec., 1894.
25. *Mr. Davies.*] What speed is it proposed to maintain on this line? I am unable to answer that question at present; but the information will be given by the Commissioners and the engineers.
26. Will trains running three times a week give an income of £3,000 a year? That is what the Commissioners say—"One train a day each way three days per week."
27. The rails that you speak of are old rails which have been supplanted by more modern rails? Yes.
28. They are not being used at the present time? I presume that they are not; but I have no particulars in regard to them beyond what I have given.
29. The cheapness of the line is based upon the fact that these rails would be used? To a considerable extent. The original estimate was appreciably larger than the present estimate, but we were able to reduce it because of the facilities offered to us by the Commissioners.
30. You have no information as to the probable traffic? No; Mr. Harper will give you that.
31. *Mr. Hoskins.*] Is it your impression from the conversation that you had with Ministers that the Government will not submit the proposal to construct this railway to Parliament unless there is a provision inserted in the Bill that the consent of the land-holders should be obtained for giving the land to the Government before the work is undertaken? I think that is the opinion of the Minister, though I should not like to make an absolute statement. There may be some small town lots in Berrigan which would be excluded, but I cannot say for certain what would be done. In the main it is the opinion of the Minister that it should be made a *sine qua non* of the construction of the line that the land should be given to the Government.
32. *Mr. Chanter.*] The Commissioners speak of this as a light line—what do they mean by that,—is it not to be of the same gauge or as heavy as the line from Narrandera to Jerilderie? Mr. Firth will give you more information about that. I suppose that what is meant is that the sleepers and ballast, and so on will be lighter.
33. Is it called a light line because old rails are to be used upon it? The term is used in connection with the sleepers ballast, and character of the stations, &c., but Mr. Firth will give you better information on the subject than I can.

THURSDAY, 20 DECEMBER, 1894.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Thomas Rhodes Firth, Esq., Principal Assistant Engineer, and Acting Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- T. R. Firth, Esq.
20 Dec., 1894.
34. *Chairman.*] Have you a Departmental statement to make with regard to this proposal? I have not prepared a statement, but I am ready to answer any questions which you may wish to put to me. I may say that I have not been over the country. My information has been obtained from the plans and reports which I have seen in the office.
35. Are the tracings and book of reference produced those prepared by your Department? Yes.
36. *Mr. Davies.*] You do not know the country? I have not been along the route of the proposed line, but I have been to Jerilderie, and round through Corowa to Deniliquin.
37. I suppose that country is somewhat similar to the country along the route of the proposed line? I believe it is.
38. What do you estimate the cost of the proposed line per mile? According to the revised estimate, it will cost £2,061 per mile, including station accommodation, water supply, and everything else.
39. Except land? Of course. We do not take land into consideration in making our estimate.
40. Do you provide for fencing? For partial fencing. We do not intend to fence the line, except where it is almost compulsory—through small paddocks, for instance, or in cases like that.
41. And will £2,061 per mile cover the cost of such fencing as may be required? Yes. I have allowed £1,000 for fencing where required along the route. The original estimate for the line, which was made in March, 1893, was £2,511 per mile. In October last I made another estimate, revising the plans, and, having in view a lighter class of line, which came to £2,286 per mile. Since then, however, I have had two or three interviews with the Chairman of the Railway Commissioners, who has made several concessions in regard to freight and other matters. Mr. Eddy proposed to let me have 10 miles of second-hand rails—they are not worn-out rails, but rails in a very fair condition, which the Commissioners wished to replace with heavier rails, and he agreed to deliver those rails at Jerilderie for £3 per ton. In my other estimate I allowed for new rails costing about £6 4s. per ton.
42. That is new steel rails? Yes. Of course Mr. Eddy agreed to accept these old rails when laid. This arrangement makes a considerable reduction in the cost, but he also promised to reduce the freight on the new rails which I had originally calculated would be 1d. per ton per mile.
43. That is the rate which you have been usually charged hitherto? That rate has been charged, but it is not the rate at present in the books. It is the rate, however, at which I made out my first estimate. The Commissioners promised to reduce the rates on the 60-lb. rails from 34s. to 25s. per ton. That was another big concession. Another advantageous arrangement was made in connection with the wool loading banks at the stations, which are rather expensive when we have to put them up with new timber. Mr. Eddy offered to put them up himself at a much lower price than we could do the work, using new timber, because he would use old sleepers, which would make quite as good a job, and would not cost so much. He agreed to do this work at a stated price, which I have included in my estimate. Then again, I allowed for a large tank to hold 20,000 gallons of water. We have generally been in the habit of making

making tanks like that, because it has been found that they hold a sufficient supply; but Mr. Eddy told me that a smaller wooden tank with a small engine would do just as well, so that we can make a saving of £700 or £800 there.

T. R. Firth,
Esq.
20 Dec., 1894.

44. *Mr. Chanter.*] Where would that tank be made? At Berrigan. Those are the principal items in regard to which the Commissioners have made concessions.

45. *Mr. Davies.*] Do I understand you to state that in consequence of these concessions you have been able to reduce the cost of the line from £2,286 per mile to £2,061 per mile? Yes; they make a difference of £225 per mile.

46. Where do you propose to get your water supply from? I am told that water is to be obtained at Berrigan by sinking. I was told that there is a well there which we can get, and which will give a sufficient supply.

47. Has there been any boring to prove that? The well is now in existence, and is used by some of the townspeople. Mr. Eddy told me of it.

48. Do you know, of your own knowledge, that there would be a permanent supply? No.

49. Are the second-hand rails to which you have referred single-headed or double-headed? Single-headed 70-lb. iron rails.

50. Does £3 per ton cover the cost of chairs? There are no chairs.

51. Will that amount include the cost of all the fixings? I have made arrangements to get the fastenings, fish-plates, and bolts at a very low price.

52. Have you a detailed statement of your prices and quantities? I only had time this morning to scribble down the few figures from which I am quoting, but I could furnish the Committee with any particulars later on.

53. At what speed do you propose that engines should run over the line? There would be no objection to their running at 25 miles an hour in good weather.

54. The gauge would be the same as on the existing lines? Yes.

55. How much ballast do you propose to use? Five inches under the sleepers, and 2½ inches up the sleeper. There would be 7½ inches of ballast in the middle of the road.

56. Where do you expect to get it? I am told that we can get ballast near Berrigan.

57. You have no knowledge of the place yourself? No.

58. Who could give us the information? Mr. Burge. He has been through the country, and he says that this is the only place that he is aware of where we can get ballast.

59. Did he make the survey? He was in charge of it. He has been through the country, and reported on the survey.

60. Have you anything further to communicate to the Committee in regard to the line? I suppose I should inform you that it is proposed to use half round sleepers instead of the square sleepers which we ordinarily use.

61. What are called undressed sleepers? Well, they are not squared up. There must be at least 5 inches squared on the top to carry the rail, and not less than 4 inches of solid timber, the base of the sleeper being 9 inches broad.

62. Do you know that there is a supply of good timber in the district? I expect that we shall get it most cheaply from the Murray. We cannot insist on having ironbark sleepers for the price set down. I think that red gum will be about the only timber which we can get down there that is fit for sleepers.

63. You are quite of the opinion that £2,061 per mile will cover the cost of the line, including station accommodation, water supply, and everything else? Yes; station accommodation is to be provided according to the Commissioners' requirements. We are not always in a position, when making our estimates, to know what these will be, and we have to go on precedent, averaging the cost of stations which have already been made; but in this case I went through the matter with Mr. Eddy, and he gave me a description of the buildings that he wanted, upon which we put an approximate value, so I have every reason to believe that the estimates will be pretty correct.

64. Will wooden buildings be put up? They will all be timber buildings.

65. What is the total estimated cost of buildings, platforms, and stations? We shall not erect proper platforms, but we shall do somewhat the same thing as we have done in the case of the Tweed line. There the platforms are raised only 9 inches above the level of the road, and are kerbed, American cars being used, with a lower step extended out a little further than is usual, so as to hang over the kerb, and enable the passengers to step down easily. There is a big saving by doing without platforms, especially in flat districts, where we often have to raise them nearly 5 feet above the formation. That runs into a lot of money.

66. What do you estimate the cost of the station buildings to be? I have put down £471 per mile for earthworks, box drains, and bridges, cattle stops, level crossings, and fencing. Then the rails themselves would cost £532 per mile—that is, taking the average cost of the 10 miles of old rails and the 11 miles of new rails. The cost of ballast and sleepers, and of laying the road, will be £667. To those items I have added 10 per cent., so that the estimate includes £471 for the line itself, and £1,319 for the permanent-way complete per mile, making £1,790 per mile without stations, supervision, or any extras.

67. How long would it take to construct the line? If we get American graders to do it, it ought to take about six months, but it would depend upon the weather. If American graders are used, it may reduce the cost a little; but I feel satisfied that the work can be done for the estimated amount.

68. You regard the estimate as a full one for work of this character? I do.

69. *Mr. Hoskins.*] Have the Department made detailed surveys of the route? Only a trial survey has been made.

70. How long would it take to complete the detailed surveys? We could call for tenders in about five or six months.

71. Supposing Parliamentary sanction were given to the work, tenders could not be called within a less time than five or six months? Not advantageously. I could put on more surveyors, but it would not be profitable, having regard to the ordinary cost of surveying. There is room for two men there, and if you put on four they would only be doing three men's work.

72. Therefore the Berrigan people cannot, under any circumstances, get a railway within less than twelve months? No.

73. *Mr. Molesworth.*] What do you understand by a pioneer railway? Well, I am not the godfather of the

- T. R. Firth, Esq.
20 Dec., 1894.
- the term, but I understand it to mean that this is the first of a light description of line made in the Colony.
74. By a pioneer line you mean a light line? A lighter line in embankments and cuttings. The line will follow the surface as nearly as possible.
75. Do you propose to ballast the line fully? Not fully, only to the extent which I have already described.
76. Have you any idea of the character of the soil there? I believe that it is a clayey soil.
77. Do you consider the ballast sufficient for that class of soil? I think so. If very wet weather comes on, they will have to run the trains very slowly. I cannot guarantee this line as I could guarantee a line costing £4,000 a mile. In the latter case we should keep the embankment up so that the floods could not affect it.
78. Then on the proposed line in bad weather you will either have to reduce your speed or increase the quantity of ballast? Perhaps we shall have to do both. If the ground became very soft, the line would sink; but as the route is very straight you could run a train over it, if you did not go fast, even when the line was going down. Of course it would have to be lifted again, but there would be no real danger in going over it the first time.
79. I suppose there are a few short grades on the line? They can scarcely be called grades, they are so flat.
80. There is nothing of importance? No.
81. The line will be practically unfenced? Yes; if we find that we can run along the side of some of the existing fences, we shall do so. Of course, if a property owner insists on our fencing on the other side, there will be the question whether it is better to fence or to pay extra compensation.
82. How many stopping places do you propose to have? Two besides Berrigan. The first would be 5 miles from Jerilderie.
83. What name? I do not know that it has a name. It would be near Wunnamurra. The next stopping place would be 13 miles from Jerilderie in the parish of Mairjimmy. There is a road running through at those places.
84. The estimated cost will include everything which you can possibly allow for at the present time? Yes; so far as I know.
85. You do not think that any serious amount will have to be provided for contingencies? No.
86. What do you estimate the life of the second-hand rails which you propose to use? Well, if they are in the condition which I expect they are, trains running over them at the present time, I suppose they will be good for twenty years, with such traffic as there will be on the proposed line.
87. You feel confident that the work can be done without meeting any serious difficulty? Yes; I do not anticipate any difficulty. It is about the most favourable part of the country I know in which to make a cheap line. There are only two creeks to cross, and the rest of the country is very favourable. I expect, too, that labour will be cheaper there than in any other part of the country.
88. Will the bridges be expensive? No; though they are rather wide creeks. There will be eighteen spans, each 10 ft. 6 in., for the two bridges—190 feet of bridge-work altogether.
89. *Mr. Trickett.*] Is the proposed line of the same type as the Narrandera to Jerilderie line? No; it will be a much cheaper line. I have not been over the Jerilderie line, but I know the type—it is the old standard type.
90. Will the proposed line carry the same engines and the same traffic as the Jerilderie line? No, I do not think it will. On the Jerilderie line the rails are heavier, and I think the sleepers are a little bit closer.
91. Do you know if the heavy engines run from Narrandera to Jerilderie? No, I do not; but I think the road would carry them. I have not been over the line, and I have not seen the plans of it. I am merely judging it because of my knowledge of the description of the work which we used to do at the time that line was made.
92. Then if the Berrigan line is to be a lighter line, will not that necessitate a change of engines at Jerilderie? Not unless the Commissioners are in the habit of running very heavy engines over the Jerilderie line, and I do not think they are. The proposed line will carry the kind of engine they are now running from Orange to Forbes. I believe the Jerilderie line is capable of carrying the biggest engines; but I do not think they ever use them there.
93. It would be undesirable to have to make a change at Jerilderie? Yes; because you would require another set of engines, and an engine-shed.
94. Is there any official who could give us information in regard to this matter? Mr. Harper could tell you the size of the engines which they are running to Jerilderie now. I feel certain that there is not the traffic for the big engines there.
95. Who made the trial surveys to Berrigan? I do not remember. It is more than two years since it was made; but Mr. Burge will know who made it, and where the surveyor is now.
96. Are there any curves on the line? There is one of about 12 chains radius near Jerilderie. That is about the only curve worth calling a curve.
97. Why is it necessary? To get away from the station. The line runs almost at right angles with the direction of the station. By taking it out in this way, you will save an extra siding, and an extra set of switches.
98. Is the country through which the line will pass clear, or is it covered with scrub and trees? I think a great lot of it is clear, and a part of it is open scrub; but it is not timbered. I do not think you got any heavy timber in that part of the country, until you get right on to the river flats.
99. *Mr. Hayes.*] This is one of the first lines you propose to make on the new system—it is a cheap line for agricultural produce? The Narrabri to Moree line will be made in the same way.
100. As far as grades are concerned, was not the Jerilderie line as easy to construct as the present line? I do not know what the grades on the Jerilderie line are, but I should think there would be one or two small ranges to cross, whereas there is nothing of that kind in this case.
101. The class of engines used on the Jerilderie line could travel over the proposed line with perfect safety? Yes; I feel almost certain that the engines they use there now would run right on. I think that if it was intended to run heavy engines over the line Mr. Eddy would have pointed it out to me when we were speaking about the spacing of the sleepers.

T. R. Firth,
Esq.
20 Dec., 1894.

102. This will simply be a continuation of the Jerilderie line, and the engines used on that line will run right on? Yes, I believe so.
103. You propose to have no station buildings at the intermediate stopping-places? Just small waiting-sheds and a kerbed platform, with a grain-shed at one place.
104. Have you seen the American graders at work? No, I have not.
105. Do you know anything about the working of them? I have a very good idea as to how they work. They are very satisfactory where there is not much timber.
106. What is the estimated difference between the cost of forming with these graders and the cost of ordinary formation? I can hardly say. If you believe the Yankees, the graders will do it for about $\frac{1}{2}$ d. per yard, and by hand it can be done for 8d. or 9d. per yard. The cost of such work, using the graders, is anything from $\frac{1}{2}$ d. up to about 6d. per yard.
107. Do you know that there are some of these graders now at work in the Colony? I believe that they have them down there for forming the roads.
108. The Municipal Council of Jerilderie has had one in use for some time, and it works extremely satisfactorily. If they were used in the construction of this line, would the cost be reduced materially? Yes; though that would depend upon the quantity of timber and stumps there are. You must clear out the stumps before the graders can work, and sometimes the money you have to spend in getting out roots and stumps is as much as would pay for the extra cost of doing the work by hand.
109. Have you calculated whether red-gum sleepers could not be got cheaper from the coast than from the Murray? I think they could be got much more cheaply from the river. The cartage will only be about 15 or 20 miles.
110. That is from Cobram? From the banks of the Murray. You could not get them from the coast for anything like that.
111. Have you tried box for sleepers? If there were box we would take it for sleepers. It is a good timber when free from sap. The difficulty is to get the sap out of it.
112. I suppose you are aware that there is a good deal of box timber in that country? Yes; and if you can get it big enough to give three sleepers from a tree and free from sap, it does very well.
113. If you could get such sleepers there, it would help to lower the cost? I do not expect to save much on my estimate. I expect the sleepers will cost 2s. 6d. on the ground. I do not think they will cost more, but I do not expect to save much upon them.
114. You say that there is no ballast to be got except at the terminal point? I am told so.
115. That would make it rather costly? It will add to the expense. If the ballast had been closer, I should have put down about 6d. per yard less for it. I think I have allowed about enough for ballast.
116. Since this country is practically level, could not the line be permanently staked in less than six months? I am going to put on two surveyors, and I think they ought to do the survey in from three to four months. There is not only the staking of the line that has to be done, but every one of the boundaries has to be picked up and surveyed, and put on to paper. You can only put a certain number of men on at this work, and I do not think it would be safe to say that it could be done in less than six months. You would have to get your sleepers on the ground, obtain your ballast, and make a great many other arrangements.
117. This is an agricultural district, and according to your statement it would be impossible to get the line ready for the next harvest? I do not think it could be done.
118. But if it were absolutely necessary to have the line ready then, you could reduce the time considerably? Yes; I could reduce it by putting on more men. If Parliament sanctioned its construction at once, and we had fine weather, I think we could get it ready in twelve months.
119. *Mr. Lee.*] Can you give the Committee any evidence in reference to the provision which you have made for waterways? The waterways to be provided are box-drains. We always cover these drains in, and on the old lines we have built them of concrete right up to the top of the earthworks; but such drains are very expensive, and I am having a drawing made of a cheaper kind made of timber, which will answer the same purpose. I intend to have a slight embankment all the way along—6 inches above the surface in the middle, and tapering off to nothing. To get the material for the embankment we will make a small drain on each side of it. That will help to keep the formation dry, and we shall have drains through it from one side to the other.
120. Will you have a sufficient fall to carry the water away? Well the country is so flat that the water would have to stand; but we shall make openings in the embankment sufficiently close together to allow it to get through.
121. Will the embankment be high enough to protect the line in very wet weather? I would not guarantee it to be high enough in very wet weather.
122. The water might then be over the line in some places? I do not think that it will get over the rails, but it may get over the ballast. It may, and I expect that it will, make the embankment so soft that in very wet weather the trains will have to travel very slowly, and probably have to stop running for a day or two.
123. Have you any record in your office of the flood levels in that district, or of the fall of the water? We know the flood levels of those creeks. That is the only place where any water is seen at all; but there is no current there.
124. Are there not some swamps along the line? There is one swamp, but the water there is stationary.
125. What will be the position in wet weather? The embankment will be more than 6 inches high where the swamps are. You can scarcely tell which way the water falls there, for in point of fact it hardly runs at all.
126. Are there any permanent tanks—station tanks—along the line of route? There are some tanks, but I cannot say whether they are permanent or not. They are shown on the map.
127. Is there any danger of the large bodies of water conserved in these tanks flooding the line at any time? Not unless the dams burst, and we could not make the embankments strong enough to resist the water in that case.
128. What would be the result if the dams were to burst? The line would be washed away.
129. You make no provision against that? I do not see that we could. If some of the big dams burst they would take the line away, even though the embankment were 3 feet high.
130. Would it not be rather a costly matter to replace the line? It would not be so costly a matter to replace

- T. R. Firth,
Esq.
20 Dec., 1894.
- replace a cheap line as to replace a good line. The water would simply carry the ballast and formation away.
131. Are the wool stages you have spoken of to be erected upon the platforms? They are platforms upon which the drays can be drawn so as to bring the wool above the level of the trucks.
132. Is not all the country through which the railway will pass freehold? All except the commons.
133. And fenced? I believe it is all fenced on one side.
134. I suppose there is a lot of stock there? Yes; but I do not think the fencing will matter much where it is grazing land. We will put up cattle stops at the cross fences. It must be remembered that the line will only be worked in the daytime. It would not be safe to work an unfenced line in the dark.
135. Have you included the cost of stockyards in your estimate? I have provided for sheep-yards, but not for cattle-yards. I was told that cattle-yards would not be required.
136. I suppose that £2,061 per mile is about as low as you can bring the estimate? Yes, that is the lowest estimate that I would give.
137. What reason have you for supposing that you would get the line constructed for that? Well, take the contracts that we have had carried out recently—take the Milson's Point line.
- 138-9. Any other? Yes; three contracts were let on the Lismore to the Tweed Railway for less than the estimate.
140. For less than £2,061? No. What I mean is that in the case of other lines, we have had the work carried out within the estimate.
141. But it is usual to allow a margin? I have put on 10 per cent. for that. It is included in the estimate. I have put on £500 for miscellaneous requirements—I do not know what they will be, and I have put on 10 per cent. for supervision and contingencies.
142. Can the Department assure the Committee that the work can be carried out for the amount you have named? I think the Committee will be perfectly safe in recommending the construction of the line. I do not see any reason whatever why the estimate should be exceeded. If it is exceeded it will only be because of somebody ordering us to depart from the contract.
143. The cost of so small and easy a work as this ought to be calculated very readily? Yes.
144. If it were a larger work with heavy grades and bridges, you would require a larger margin? Of course we should be more liable for contingencies. It sometimes happens that slips occur in deep cuttings which we could not possibly expect or provide against.
145. Have any of the owners of property along the line offered to give the Government the land free of cost? I am not aware.
146. The last point to be considered is the time which will be occupied in the construction of the line? If it is necessary that the line should be finished by the end of next year, and we know this early, I think it could possibly be done in time; but if it is a couple of months or so before we get instructions about it, it cannot be done in time.
147. With fair weather there is a possibility of doing it within nine months? Within twelve months.
148. The Commissioners state that the work could be completed within six months? Well let them do it. They have not done any of this work yet.
149. Your opinion is that it would take about twelve months if the weather is good? Yes. I do not see why it should take longer; but I do not think it is any use promising it sooner.
150. *Mr. Gormly.*] The two creeks which you would have to cross would not require culverts of any considerable height? No.
151. Will you give us an idea as to what height they would have to be from the bottom of the creek? The first bridge—that over the Algdudgerie Creek—would have to be about 6 feet high; that is, the under side would be about 5 feet above the ground. There is a dam over that creek, so that we shall save part of the bridging there. The bridge over the Berrigan Creek would be about 4 feet high.
152. You can easily estimate the cost of such structures? Yes, it is a very simple matter. Besides there would not be much current.
153. And it would be very easy to estimate the quantity of earth required for the embankment? Yes. We propose to adopt a new system in letting the contracts for this line. Formerly the work has been paid for by cubical measurement, the earth being taken from the sides, or from the cuttings, and used for the embankments; it has all been paid for at so much per cubic yard. In this case it is proposed to let out the work at so much per lineal yard.
154. I suppose you have seen ploughs and scoops used for such work as this? Yes.
155. From your knowledge of this class of country, could the work, if not done by graders, be done with ploughs and scoops? Yes.
156. That would be cheaper than to use drays and picks and shovels? Yes.
157. This is a class of railway of which it is easy to estimate the probable cost? Yes.
158. Where it is found necessary to erect a fence, a wire fence would do? I think so. That is what I intended.
159. For how much a mile do you think a six-wire fence could be erected in that part of the country? It might be put up for £65 per mile—it ought to be done for 4s. 6d. per rod.
160. Do you not think that it could be done for much less than that? I have heard squatters talk of getting it done for £25 per mile, but we can never get it done for less than the sum I propose.
161. A ton of No. 8 wire does about a mile of fencing. If you found it necessary to fence part of the line, the fencing would not be very expensive? I have allowed £1,000 for it. I could not form any idea as to how much would be required, so I put down that amount. There may be a balance, and, at any rate, I do not think it will be very much exceeded.
162. Do you think half the line could be fenced with a six-wire fence for £1,000? That would be £50 a mile for each fence. It could be done for that, but I feel certain that we shall not have so much to do.
163. You think you have left a sufficient margin to pay for the erection of any fencing which may be necessary? Yes; the line will follow the road for a good way at the lower end. There are fences up there now, and I will not move them.
164. Do you not think it would be safe to run trains on that line at night, even without fencing? Not if there were cattle.
165. You are not aware whether there are cattle? No; but I presume that it is all grazing country.
166. Would there be much danger in running over an unfenced line in sheep country? Yes; both cattle and sheep are very fond of leaving the grass to lie upon the ballast.

T. R. Firth,
Esq.
20 Dec., 1894.

167. *Mr. Chanter.*] As far as I can understand the difference between the Jerilderie line and the proposed line consists in the difference in depth of ballast and in the quality of the sleepers? And in the height of the embankment. The waterways would also be different. There would be no concrete or brick culverts.
168. You would only require to add to this line in those particulars to make it a permanent line? Yes.
169. What is the total cost of the buildings? £5,180.
170. That would leave the cost of the rest of the line about £1,800 a mile? £1,790 a mile.
171. I notice, on looking at the map, that the proposed line does not go by the side of the paddocks. I understood that you presumed that one side would be fenced? At the Berrigan end I believe that it will be fenced for a mile or two.
172. But from Jerilderie to within 5 or 6 miles of Berrigan, you will be running through the middle of the freehold land? Yes; it is only about Berrigan that the line would be fenced. Of course in doing the permanent staking we might diverge 2 or 3 chains.
173. But that would not make much difference? Not very much. It is not worth speaking of, perhaps.
174. What width of land do you propose to resume? We generally take about 2 chains when going through private property.
175. You are not in a position to say what it is proposed to take in this case? No; but we will take about that width. We take more when going through Crown land.
176. Would you not require a bond from the owners of the land through which the line will pass, that no claim shall be brought against the Government for any injury that may be done to animals in the paddocks? I do not think so. Besides, the trains will run in the day time, and at a slow rate of speed, so that the driver will be able to see if there is anything on the line, and pull up in time. The line from Nyngan to Cobar is not fenced.
177. Cattle and sheep will camp upon the ballast in the day time as well as at night? Yes.
178. Supposing a flock of very valuable stud sheep, at lambing time, were camped on the line, they could only be frightened off with the whistle? Yes.
179. And supposing in the hurry some of them were injured or killed, would not a claim be made against the Government? Accidents happen even when a line is fenced, and the Commissioners have to pay damages.
180. But if stock trespass on a line when it is fenced, the owners are liable? The Commissioners will have to be responsible for any accidents which may occur if the line is not fenced, and they must run their trains with sufficient care to prevent accidents from occurring.
181. *Chairman.*] Is it your opinion that if a Government engine travelling over Crown land injures anything trespassing there, the Government can be held responsible? Yes; I take it that every man is supposed to fence in his land. Besides, the Government will only purchase this land by compulsion. If you could make an agreement with the owners of the land that they would take all risks, it would be another thing.
182. By whatever process the Crown obtains the land, it becomes Crown property, and anything trespassing on it has no right there? That is so.
183. How then could the Government be held blameable for any accident that might take place;—what is the position at the present time if sheep trespass upon your property? I think that as a railway is a source of danger, the Government, if it will not fence it in, will be liable for any damage it might do to stock. However, that is a legal question.
184. *Mr. Chanter.*] Did I understand you to say that if at any time it were necessary to fence in this land, it would cost £60 a mile? That is my approximate estimate for every class of fencing.
185. What class of fence would you propose? A 7-wire fence.
186. With a top rail? No.
187. You have not had any experience as to the cost of fencing in that district, except in connection with the Jerilderie line? No; and I do not know what the fencing on the Jerilderie line cost. I do not know whether those fences are 7-wire fences, or fences with two rails and four wires. That is the kind of fencing which used to be put up about the time that line was made.
188. The Department in inviting tenders for the construction of the line would include fencing? We should have a schedule of prices prepared with the different kinds of fencing. Where we cross a man's garden, which is paled in, we have to put up a paling fence, and so we provide for fences of different descriptions.
189. Would not the Department save considerably by inviting separate tenders for the construction of the roadway and for fencing? As a rule, I believe it is cheapest to include the fencing. A large contractor will probably not commence the fence until he has got his rails laid and he can then carry the fencing material along the line wherever he wants it at a fraction of what it would cost to cart it.
190. Are you aware that the maximum cost of the kind of fencing to which you have referred does not exceed £40 a mile in that district? Very probably. I should not be surprised to hear it.
191. Something over 10 miles of the road will be laid with new rails—what weight will they be? They will be 60-lb steel rails.
192. Will they be of a similar quality and design to the old rails which the Commissioners are to supply? The same type of rail exactly, but a little smaller.
193. What do you think is the difference between the life of the old rails and the life of the new rails? Probably seven or eight years.
194. What would be the increased cost of laying the road entirely with new rails? About £200 per mile.
195. Where do you propose to get your sleepers? I think we could get them from the banks of the Murray.
196. Are you aware that it is 23 or 24 miles from Berrigan to the Murray? I calculated on from 18 to 20 miles of cartage.
197. But you must remember that the sleepers would have to be got a considerable distance from the river;—is there not plenty of red gum on the Murrumbidgee at Narrandera? We might get sleepers there, but the freight would come to more unless the Commissioners gave special concessions. The freight would come to about 5½d.
198. What do you estimate the sleepers will cost each? Two shillings and sixpence delivered on the line. They would not cost more than 2s. 4d. if not delivered.

- T. R. Firth, Esq.
20 Dec., 1894.
199. Do you think that it is good economy where it is possible to get a thoroughly sound regulation sleeper of matured timber to take a cheaper sleeper of sapling timber. I suppose these sleepers would practically be saplings sawn down the middle? They would probably be split. There would be about three in a tree.
200. You are aware that red-gum splits very badly? Yes; but the sleepers are generally taken from large trees.
201. The regulation sleeper is about 9 by 4? Nine by four and a half.
202. Do you not think that regulation sleepers could be supplied from the sawmills for very nearly the same price as these? I am afraid not.
203. You might get some information on the subject from some of your officers? I will try to do so. It must be remembered that sawn sleepers are very likely to split, and although you may get them delivered for 1s. 9d., when you come to put them down you may find 25 per cent. of them split.
204. There is a timber reserve about 10 miles south of Jerilderie, on which there is a considerable quantity of box. If good sleepers could be obtained there, would not that lessen the cost? It would depend upon the distance you had to cart them. If you can get them for 3d. less each, there would be a saving of about £25 per mile. I should not, however, like to alter my estimate on the chance of it.
205. Can you tell the Committee how far from Berrigan the ballast supply is of which we have spoken? I am told that it is within a mile of Berrigan. Mr. Burge has seen it; I have not.
206. How would the Department obtain it,—by running a tramline out? I think the contractor would probably find it cheapest to run a temporary line out.
207. How near to Jerilderie is ballast to be found on the Narrandera line? I do not think there is much ballast along that line, though it is nearly twenty years since I was across there. I do not remember seeing any ballast near Jerilderie.
208. There is a large quantity of ballast between Jerilderie and Narrandera, right on the line? I do not know anything about that.
209. Do you not think that coarse gravel could be used with advantage instead of costly metal ballast? We take gravel now, where we can get it.
210. Have you any knowledge of the kind of ballast used on the private line from Deniliquin to Moama? I know that when that line was first made, sand was taken up from alongside the embankment and thrown on the top.
211. It is a coarse sand obtained a few feet below the surface. Where it is very costly to obtain ballast—as in the case of the proposed line—would it not be wise economy to use sand? I am quite prepared to accept ballast inferior to that which we have used hitherto. I fully expect to be obliged to take it.
212. Perhaps Mr. Burge will be able to inform the Committee as to what tests he has made along the route in regard to ballast? I do not think that any trial holes have been sunk.
213. Are you aware that the Mines Department have endeavoured to obtain water at Berrigan by sinking in certain parts of the town, and have failed? No.
214. Supposing it were not possible to obtain water just where you require it, could the engines carry sufficient to take them from Jerilderie to Berrigan and back? Only with a light load. They could with a three-quarter load.
215. On Travelling Stock Reserve 1,111 there is a permanent well. In the event of water not being obtained at Berrigan, what would it cost the Department to put a pump there and convey the water by pipes to the line. The distance would be about a mile? It would not cost very much. A possibility that struck me was, the putting of a dam on the Berrigan Creek. There is a dam there now, just where we propose to cross, and before I heard of the water at Berrigan it was my intention to make a tank in the bed of the creek.
216. If water cannot be obtained at Berrigan you can make ample provision for obtaining it either from the creek or from the public well I spoke of? Yes.
217. In regard to the wool-loading platform, do I understand that it is simply proposed to face the earthen embankment with sleepers? [*Witness showed by drawing how he proposed to construct these embankments.*]
218. How high will they be? 3-ft 6-in.
219. Have you taken into consideration the question of cheapening the earthworks by using American graders? No.
220. Have you calculated upon doing the earthwork with the help of pick and barrow men, or do you propose to use scoops? The ordinary pick and barrow men.
221. You are aware that scoops are now very largely used where men were formerly employed with picks and shovels and wheelbarrows? Yes.
222. That cheapens the work considerably? Yes.
223. The work would be done more cheaply if scoops were used? There would be some money saved for any little extras, such as putting on more ballast, if it were required.
224. In the case of this line there is practically nothing to do except to form the road and lay the rails? Yes, and clear the scrub away.
225. What you call bridges are only culverts? There will be about 190 lineal feet of bridge-work over the two creeks.
226. *Mr. Roberts.*] Have you estimated for a single line or for a double line? For a single line.
227. Is the Jerilderie line a single line? Yes.
228. What would be the probable cost of continuing the Jerilderie line as constructed to Berrigan, exclusive of land resumption and compensation? Probably £500 or £600 a mile more.
229. So that if the line is carried out as proposed, there will be a net saving of about £12,000? Yes, about that.
230. *Mr. Humphery.*] What is your reason for inviting tenders for the work at so much a lineal yard, instead of at so much a cubic yard? I think the contractors will do it for less, and we have generally found some trouble in arranging the cubical measurement. Where we have provided for an embankment of 9 inches or 12 inches, there may occasionally be a few yards where the ground drops; and the contractors always charge for the extra amount of material required, and we have lot of trouble with them. Then hitherto we have generally stipulated that the material required to fill up these places shall

shall be taken from some cutting, and that has increased the cost. But in this case we propose to let them get the stuff where they like, provided that the drains are kept clear.

231. When did it first occur to you to make this change? When getting out this scheme.

232. You have no previous experience of the system? No. With other lines, the embankments have been so high that it has seemed better to pay for the work by cubical measurement.

233. This will be an experiment? Yes.

234. Will this line be similar to the Cobar line? It will not be so good. It will be something like what the Cobar line was before it was washed away.

235. How would you describe the Cobar line? That was a surface line to a great extent, and part of the country through which it goes is undulating, though a great deal of it is flat.

236. In the depressions did you use ballast, or did you put the rails upon the surface of the ground? We used ballast throughout.

237. When the line was originally made? Yes.

238. How much ballast did you use. I am not speaking of the time when you re-made the line? The ballast was up to the usual standard. It was about 11½ inches in the middle of the road, and 13 or 14 inches outside.

239. Was that found to be sufficient, or did you increase the quantity? No. The trouble came about because of the wet weather setting in just when we had got our earthworks made, and the water swept away mile after mile of the line.

240. *Mr. Gormly.*] Was that in the hollows? Well there did not appear to be any hollows.

241. *Mr. Humphrey.*] It was before the ballast was put on? Yes.

242. You would not call it a cheap line now? No; it is not what was originally intended. There was so much damage done that we had to make it over again, and it was then thought advisable to make a good thing of it by raising the embankment 9 inches. At first the formation was laid upon the surface.

243. But this line will be an improvement upon the Cobar line as originally designed? Yes.

244. Will it with perfect safety carry the main line engines? It will carry ordinary engines up to 60 or 70 tons weight. It will carry all except the heavy American engines.

245. Do you remember expressing the opinion that no line of railway should be constructed that would not, with perfect safety, carry a main line engine? Yes.

246. *Mr. Davies.*] Baldwin engines? No, I did not refer to them. I do not put them under the head of main line engines.

247. *Mr. Humphrey.*] This line will carry with perfect safety what you consider to be main line engines? It will carry the class of engine made up to within the last ten years.

248. What did you say the total cost of the earthworks would be? £225 a mile.

249. Do you recollect that some time ago you expressed the opinion that in the most favourable country not less than £300 a mile should be expended upon earthworks? Very probably, and in making an estimate I still say that £300 would be low enough. When I gave that estimate we had not this kind of formation.

250. You pledge yourself that the cost of this earthwork will not exceed £225 a mile? As far as I can.

251. What have you allowed for clearing and grubbing? That is included.

252. Did you get a description of the country from Mr. Burge? Yes.

253. How many sleepers do you allow for each 30 feet of rail? Eleven.

254. That is in accordance with the view which you expressed some time ago? I have not changed as to that.

255. How do you get the earthworks down to £225 per mile? I do not advise the construction of this line. At the time you refer to, I was speaking of a safe line that you could work at any time, a cheap line, but not a pioneer line. In the case of this line, if the weather comes on wet, the trains can only travel very slowly, if at all. The Commissioners are satisfied to have this description of line, and I think it will meet the requirements of the traffic, but I must not lead you to understand that it will always be workable.

256. You say that you do not recommend its construction, or the construction of a line of this description? I do not know whether I could recommend it or not. I tell you what I think it will do. In ordinary weather it will carry all the traffic that there is; but if the season turns out very wet, the trains will have to be run very carefully, and probably will be stopped altogether.

257. *Mr. Hoskins.*] That happens on the Cootamundra line at times? Yes; but the trains would be stopped much sooner on this line.

258. *Mr. Lee.*] What would stop them? The ground would become so saturated that the line would probably sink.

259. *Chairman.*] Do you mean that the mud would come up through the ballast? Probably, in very wet weather.

260. *Mr. Humphrey.*] Would that lead to very considerable expense in raising the line? It would always be possible to raise the line and make a good line of it. When the weather comes on wet, that will be the time to put on more ballast and make it a good line.

261. Do you think the Committee should recommend the construction of such a line as this? I think so in this particular case.

262. It is a suitable line for the district? I think so. The traffic will not be heavy during the whole year. The principal traffic will be in the grain season when, I suppose, the weather is dry.

263. Would the line be suitable for any other than the lightest locomotives? Yes; I think this line will be quite good enough for the district.

264. You will not say whether you would recommend it? I think that taking everything into consideration I could recommend it.

265. *Mr. Hoskins.*] Would not the difficulty be somewhat got over by having the sleepers closer together? Yes, very much.

266. Do you propose to use a larger number of sleepers than are used on the main line? No; I think that on the main lines, where they run the big engines, they have twelve sleepers for every 30 feet.

267. Would it not then be advisable to increase the number of sleepers on this line? Well that would increase the cost.

268. How much? Every extra sleeper per length of rail adds about £25 per mile to the cost.

269. Would it not be less expensive to increase the number of sleepers than to make up the line as the Cobar

T. R. Firth,
Esq.

20 Dec., 1894.

- T. R. Firth, Esq.
20 Dec., 1894.
- Cobar line was made up? I think it would take at least two extra sleepers to make very much difference. The question is—how much bad weather are you likely to have in a year.
270. But you have shown that the cost of the Cobar line has been greatly increased by the damage done to it in bad weather. Could not the trouble be obviated in this case by putting in extra sleepers? I think you could hardly put in enough sleepers to obviate the difficulty. You must have a sufficient space between them to enable you to pack them with ballast. I think the cost of making up the earthwork would come to more than the cost of extra sleepers, but you could not put sleepers close enough together to avoid the trouble.
271. I suppose you are aware that in America there are hundreds of miles of line without any ballast at all? I believe that there are.
272. *Mr. Hayes.*] As to the ground going soft, does that not depend upon the character of the soil? Yes, I do not know what this soil is.
273. If this is a loamy sandy soil, is it likely to become soft? Not if it is loamy.
274. I suppose Mr. Burge would be able to give us information about the character of the soil? Yes.
275. Since the country is flat, there will be no current to wash the embankment away, even if heavy rain sets in? No. Then, too, we shall put in box drains to carry the water away. The Cobar line subsided because it was partly below the surface of the ground. The middle of the embankment was probably a little above the surface, but the sides were below it. But in this case we do not propose anything of that kind. The material required for the embankment would be taken from the drains, which will be about 6 feet away on each side. These drains will keep the water from flowing on to the formation, and I expect will partly drain the subsoil. The box drains will carry the water through from one side to the other.
276. *Mr. Humphery.*] But you have not had time to test the value of this scheme? No; but I do not think there will be any difficulty in connection with it.
277. *Mr. Hayes.*] You do not anticipate any danger of the line sinking if the soil is fairly good? No.
278. Traffic could be carried on in almost any weather if the soil is good? It is only in very bad weather that we should have any trouble.
279. *Mr. Davies.*] What would be the size of the side drains? They would vary. The width would depend upon whether they were made with a plough or scoop, or by hand. They would all have the same capacity, but the width and depth would vary.

FRIDAY, 21 DECEMBER, 1894.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Charles Ormsby Burge, Esq., Chief Assistant Engineer for Railway Surveys, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- C. O. Burge, Esq.
21 Dec., 1894.
280. *Mr. Hoskins.*] What is your name? Charles Ormsby Burge.
281. Are you an engineer employed by the Railway Department? I am an engineer employed by the Railway Construction Department.
282. Have you had charge of trial-surveys in the South-western Division? Of railway surveys.
283. Are you acquainted with the character of the country which is proposed to be intersected by this projected railway we are now considering from Jerilderie to Berrigan? Yes.
284. Have trial-surveys been run over that country? Yes; one trial-survey.
285. Of which you had charge I presume? Yes; under the Engineer-in-Chief.
286. Is the character of the country favourable for railway construction? Very much so.
287. Is there a scarcity of water between Jerilderie and Berrigan? I fancy there would be in some seasons.
288. In the average seasons could water readily be obtained for the use of the engines? Generally I think so; but the surveyor reported to me that there was no permanent water on the length, by which he means that it could not be depended upon always; but there is a water supply at Jerilderie.
289. Where is that taken from? I do not know.
290. Then the water in the tract of country through which this railway would probably be made is water that is conserved? Yes.
291. Do you know is there any probability of there being any permanent water at Berrigan itself? I cannot say. I have only passed through the town. The surveyor reports that there would be no permanent water to be depended on.
292. Is the country above Berrigan and between Jerilderie and Berrigan well settled with population—that is to say, are there a sufficient number of producers in that locality to give something like reasonable warrant for the construction of this railway? Between Jerilderie and Berrigan the population is rather scanty. I may say that I have not been over every mile of it. I went south from Jerilderie to near Berrigan. I went over the line from Jerilderie to near Berrigan Creek.
293. In speaking of the district of Murray Hut, is that a locality or district? Murray Hut is, I think, the old name for the township, which I believe is called Finley.
294. Were you referring to the proposed line from the Rock through Berrigan to Murray Hut? I have been over the line from the Rock to Murray Hut, and stopped at Berrigan on my way. It was all the same character of country from Jerilderie to Berrigan.
295. There was a very limited number of settlers from Jerilderie towards Berrigan, as far as you went? Yes.

C. O. Burge,
Esq.,
21 Dec., 1894.

296. You have been to Berrigan? Yes.
297. Is there a large number of settlers about Berrigan? Yes.
298. Principally graziers or agriculturists I suppose? Agriculturists principally.
299. What do they generally grow—wheat? I think so.
300. Where do they take that to at the present time? I really do not know. I went to inquire into the engineering features of the line, not with regard to its traffic. Of course when I went over the Rock to Murray Hut line there had been an examiner over it, and during the period that the examiners are examining lines the engineers do not interfere with their duties, but simply confine themselves to the engineering.
301. You travelled from Murray Hut to Berrigan? Yes.
302. How far? Thirteen or 14 miles.
303. What is the character of the country? It is quite flat.
304. Are there many settlers between Berrigan and Murray Hut? Yes, a great many.
305. I suppose you have not given any consideration to the character or description of line proposed to be made between Berrigan and Jerilderie? Yes, I made the estimate, subject of course to Mr. Firth's revisal and approval.
306. It is to be a cheaply constructed line? Yes.
307. In that flat country how do you propose to get rid of the drainage, in the event of heavy rains? We propose to have a formation about 6 inches high above the ground, and the side-drains which will make up that bank must serve as the drainage. But I should not be surprised if there was a very heavy rainfall that the line would be injured.
308. And if injured by heavy rains I suppose it would necessitate reconstruction? So far as it is seriously injured.
309. How much ballast do you estimate to be required? About 1,200 cubic yards per mile.
310. Where would you get the ballast from? A mile on the southern side of Berrigan.
311. What is the nature of the ballast? Granite. It would have to be broken.
312. It is good hard stone I suppose? Yes.
313. What is the size of the sleepers you propose to use on this line? I think the usual size—8-ft. x 9-in. x 4½-in.
314. In your survey of the tract of country to be traversed by this line, did you observe any difficulties that are likely to be created by the crossing of creeks, which are almost dry in the summer time, but which are swollen in the wet months? No, I did not observe any unusual difficulties. We have other instances of the same sort.
315. The water used by the residents is generally conserved by them in dams, I suppose? Yes, there are dams.
316. In the construction of the line there, is much provision made for getting rid of the water during flood time;—would it not be probable, if any of these dams burst, that the line might be carried away in the same manner as another line somewhere else was? Yes; there is one place in connection with that that I may be allowed to mention, where the line would cross close to a dam, and I directed the surveyor to carry the line over the dam.
317. That is a private dam, is it not? Yes, it is on private land.
318. Would you be justified in doing so;—would not the owner of the land object? I do not think so. If we were to be below the dam we would be in danger of having it burst and coming down on the line; consequently, as it was only a short distance below, I directed the line to be carried over the top of it, for then it would be under the control of the Railway Commissioners, being within their land, and its repair would be in their hands.
319. Would that necessitate the Commissioners resuming the land? Yes.
320. While in the locality did you ever hear people express a great anxiety to have a line constructed from Jerilderie to Berrigan, and also express a willingness to give sufficient land for the construction of the line through their property? No, of course I was no time there; I just passed through.
321. You do not anticipate any difficulty in making the line? No.
322. *Mr. Trickett.*] Are you provided with details as to the probable cost of this line? Yes.
323. Could you give them to the Committee? If you will allow me to say so, after this estimate left my hands, the Acting Engineer-in-Chief had some conferences with the Railway Commissioners, which resulted in some concessions being made by them which are embodied in this detailed estimate that I now give you. (*Vide Appendix.*)
324. How much is this calculated to cost a mile? £2,061 4s. 7d.
325. Can you give us the details of how you arrived at that amount? Earth-works are estimated at £225, box-drains and timber bridges, £111; level crossings, cattle stops and fencing, £92; permanent-way materials, £532; ballasting and laying the road and sleepers are lumped together at £677 per mile, the stations are £223. Then there is an item of miscellaneous for various smaller matters, £24; contingencies allowed at 5 per cent., £94. Then there are the engineering and supervision which include the permanent surveys and the supervision of the work during the construction, at another £94, also 5 per cent. Then there is a note attached to this estimate which I do not know whether Mr. Firth gave you: "The above estimate is made after interviews with Mr. Eddy, who agrees to deliver for the main line 10 miles of second hand rails at £3 per ton—fish-plates at £2 15s. per 100, and fish-bolts at 14s. per 100—old rails for sidings delivered at £2 10s. per ton. The wool banks and grain sheds will be built by the Commissioners for the sums named—a 40-foot turn-table is to be supplied for £150. The water supply is to be by an oil engine and timber tank."
326. When was that estimate made? On December 4th.
327. Was it made by yourself? The original one was made by myself and then I was directed to make some alterations.
328. Having had considerable experience in work of this kind, do you think that the estimate you have given us would be the ultimate cost—that is to say, do you really think that the work can be done for the amount which you stated to the Committee? Yes, I think the work can be done for it, but at the same time I think it is too cheap a line.
329. In arriving at this amount have you taken into consideration the present low rate of wages in the labour market? Yes.
330. Then you are quite confident, so far as you are able to give an opinion, that the line can be built for that money? Yes, at the present rate of wages.

- C. O. Burgo, Esq.
21 Dec., 1894.
331. You have said that it is too light a line? I think that it would be an ultimate saving if we had a larger allowance for earth-works, in consequence of the extra cost of maintaining a line of this character.
332. The earth-work is to be 6 inches in height according to this estimate;—what height do you think it should go to make the line a fairly substantial one? It varies right throughout. It is not exactly 6 inches. I should rather refer to it in the terms of money. There is only £225 allowed in this estimate for earth-works.
333. What is the usual charge for earth-work in country similar to that proposed to be traversed by this line? Well, I think myself that there should not be very much less than £300 spent—say £280.
334. Would that make a more substantial line? Yes. This estimate in my opinion is cut a little bit too fine. What I have just suggested would give £55 a mile extra.
- 334½. This would make the total extra cost a little over £1,000? Yes.
335. You think then that the cost of forming should be allowed at not less than £280, instead of £225? Yes.
336. Do you know of any line that has been laid at so low a cost as this—a cost that is to say of £225 per mile? No, it is quite a new departure.
337. Have you had any experience with regard to the construction of American lines? No, I have been in America but have never examined the lines.
338. Will the sleepers on this line be laid much closer than ordinarily? No.
339. If the sleepers were put a little closer would not that improve the stability of the line? Oh, yes.
340. Would you recommend placing another sleeper under each rail? If I added anything I think I would rather add to the earth-work.
341. As the Committee will be very much guided by your evidence as to this particular work, would you go so far as to say that you would not recommend a line of this kind being constructed? No, I do not go so far as that. I would say that I would prefer it to be in some respects, not quite so light.
342. But you think the Committee would be justified in recommending a light line in this country as an experiment? Yes, for the reason that it is easily improved upon afterwards.
343. But if you had to raise all the sleepers, and so on, would it not be a great extra cost? Well, it is partly a matter of conjecture.
344. As this is only a single line, how could it be raised while the traffic is running over it? It is very easy to lift a line.
345. With regard to the country—apart from the chance of a water tank bursting—do you think there would be much fear of the line being flooded in the case of heavy rains? Not very much, because the tanks are all shallow, spread out over a great surface, and if one of these tanks were to burst there would be a certain amount of damage done, but to no very large extent.
346. But apart from the chance of a tank bursting, do you think there would be any damage from a heavy rainfall? There might be.
347. The line would have to be protected from that kind of damage by little drains put across it, would it not? Yes.
348. Will they be put at very frequent intervals? We generally put them at three to a mile in that country.
349. What width are these boxes? Three feet.
350. And they would only be 6 inches high? No; 9 inches high. They are generally made with a sleeper put up on side.
351. Are they expensive to put in? No.
352. In a line in flat country such as this, would it not be possible to put a few more of these in, so as to relieve the line from flooding? Well, we were going on the example of the Culcairn to Corowa line, which has been constructed for a considerable time, and has worked satisfactorily.
353. This line will cross Berrigan Creek? Yes.
354. Will there be an expensive bridge there? No; a small bridge.
355. Do you know what will be the cost of that bridge? I have no particulars here to enable me to separate this particular work.
356. What would you allow for the cost of these bridges? About £3 per foot.
357. Will these bridges be sufficiently stable? Yes; I may say, in regard to £111 per mile allowed in the estimate, that it includes all the box-drains as well as the bridges.
358. Graders are likely to be used for this work;—have you ever seen any of them in operation? No.
359. Before they can be used, however, must not the country be all cleared and stamped? Yes; I should think so.
360. Then before they could be used on this line the whole of the stumps would have to be taken out? Yes; but a good deal of this country is plain country, and nowhere is it thickly timbered.
361. But timbered lightly or heavily the roots will have to be taken out? Yes.
362. Have you taken this into consideration in the estimate? Yes.
363. Would that be a considerable item? I do not think it would be.
364. Have you inspected the Deniliquin to Moama railway? No.
365. Is not that constructed on very shallow earth-works? I do not know beyond reading what was in the reports of the Jerilderie to Deniliquin line.
366. A little while ago you stated that this was a little too cheap a line of railway to be constructed;—is that in reference to the engine and loads that have to be taken over it? No.
367. Are you, then, of opinion that the same engines and trucks and loads that run from Narrandera to Jerilderie would be able to run on this line? Yes; but at not too high a rate of speed.
368. Would you kindly tell the Committee at what rate of speed? It is all a question of maintenance. High rates of speed involve heavy rates of maintenance, but I think that on this the speed should be limited to 20 miles per hour.
369. You think that at that speed a train could be run safely over a line of this character? Yes.
370. What sort of road is there from Jerilderie to Berrigan at the present time? It is a very bad road.
371. Is great inconvenience experienced by teams getting bogged? Yes.
372. But even if this railway were constructed, there would still exist the difficulty of getting the produce to the stations, and this difficulty would only be minimised by getting it trucked to Sydney? Yes.
373. From your experience of this locality, do you think that a line constructed from Jerilderie to Berrigan would be the means of diverting the traffic that now goes to the southern capital by way of Moama? I have not the means of judging any more than anyone else. I have only passed through the country, and have no intimate acquaintance with it.

374. There are one or two awkward curves, are there not, on this line, where it gets into Jerilderie? No; nothing out of the way.
375. But there is a big curve there, is there not? Yes.
376. Cannot it be avoided in any way? There is no objection to it.
377. The Departmental tracing shows the curve going into the station at Jerilderie;—would it not be possible to start from the 413 mile point, and go straight into the station instead of taking this curve? It would be possible, but it would not be desirable.
378. For what reason would it not be desirable? On account of traffic arrangements. It would interfere with the economical working of the traffic, the train having to shunt back from the station, in order to go on to Berrigan.
379. I see that this curve here goes through a whole lot of town allotments;—would not their resumption very considerably increase the cost of constructing the line? Yes; but it seems to me unavoidable.
380. Is all that part of the town that the line is to go through built on? No.
381. Taking all things into consideration, you think it would be cheaper to go through these town allotments than to take the eastern direction? Yes; it would be cheaper as regards the working, though it would not be very much cheaper in regard to the laying of the line.
382. Are you able to tell the Committee what the cost of resuming these allotments would be? No; but I am quite certain that it would be very much better to resume them than to take the alternative route.
383. *Mr. Molesworth.*] Can you tell the Committee what is the nature of the soil in this district? It is loamy.
384. Do you look upon that as a good foundation for your operations? Yes.
385. Upon that, do you think you could build a very good, strong permanent way? Yes; we have a line over similar country going from Narrandera to Jerilderie.
386. You do not find it weak or troublesome? No.
387. How do you propose to provide facilities for watering the engines? By dams. There is a supply already at Jerilderie. We are providing a small amount for water supply at Berrigan, which I presume will have to be done by a dam, and pumped up into elevated tanks.
388. You speak about this being too cheap a line? Put it in this way: if I were asked my opinion I would be inclined to add a little more for earth-works.
389. That is the only point in which you think it too cheap;—you are of opinion that if an additional £50 per mile were allowed it would make a fairly satisfactory line? Yes.
390. Notwithstanding the arrangements you have made for the box-drains, if the country is comparatively level how are you to get the volume of water away—is there any fall in the country? Very little.
391. Do you think it is probable that flood-waters would remain near the line for several days? Yes; but I do not think that that country is subject to very heavy rainfalls.
392. If, in consequence of a downfall, water lodged near the roads for some days, would that not seriously affect the stability of the line? I do not think it would affect it seriously.
393. But would not the fact of the water being over the line interfere with the traffic? They would have to travel more cautiously.
394. But you do not think the line would be very seriously weakened? No.
395. Would the line then be capable of carrying as heavy loads as the main line to which it would be attached? Yes.
396. Would it be able to carry the same engines and rolling-stock as the main line? Yes; I think it would be able to, but I think that such engines as the Baldwins would be rather heavy for it. It is not likely, however, that Baldwin engines would be run on it.
397. But, exclusive of Baldwin engines, you think the line would be capable of carrying any kind of engine or rolling-stock at present in use? Yes; exclusive of Baldwin and similar engines.
398. I understand the gauge is exactly the same as on our principal lines; therefore there would not be any difficulty at the point of connection? No.
399. You said just now that if the line were made stronger in the direction which you indicate that it would be a saving in the cost of maintenance? I think it would.
400. Would it be an important saving? Well, I think it would be worth doing.
401. You think it would justify the expenditure? I think so.
402. *Mr. Lee.*] In making the calculations for this pioneer line, I suppose you had to depart from the regular routine of railway construction altogether? Yes; to some extent.
403. Do you regard this as an experimental line? Yes.
404. Have you not had to cut everything down to the finest possible limit to bring it out at this estimate? Yes.
405. Do you think you have paid sufficient attention to the contingencies which inevitably arise in constructing large works like these? We have always been accustomed, working on long experience, to allow 10 per cent. for contingencies and supervision. We have continued that practice in this instance.
406. Do you think that this estimate is sufficient to complete the work? Yes, I do.
407. As a rule, in all proposals of this character the actual cost exceeds the estimate? Not always.
408. Can you give any instance of where they were carried out for the estimate? I think most of the recent lines constructed by the Department were very close to the estimate. I daresay *Mr. Firth* would be very glad to give the Committee more information on this matter.
409. In cutting down the cost of everything with the view of making the line as light as possible, have you considered that you have reached the limited speed in your proposal? I do not quite understand you.
410. What I mean to say is, could you cut the line down any more;—could you make it cheaper, consistent with speed? I do not think so.
411. Do you think there is any portion of the proposed line which could with advantage be increased or strengthened, other than the earthworks? No; I think not.
412. It is proposed that this line be not fenced except in those places where fencing is absolutely required? Yes.
413. Supposing it is found afterwards that it would be necessary to fence all this line, what would be the additional cost per mile? About £150 per mile is what we generally allow.
414. *Mr. Davies.*] What description of fencing will that be? A post and seven wires.
415. *Mr. Lee.*] There is some fencing to be done? Yes; we have allowed a lump sum for it.
416. Which is merely an estimate? Yes.

- C. O. Burge, Esq.
21 Dec., 1894.
417. I see it is proposed to use half-round sleepers;—has this kind of sleeper ever been used here before? Not to my knowledge. They are not exactly half-round sleepers—roughly-squared rather.
418. I want to know if the Department have used them before and with what result? I am not aware of their ever having been used before.
419. Will the cost be greater for these half-round sleepers than for the ordinary sawn sleeper? No; I do not think so.
420. You have already stated to the Committee that you think the construction of this line under the conditions proposed, as a pioneer line, could be effected with safety? Yes.
421. And from what you have said you wish it to be understood that if the Railway Department were going to make a proposal they would recommend the construction of such a line? I do not know what Mr. Firth's opinion may be. He is the representative of the Department. It is only my individual opinion that I have been giving with regard to the earthwork.
422. Now, is there any feature in regard to this line that you think ought to be brought before this Committee? No; except that I think it would be a very valuable experiment.
423. And must be treated solely as an experiment? Yes; but I think it is a sufficiently safe experiment; there would be no risk about it whatever.
424. Have you had any experience in other colonies where lines of this character have been made? Not in other Australian colonies, but I have had a great deal of experience with lines of a similar stability at the Cape, though, of course, they were of a different gauge; in fact, they were of less stability because the engines were lighter.
425. Have you had any experience with lines of this character, taking into consideration the proposed size of the earth-work, gauge, rails, and rolling-stock? Well, I do not know that I can recall anything exactly similar, but in all lines there are lengths, more or less, that run over country like this.
426. Are we correct, then, in understanding that in ordinary weather, and under ordinary circumstances, that line might fairly be expected to carry the traffic? Certainly.
427. What is likely to be the result in very bad weather? There might be interruptions.
428. In what way? Through flooding, for instance, or the lines being washed away.
429. If that is the case, would it not materially increase the cost of maintenance? Well, I should not like to say materially, but it certainly would considerably.
430. Your Department admit that there is a liability to danger? Not danger, I should say.
431. Well, that the line is exposed? Well, that it is not so substantial a line as it might be.
432. You proposed to minimise the flooding difficulty as much as possible by putting in waterways? I do not say an extra number, for we put the number here specified in any line.
433. How do you propose to carry off the water if there were a heavy fall of rain? It is very flat country, and, consequently, there would not be very much current; but if our waterways turn out to be insufficient, of course some of the line would probably be washed away, and have to be repaired.
434. *Mr. Hayes.*] In reference to flooding—this country is almost absolutely level? It is very level.
435. So there would be very little current? Very little.
436. The water practically soaks away? Yes, practically.
437. Do you think there is very much danger of the line being washed away at any time? No; I do not think so.
438. I think that you stated that you allowed £223 a mile for stations? Yes.
439. And the line is 21 miles in length, making the amount about £4,680 in all? Yes, about that.
440. Is it not the intention of the Department to have practically only one station—that is, the terminal station at Berrigan? There is to be an intermediate waiting-shed and siding, too. We provide for a passenger building at Berrigan at £250; goods shed, £200; grain shed, £250; station-master's house, £300; waiting shed, £200; wool platforms, £200; one stock-yard, £200; weigh-bridges, £552; turntable, £400; water supply, £750; metalling, £500; and sidings, £910.
441. So you include, under the heading of station buildings, all those items you have just given? Yes.
442. In reference to the sleepers, do you propose to have half-round—were they not very much used formerly on the main lines? They may have been, but not to my knowledge.
443. What you call half-round sleepers are simply split sleepers with a space adzed off to let in the rails? Yes.
444. They are practically as good as the others? Yes.
445. With reference to water supply, a large well on the reserve has recently been constructed about half way to Jerilderie, and that being so there will be no difficulty whatever about getting water? No.
446. *Mr. Chanter.*] In reference to the question of timber, what does your Department expect to save by getting rough-dressed sleepers instead of the usual sawn sleepers? I suppose they expect to save the cost of sawing the sleepers.
447. You are aware that there are only two classes of timber in that locality, red-gum and box, and I understood from Mr. Firth yesterday, that it is intended by the Department to lay down red-gum sleepers? Yes.
448. Is it the practice of the Department to use red-gum sleepers? Hitherto we have generally had ironbark.
449. Do you think it quite possible to get full-sized sawn red-gum sleepers on the same terms as the half round? I do not know.
450. What depth in the centre of the sleeper do you propose? Four and a half inches.
451. What width? Nine inches.
452. What width of the face where the rail would lay? That would vary with the shape of the sleepers. I do not know that there is anything definitely laid down about that.
453. But would not you determine to have not less than a certain space on the face of the sleeper where the rail would lie? There ought to be some limit, no doubt.
454. In preparing the estimate for ballast, did you take into consideration the fact that no metal ballast can be obtained along the line of route? Yes.
455. Were any efforts made to ascertain if any gravel or other suitable substance could be obtained? No.
456. No trial shafts were sunk? No; we do not generally go into that sort of thing when making a trial survey.
457. You have estimated a certain sum for ballast and sleepers, and I think you propose to get this ballast from

- from some granite quarries about a mile from Berrigan? That is as far as our knowledge goes at present.
458. If it is possible to get along this line a very coarse gritty sand, which could be used for ballast, would not that lessen your estimate for ballast very materially? Yes; to some extent.
459. In regard to the water supply, did you take that into consideration going over the line? Yes.
460. I understand you to say that the only permanent water that you could look upon in times of drought would be that to be obtained from Jerilderie? That was the report of the surveyor who was for many months over the line, and would know more about it than I would.
461. Supposing no water was to be obtained at Berrigan in time of drought, what provision would you make for watering the engines? I do not know. The gradients are very flat, and an engine might, therefore, carry water sufficient to go to Berrigan and back.
462. You think it would be quite possible for the engine to take a sufficient supply of water from Jerilderie? Yes; it is only about 21 miles, and the gradients being so very easy there would not be so very much consumption of water by the engine.
463. In regard to the earthworks, I notice you estimate the cost at £225 per mile—that is calculating for a depth of earthworks to be laid on the surveys of 6 inches? Well, that is the minimum.
464. That is the average depth, is it not? No; I should not call it the average depth, but I think that is the minimum.
- 464½. But the average would not be likely to exceed materially 6 inches? No.
465. What width would you lay that? Seventeen feet.
466. Might I ask you, when arriving at this estimate for the earthworks, do you base your estimate for £225 per mile, or £2 15s. per chain, on the information obtained in that locality? No; not so much as on a general experience of the cost of previous works in other parts of the Colony.
467. In assuming that estimate, you would take into consideration that on the works in other parts of the Colony? Yes; much additional labour, such as pick and shovel and barrow work, would have to be provided for.
468. Did you give any consideration to the fact that in such level country as this the American graders are used, and where not used the plough and scoop is used, and that that would minimise the cost per mile? Yes.
469. Taking into consideration that the municipal bodies in this locality are having their roads formed for ordinary wheel traffic 20 feet wide, at a cost of £1 per chain, how do you estimate £2 15s. per chain for the railway? We have a number of things to estimate for which those municipal bodies do not, such as widening at the different stations and sidings, &c., and the whole estimate rests on actual tenders by railway contractors who know their business.
470. But taking into consideration the road proper, and also taking into consideration the extra formations necessitated by these sidings and so on, do you not think a considerable saving could be made in your estimate, from the statement that the municipal bodies are getting this class of work done for less than half your estimate? I do not know. What I have given is based upon experience of open tenders.
471. You say that your estimate is based upon experience of other parts of the Colony, but are not the circumstances greatly different? There is not a very great difference.
472. Could you give the Committee the schedule price tendered for the earthworks on the line from Culcairn to Corowa? No.
473. That is very similar country, is it not? Yes; it is very similar country, as far as I know.
474. In this trial survey you propose to make a diversion at a commencing point on the Jerilderie line, at a point about midway between Wood and Kennedy streets, and then you would take your line through a large number of allotments south of that point? Yes.
475. Then, forming your curve, getting in a straight line just on the southern side of those allotments? Yes.
476. Will you explain to the Committee why the line could not be taken from a point opposite Brown-street, immediately adjoining the goods-shed at the Jerilderie railway-station and going in a south-western direction? The object in going down south is to avoid having to shunt. If we were to come out on the north side of Jerilderie, we should miss the station, or otherwise have to shunt into the station, and shunt back again, which would be a very great inconvenience and expense.
477. But do you not think that, taking the line from the point that I have already indicated, that there would be more than sufficient compensation in the amount of money that would be paid for a resumption of land than shunting back that short distance to Jerilderie station? I do not know. I only know that the Railway Commissioners would strongly object to such an arrangement as that.
478. What I desire to know is what had your Department in view in making your curve immediately from the starting point, and then making another curve at or upon allotment 23, near Berrigan Creek? The object of making the two curves was, in the first place, to avoid crossing the public road from Jerilderie to Berrigan. If we had to cross it once, we should have had to cross it twice, because we end our line on the eastern side of the road. We therefore cleared the most easterly corner of that road. Then we bent slightly to the west in order to join the road there within the last 5 miles next to Berrigan. The saving effected by this arrangement would be much greater than the slight saving in distance that would be effected by going straight from Jerilderie to Berrigan.
479. Why would it not meet the Departmental views to have a line direct from Jerilderie to Berrigan? If the line were run from the eastern side of Jerilderie station to Berrigan, it would be still further from the water supply.
480. Would it not be a wise thing to have some arrangement so that the train could approach the water at the 420-mile point? There is no reason why, if the Department thought it desirable, the railway should not be diverted nearer to the water supply. I understand that the water supply was created since the trial survey was made, and consequently it might modify our view as to the exact direction. All our trial surveys are subject to modification in the permanent survey.
481. As the lines shown by the trial survey will, for two-thirds of the whole distance, go through private property, have the Department considered the advisability of taking it along the line of road so as to save resumption? It would narrow the road very much, and the road appears to want all the width it has at present. It would also involve a number of additional curves. It does not appear to me, anyhow, that the mere resumption of land is, after all, a very large item. I may add that I know the Engineer-in-Chief is generally hostile to having public roads occupied by railway.
482. The question of the resumption of this land did not, I understand, come under your notice at all? No.

- C. O. Burge,
Esq.
21 Dec., 1894.
483. In reply to Mr. Hoskins you said that no one had intimated their intention of giving land for the purposes of this line, so that your Department is not in a position to inform the Committee as to whether any of this land is likely to be granted to the Crown for railway construction? No.
484. If it is found that this line cannot be constructed on the free-grant principle, do you not think it would be wise to go as nearly as possible along the line of road from Jerilderie to Berrigan. I have not gone into the question, but I doubt its wisdom very much.
485. In taking the line from a point as shown upon the plan you take it across what is called the Wonnamurra dam—that is, the diversion you speak of? Yes; it is near Berrigan Creek.
486. If the diversion is made nearer Murray Hut, would not that get away from any difficulty in regard to the cost of resumption of that dam? Of course any departure from the dam would involve a saving in the cost of it, whatever it might be.
487. From your own observation of that embankment and the large quantity of water conserved, do you not think that it would be wise to avoid any resumption of that kind by making a detour? No.
488. Does this line go close to Wonnamurra Station? I do not know where the station is.
489. You are aware that it goes right close by a wool-shed. Was the Department approached any way to make that detour—which to me appears a nasty angle from the starting-point—to go out in that locality to get alongside the wool-shed, and then make another detour to get to Berrigan? Certainly not. I am responsible for the position of the line and nobody approached me in any way.
490. In regard to the fencing, you said in reply to Mr. Lee that you estimated the fencing at £150 per mile, and the class of fence to be erected was to be a post and seven wires. Is your Department in the habit of paying this excessive cost for this class of fencing? That estimate is based upon our experience of contracts of a similar nature. Of course it includes returns to all gates and culverts and other contingencies. It is in accordance with the contractors' prices which have been realised for years past.
491. The estimate given by Mr. Firth yesterday for partial fencing was £1,000. It is contemplated therefore to fence a portion of this line? Yes; but that estimate is only a guess.
492. Will you kindly explain to the Committee why if it is not necessary to fence the whole of the line it is necessary to fence a portion of it? Well, there might be some allotments near Berrigan and Jerilderie which it would be necessary to fence.
493. This service is to be a day service, is it not so? I presume so.
494. There will only be a service three times a week? I only know that, from what I heard of the Commissioners' report.
495. In your opinion is there necessity for any fencing? It may be possible to do without it.
496. In that case you will save your estimate for the fencing? Yes.
497. In your opinion would a line of 6-inch formation be able to carry a heavy load at the rate of 20 miles per hour? I think so.
498. In a locality like this where the water has to lie, could you supply the Committee with the extra cost for a 12-inch formation instead of a 6-inch? Yes, we could supply that.
499. It would not of course amount to twice the sum? I think not.
500. If the elevation were 12 inches instead of 6 inches, in your opinion as an engineer, do you think that in extraordinary seasons when there might be an excessive rainfall and perhaps an excessive quantity of water lying about, that the line would be safer? Yes.
501. You are aware that some of the seasons in this country are excessively wet? I understand from the report of Mr. Alexander, who examined the country very closely, that the rainfall over the Riverina was more evenly distributed than in most parts of the Colony.
502. But I am alluding more particularly to the excessive seasons which you would have to make provision for? Yes.
503. *Mr. Gornly.*] You stated that the ballast for this line should be got from a granite formation near Berrigan? That is the only information we have at present.
504. Have you calculated the cost per cubic yard for the ballasting that could be got from that quality of stone. We have taken it out in lineal yards, 3s. 6d. per lineal yard and there are 1,200 cubic yards to the mile.
505. What cost for a cubic yard would that be, calculating 5 inches in depth? A little over 5s.
506. What gauge would it have to be broken to? Two and a half inches, which is the minimum.
507. At your estimate would the ballast have to be broken by hand or by machinery? By machinery, most likely.
508. Then if a suitable gravel or rough sand, suitable for ballasting purposes, were found close to the line, I suppose it would mean a considerable reduction in your present estimate? Yes.
509. Do you think that under those circumstances 2 yards could be done at the cost of one? Yes.
510. As much as 3 yards? Perhaps so.
511. In going over the country about Jerilderie and Berrigan did you observe any localities where, in your experience, gritty formations might exist? Well, I have not a very intimate acquaintance with that part of the country.
512. But you are of opinion that gravel pits might be discovered suitable for ballast for a line such as this? Yes.
513. You are aware of the gradients on the line from Narrandera to Jerilderie? I know it is a very easy line, but do not know the exact gradient.
514. Narrandera is the railway junction, and it is probable that the engine that would leave Narrandera would go on to Jerilderie, therefore the engine that would run on the Narrandera to Jerilderie line would be required for use on the extension to Berrigan? Yes.
515. But on the existing line from Narrandera to Jerilderie there is no need to use an excessively heavy engine? No.
516. Therefore a smaller engine would be sufficient? Yes; the lightest class, I should think.
517. The haulage would not be so great as to need a heavy engine? No.
518. Then the proposed line would be sufficiently strong to carry an engine running on the Narrandera to Jerilderie line? Yes.
519. In making the side cuttings for the drains on the proposed line, these drains would be graded wide? Yes.
520. They would carry off a fair amount of surface water, I suppose? Yes.

C. O. Burge,
Esq.
21 Dec., 1894.

521. It is proposed to put some culverts on this line where the depressions exist, is it not? Yes.
522. And the side drains would carry off a reasonable quantity of water to these depressions? Yes.
523. And these culverts would carry the water through? Yes.
524. In a country which is as level as that between the Billabong at Narrandera and on past Berrigan to the Murray River, if the water rose 6 inches the country would be inundated? Yes.
525. But this would only be caused by an extraordinary rainfall? Yes.
526. Then if the water by chance ran over a portion of the line there would not be such a current as would cause any considerable damage? No.
527. Such a thing as washing away the line would hardly be possible, would it? Possibly, in the approaches to the two creeks, there might be something of that kind.
528. But you would have a reasonably high embankment on the rivers? No.
529. Where you found it necessary you would raise the embankment, would you not? Yes.
530. With these precautions you could provide for the safety of the line under heavy rainfalls? Yes.
531. Had you any experience in the construction of the line from Narrandera to Hay? No.
532. You have not been over that line since it was constructed? No; I have only been to Jerilderie.
533. But you have some knowledge of how that line was constructed? Yes.
534. Were you in the Department when it was constructed? No, I was not.
535. Have you seen the ploughs and scoops used in the formation of some of the railway lines? Yes.
536. They have, of course, been used by the contractors for the purpose of cheapening the cost of formations? Yes.
537. Have you any idea whether they considerably lessen the cost of forming earth-works? Well, it depends entirely upon circumstances.
538. I am speaking of plain country, where there is little difficulty with regard to stumps and trees, &c.? Well, you might have a very lengthy cutting to make, in which case they would be useful, but in the case of short lengths the turning of the whole arrangement to come back would mean a loss.
539. But it would considerably lessen the cost of the formation, as the one under consideration? Yes.
540. In such a line as the one under consideration what would be the probable cost of making the ordinary side-cuttings and lifting the earth by manual labour, including barrowmen and pick and shovel men, what would be the cost per cubic yard? I should say 1s. 6d., including all charges.
541. Have you any idea what the cost of ploughing and scooping would be per yard? I do not think I could say.
542. From your observation could you give a very good estimate as to the amount of labour that seems to be employed in it? No; I do not think I could.
543. The earth is such that it could be easily removed? Yes.
544. There is a certain amount of loam and some clay? Yes.
545. You think that, having looked at this line, a contractor would be justified in regarding the formation as favourable to be taken at a moderate cost? Fairly favourable.
546. With regard to contingencies, is the formation such that circumstances would be likely to arise which increase the cost of contingencies, chiefly with respect to the earth-works; in other words, do you think that in such a line the contingencies would be likely to exceed the estimates? No; I do not think they would go over the estimates. We have provided a certain amount for contingencies.
547. Have you seen any flood-box in the depressions? I have not particularly noticed.
548. Do you know anything as to the durability or strength of the timber that grows in the vicinity of this line? No.
549. In procuring the sleepers have you got rough sleepers in some cases, that would be heavier than an ordinary sleeper through not being dressed? They are generally lighter than the ones ordinarily used.
550. Would these sleepers, with an excessive quantity of sap, be likely to be as durable as the ordinary dressed sleeper? Nearly so.
551. You have stated to the Committee that you have not studied the matter with regard to the danger of the country being covered with water? I have not heard of it being covered with water.
552. In making the formations you would raise the depression to a corresponding level with the other portion of the line, would you not? Well, I think as the line stands at present it is a little too low.
553. *Mr. Roberts.*] When were you last in Berrigan? I think it was in 1891. It was when I was inspecting the other line.
554. Were you on a visit of inspection in connection with the trial survey of this proposed line? From the Rock to the Murray Hut. Subsequently I inspected the Jerilderie to Berrigan line, but I did not go right up to Berrigan. Having gone over the greater part of the line, I omitted that little bit, more especially as I had been at Berrigan before.
555. Were you struck with the fertility of the soil about Berrigan? Yes.
556. Is it equally fertile from Berrigan to Murray Hut and on to Clear Hill? So far as I could judge, there is a good deal of cultivation from Berrigan up to Clear Hill. Berrigan would be rather more to the west of the centre.
557. At that time did there appear to be any anxiety amongst the residents for railway communication at Jerilderie? I only stopped there for a night, but I did not see that there was any special anxiety.
558. Have any offers been made as to the giving of the land free to the Crown in the event of a railway being constructed? No; not to my knowledge.
559. Is there any such light railway in this Colony as is this branch? Not yet constructed, but the Department propose to construct several.
560. Why do you especially recommend this line as an experimental line—is it owing to the short distance, *i.e.*, only 21 miles? That would be one reason.
561. Have you had experience of a similar line in South Africa? Not exactly similar.
562. But it passed over the same class of country? No; the country was not so flat—it was more undulating.
563. Was it equally liable to heavy rain? No; it was drought country.
564. Can you speak from experience as to the success or otherwise of light lines in South Africa similar to these? Yes. Of course, they were not exactly similar, but they have been successful.
565. In what way do they differ? Well, the gauge was different, for one thing, and the country was not so flat.

- C. O. Burge, Esq.
21 Dec., 1894.
566. Is the ballasting the same? There are all sorts of ballast there, according to the country you go into.
567. Would it be lighter or heavier? I think there would not be much difference. It is rather a difficult question to answer in regard to such large country as the Cape.
568. Is this as light a line as you think might be ventured upon? Certainly, I do not think you could go beyond this.
569. You think that the Committee would be thoroughly justified in recommending the construction of this line as an experiment, on the lines laid down in the specification? I do.
570. *Mr. Davies.*] I understood you to say, in reply to a question put you, that you regard the earthworks as not sufficient, to your judgment, to form a stable line? I did not go as far as that.
571. Did you not state that you regarded the earthworks at £225 per mile as insufficient? I did. It would be more economical to expend a little more on the earth-work.
572. You stated that 6 inches is the rise above the earth and on top of that 5 inches of ballast, and on top of that a sleeper of 4½ inches, and ballast packed alongside and up to the top of the sleeper, making a total height of some 15 or 16 inches? Yes.
573. Then you regard that as sufficient height for the proposed line on the ordinary level of the road? Generally.
574. But if you had your own way you would sooner see it higher? Not much higher. I do not mean that any addition should be added right through to the line, but what I mean is that I should prefer to have a little more money to spend in bad places. I think it is cut a little too fine in this estimate.
575. Would that money be spent in ballast or earthwork? In earthworks.
576. Would there be sufficient material got from each side? Yes.
577. That is where you propose to get the material for raising the line to its proper level? Yes.
578. Do you know anything about the men through whose property the line will pass? No; except that I know it is nearly all private property.
579. But have you no knowledge yourself? No.
580. Do you know if your Department have made any application for the free grant of the land? No.
581. *Chairman.*] There are one or two things that you might give the Committee a little more information upon. First of all, there are your flood levels—your plans show nothing with regard to those. You might also mark the main road from Jerilderie to Berrigan in sienna? Yes.
582. It would be well for your Department to make some inquiries to see if there is any probability of finding a gravel pit?—
583. *Mr. Hayes.*] How long will it take to make a permanent survey? It depends upon the number of surveyors which we can place upon the work.
584. What is the shortest time it can be made in if you had sufficient? I think we could do it in two months.
585. Is there any difficulty in getting surveyors for that purpose? We have had to retrench very considerably during the last month, but I suppose there would be no difficulty in getting the dismissed surveyors back again.
586. *Chairman.*] Is the surveyor, Mr. Bullard, who made this survey, available, if we wanted him? He is retrenched.
587. You might find out where he is? I do not know where he is, but I will ascertain.

WEDNESDAY, 2 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	ROBERT HENRY LEVIEN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	JOHN MOORE CHANTER, Esq.
The Hon. JAMES HOSKINS.	CHARLES ALFRED LEE, Esq.
The Hon. JOHN DAVIES, C.M.G.	JAMES GORMLY, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	EDMUND WILLIAM MOLESWORTH, Esq.
	JAMES HAYES, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

- H. McLachlan, Esq.
2 Jan., 1895.
588. *Chairman.*] You are Secretary to the Railway Commissioners? Yes.
589. You come here to give evidence with regard to the line under consideration as the representative of the Commissioners? Yes.
590. *Mr. Lee.*] Do you remember giving evidence before this Committee when it inquired into the expediency of constructing the line from Jerilderie to Deniliquin? Yes.
591. I believe the evidence you then offered was somewhat unfavourable as regards the proposed connection? Yes.
592. And one of the chief causes of objection, I understand, lay in the ownership of the land? I do not know whether that was made a strong point or not. I do not remember it.
593. Was it not made a strong point that the land was in the hands of a few persons, and that it would therefore be comparatively unproductive? I do not think I made that point particularly. I do not recollect it.
594. The estimate submitted by the Commissioners on that line showed a loss on the working? Yes.
595. And that loss was shown in consequence of there being little or no freight to carry, through the land being so largely held by large owners? To some extent that is so.
596. Since then the Commissioners have had the benefit of the evidence taken by the Committee and the report submitted? Yes.
597. Could you give the Committee any clear idea as to why the Commissioners should at this juncture recommend an extension of the line from Jerilderie to Berrigan? It is in altogether a different direction. The circumstances are also largely different.

H.
M'Lachlan,
Esq.

2 Jan., 1895.

598. Can you give me any clear reason why, in your opinion, the line should take this particular direction? One reason why the other line was objectionable was that it was considered that it would be largely a feeder to the Deniliquin-Moama line. In this case there is a direct connection with Sydney, and it is thought that the traffic would come this way. There is already a large production in the district.
599. When you speak of the Deniliquin-Moama railway, you have in your own mind the fact that it is practically part and parcel of the Victorian railways? Yes.
600. And the Commissioners did not think it desirable to divert our trade any further in that direction? I think that was one of the reasons they had in view in objecting to the line.
601. Would that argument apply to the extension of the line from Jerilderie to Berrigan? No.
602. Why? Because the connection only applies Sydneywards. Berrigan would be connected directly with Sydney, but there would be a gap across to the Victorian line. In the case of the other railway you would have had a direct connection at Moama.
603. But the connection with Sydney of Berrigan would mean a considerably greater distance from that place to Sydney than to Melbourne? The distance to be traversed would be nearer to Melbourne than to Sydney.
604. What is the nearest point of connection on the Victorian lines with Berrigan? I think it would be at Cobram.
605. What is the distance from Berrigan to Barooga? I am not personally acquainted with the district. Mr. Harper went over it, and he will be able to give you all the information you require from that point of view. I have not been over the district myself, and I cannot speak as to the actual distances.
606. You hold, I suppose, that from a railway point of view, trade is only influenced to a railway from within a certain distance? Naturally.
607. Then in calculating a certain probable traffic, you confine your estimate to within a certain radius? Circumstances alter cases a great deal. The local circumstances would affect the traffic in almost every instance.
608. Take the case of the produce raised on the New South Wales side of the Murray about Barooga, 12 or 15 miles back from the river;—do you think that that would go to Berrigan if there were a railway there? Probably the produce raised about the Murray would continue to go to Victoria, unless high duties had the effect of sending it away.
609. In submitting their estimate to the Committee, have the Commissioners taken into consideration that view of the question? The report of the Commissioners is based upon the estimates given to them as to the production likely to be influenced by the new railway. Mr. Harper, on whose figures the report of the Commissioners as to traffic is largely based, has been over the district, and would be able to give you information on that point.
610. The Commissioners estimate a certain return annually from goods, live stock, and agricultural produce;—have you any details as to the number of live stock and the number of bags of grain which it is expected would be carried on the railway? No.
611. Do you know what cost of carriage they are allowing from Berrigan to Jerilderie on bags of grain for instance? I could not say.
612. Mr. Harper will be able to tell us that, I suppose? Yes.
613. Do you happen to know anything about the earnings of the line from Jerilderie to Narrandera? It will be given in the Railway Report; I have not a report by me.
614. Do you happen to remember if much grain is carried that way? A good deal comes from Jerilderie, I believe.
615. Are there any intermediate markets? Some of it comes from Narrandera to be ground there. Some of it will then go on towards Sydney, and some of it will go back to Hay.
616. What I want to know is whether there is any intermediate market for the grain grown in this district? I think the bulk of it would come to Sydney.
617. The probable returns of this line, I suppose, are based upon the earnings from Berrigan to Jerilderie only? Yes; it would be the sectional earnings without reference to the through traffic.
618. It is estimated upon that basis that this line if constructed would earn the amount given? Yes.
619. Have you found that the extension of the line from Narrandera to Jerilderie has increased the traffic at all? There has been no great increase of grain traffic along the line itself, so far as my knowledge goes.
620. Mr. Alexander, in his report of the 20th May, speaks of Jerilderie as the chief depôt of the wheat grown in this district? Yes.
621. And there is a large flour-mill there? Yes.
622. Is there not a large proportion of wheat grown in the immediate vicinity of Jerilderie? I have not been in the district, and I should not like to speak as to the local conditions.
623. Berrigan being only 21 miles from Jerilderie, it is not an impossible distance for the conveyance of grain by dray? Of course it is known that grain cannot stand long carting.
624. You would not call 21 miles a long distance? Every mile tells, especially in regard to traffic which will bear so small a proportion of charges.
625. There is a good deal of grain grown along Berrigan Creek, between Berrigan and Jerilderie, about half way? Yes.
626. Has not that in the past found its way to Jerilderie by dray? Speaking of my own knowledge, I could not say.
627. We have it in evidence that Jerilderie is the only depôt there;—it would seem, therefore, that the grain would have to be carried by dray? At present the grain must go to Jerilderie, but you would open up the country, and increase grain production considerably by giving the producers a new market.
628. Do you think the farmers will be likely to use the railway instead of a dray for 10 or 12 miles? They would probably look at it in this way: The grain would have ultimately to be carried by rail in either instance, and it would be a great convenience to them to put it on the trucks near their own farms. There cannot be a great consumption at Jerilderie. It is only a small place.
629. And the grain being once on the trucks the farmers would have the option of the market at Jerilderie, or any market further north? Yes; once the grain was on the trucks.
630. Can you tell me what the rate for grain would be from Berrigan to Sydney? About 18s. 6d. per ton. That would be in 6-ton lots.

H.
M'Lachlan,
Esq.
2 Jan., 1895.

631. What would the rate to Albury be? I have not the rate-book with me, but I should think about 15s. 3d.
632. Is it on a sliding scale? It is proportionate to the distance. There are specially low rates coming towards Sydney from all country stations.
633. Of course the Commissioners have considered the probable traffic from this point of view—that the bulk of it is likely to be in the shape of grain? Yes.
634. And unless the grain can be carried at a profit to a central market it will not be carried at all? Certainly not.
635. The Commissioners have already made a differential rate to secure the carriage of grain? There is a specially low rate for grain now.
636. Will the rates on this line come under the existing low rates? The Commissioners have an idea of making local charges on this short length of new line.
637. Perhaps you will be able to tell the Committee whether the output of grain in this district has increased or decreased within the last few years? I could not say of my own knowledge.
638. In estimating the traffic from this district, have the Commissioners considered the scope of the boundaries allowed by the Victorian railway authorities for rebates? I do not think the Victorian railway authorities allow any rebate now on grain. I think it has been withdrawn.
639. Are you sure of that? That is my impression, and I think I am correct.
640. It is very important that the Committee should know. Could you supply us with the information later on? I will ascertain the facts and let Mr. Harper know;—he will be able to give you the information.
641. Do you happen to know whether the boundaries within which rebate is allowed by the Victorian railway authorities on general goods have been altered? I think there has been some slight modification, but they are generally in existence.
642. Therefore, if they have not been materially altered, Berrigan would still be within the rebate distance allowed for general goods? Yes.
643. The rebate line would be about midway between Berrigan and Jerilderie? There are a number of rebate lines, but that would be one of them.
644. Did your Department make its estimate in regard to the returns of the line with reference to the fact that at present wheat cannot find its way into Victoria for sale? It is based on the fact that Sydney would be the better market.
645. Does the estimate take into consideration the fact that the Victorian market is rendered prohibitive by the duties? That has been considered in making the estimate.
646. In what position would the earnings of the line be if, in the future, we were to have a free border? I could not say.
647. It would affect the earnings, would it not? I daresay it would affect the course of the grain traffic.
648. Can you give us any special reason why the Commissioners recommend the line from Jerilderie to Berrigan in preference to a line to Savernake, or a line by way of Coonong to Urana? No.
649. You have no special remark to make upon that point? No; but I may say at once that the Commissioners do not go into the question of alternate routes. They simply consider the route submitted to them. They do not care about recommending alternate routes.
650. Do you find the carriage of grain at present rates profitable to the Department? There is not a great deal of profit in it, but there is the return traffic in dearer goods to be considered. I believe it pays working expenses, but I do not think it has actually been worked out.
651. The Commissioners estimate a total revenue from the line of £3,083, and out of that total £2,668 is represented by goods, live stock, and agricultural produce; so that those three items of traffic would represent a very large portion of the whole? They would be considerable items.
652. If the profit upon grain is practically nil upon longer distances, what reasonable prospect would there be upon so short a distance as 21 miles of obtaining profitable carriage? The estimate of the Commissioners is based upon a careful consideration of the conditions, and they believe their estimate to be correct as regards both working expenses and revenue.
653. I am speaking of revenue now? The Commissioners think the revenue will come out at £3,083.
654. Grain being carried at practically a loss? I do not say that, although there may not be much profit in it.
655. Well, we will say at a very small profit, if any? Yes. The Commissioners propose to make local charges on this line, and proportionately they will be somewhat higher than the through charges. Ordinarily, the local charges will come to about 3s. a ton.
656. The country around Berrigan is largely under cultivation at the present time? I have not been to Berrigan, and I do not know the local circumstances.
657. Do the Commissioners view this extension as a continuous feeder to the Jerilderie line or only as a temporary feeder? They regard it as being a continuous feeder.
658. That is to say, it is a line that will probably show a return on its own whole length as well as bring additional traffic to the existing line? Yes.
659. Respecting the estimate of the Commissioners, they have made several estimates in regard to the various lines in the past? Yes.
660. Have you worked them out to ascertain what difference there has been between the reality and the estimates? The figures have, I think, in one or two cases been looked at, but this line does not bear comparison with many that have preceded it. It is to be built on a new system; it is a "pioneer" line.
661. But, after all, the proposal is based upon a calculation of working expenses and probable revenue? Yes.
662. Could you give us any information with reference to the return upon the lines from Culcairn to Corowa? You will see the figures in the report. I could not give you them from memory.
663. I should like to show the Committee, through yourself, what was the Commissioners' estimate of traffic upon that line when submitted to this Committee, and what the actual returns have proved to be? I will ask that the information be prepared for you, and send it by Mr. Harper.
664. *Mr. Molesworth* } The Commissioners, I understand, have personally inspected the route of the proposed railway? Yes.
665. And they are favourably impressed with the idea of constructing the line as proposed? Under certain conditions which they mentioned.

H.
M'Lachlan,
Esq.
2 Jan., 1895.

666. The principal condition being that the land required should be given without cost to the public? Yes.
667. Have the Commissioners any reason to suppose that that condition will be complied with on the part of the owners? They understood locally that it would be complied with. They say in their report: "We were given to understand that some of the landowners have already expressed their willingness to give the land, and that probably the whole of those concerned would adopt a similar course."
668. I understand that applies principally to the land in the vicinity of the proposed terminus at Berrigan. Are the Commissioners aware that the bulk of the land through which the proposed line will pass is in the hands of a few large owners? I understand that some of them would give the land.
669. I believe, for instance, that two-thirds of the land through which the line will pass is in the hands of Mr. Wilson? It may be so; I am not aware. Of course, in some cases the line may pass through small properties, and it would not be fair to ask a small owner to give up his land free. But what the Commissioners think is that all the landowners should combine and arrange among themselves to give the land as suggested. For instance, there is the Horsfall property, and there are other big properties which are contiguous to the line. Although the line does not actually touch them they will benefit by its construction. They would not be required to give any land from their own estates, but the Commissioners think that the landowners of the district should combine and arrange to give the whole of the land required free. It is thought that those whose land would be improved, and who would not be affected prejudicially by the line, might make some contribution to those whose land was so affected.
670. In other words, you think the betterment principle ought to be applied privately? To some extent. The Commissioners think that the landowners benefited by the construction of the line might come to some arrangement among themselves.
671. Have the Commissioners any reason to suppose that the landowners generally affected will fall in with this arrangement? The Commissioners have an idea that they will fall in with it.
672. Is it not the experience of the Commissioners that branch lines have hitherto resulted in serious losses? A number of branch lines have been unprofitable.
673. Is not the branch line from Narrandera to Jerilderie among the unprofitable branches? Yes.
674. Is not the loss serious? It has been heavy.
675. Can you tell me the amount of loss last year and the year preceding? I could not say, speaking from memory.
676. I understand that the loss for 1893 was something like £18,000;—will the loss during 1894 work out to a greater or lesser amount? The returns are not yet out for December, 1894.
677. Do you think that there is likely to be any improvement upon the returns for 1893? I could not say. It takes some little time to make out the returns—they are not prepared yet.
678. I understand that the Commissioners insist upon the gauge of this line being the same as the gauge of the main line? Yes.
679. What is about the difference of mileage between Berrigan and Sydney, and between Berrigan and Melbourne, *via* the nearest point of communication on the Victorian border;—the distance is nearly double, is it not? Yes, I suppose it would be pretty well double.
680. In the event of the border duties being removed, would not Melbourne, therefore, be the natural market for Berrigan produce? That depends upon the cartage. There are 20 miles of cartage, and that would be equal to a good many miles of railway carriage, especially at the cheap rate at which grain will be carried from Berrigan to Sydney. That will be under £1 per ton.
681. What is the rate from the border to Melbourne for the same class of goods? Mr. Harper would be able to tell you that.
682. Are the Commissioners in favour of continuing the proposed extension to the border? They have never been asked.
683. It is a matter they have not considered? No.
684. In regard to the proposed line, can you tell us whether the schedule rates would be adhered to, or whether special rates would be charged? The Commissioners' idea is to charge local rates as in the case of some other branch lines.
685. There will not be any exception made in the case of this branch line as compared with other branches? There will be no exception—local charges will be made.
686. From the Commissioners' report we understand that they are clearly favourable to the construction of this line provided the land is given free of charge? Yes.
687. Are the Commissioners responsible for the expression in their report, "Proposed pioneer line of railway"? Yes.
688. What do the Commissioners really mean by that expression? Well, it means a cheap railway. The Commissioners' views upon that point were laid before the Committee in connection with their inquiry into the Bega-Eden railway. In that case the Commissioners entered into the question of gauge and pioneer lines. At the time to which I refer the Commissioners expressed their views upon the point in the following terms:—"That the country is right in insisting on cheaper railways where it is a question of 'a railway or no railway,' there is no doubt; but it would, in our opinion, be absolutely wrong to introduce a different gauge from the standard gauge. We do not think it is practicable or desirable to construct a subsidiary trunk line, or a line likely to convey any amount of traffic upon it, on cheaper principles than that recently carried out in connection with the Cobar line, the cost of that line, including all construction charges, being about £3,300 per mile. There is no doubt, however, that for purely pastoral and level country, where the traffic would be exceedingly light, a line capable of carrying a light locomotive with the ordinary class of rolling stock, at a speed of about 15 miles per hour, in daylight only, could be constructed, exclusive of bridges, waterways, and station accommodation, which latter should be of the most simple nature, for about £1,750 per mile, money being voted later on, when the traffic had increased sufficiently to justify a better class of line, to raise the line to the ordinary standard. This could only be considered a 'Pioneer Railway,' and would be altogether different from a standard railway line even of light construction, such as that to Cobar; it would be simply a line to carry traffic with reasonable speed at a lower rate of charge than it is now carried by road. The rates for such lines on whatever scale fixed, would bring about a material saving to the users of it as compared with the rates now paid for carriage by road, and the scale of charges fixed should be such as to avoid any material loss to the country in connection therewith. Lines of this character would avoid the great disadvantage of break of gauge; they would cost scarcely anything more in the first instance than a narrow-gauge line, and the whole of the ordinary rolling stock, exclusive of engines which could be selected from the lightest types existing in the service, could pass over them."

H.
M'Lachlan,
Esq.
2 Jan., 1895.

689. Although this would be a light line of railway it will be practicable for the traffic from and to the main line to travel through without unloading? Yes. Perhaps a light engine might be provided, but there would be no need to unload; the traffic would go through. Although the heaviest engines would not be suitable to the line, we have engines that could run over it.
690. *Mr. Chanter.*] I understood you to say in reply to Mr. Lee that the Commissioners reported against the proposed line from Jerilderie to Deniliquin principally because the land traversed by the proposed railway was owned by a few persons? I do not think I said that.
691. Is not that the interpretation you place upon the report of the Commissioners? I do not think the Commissioners' report bears that impression.
692. You are not personally acquainted with this district? No.
693. You do not know whether the land traversed by the line now before the Committee is in the hands of only a few persons? No. Mr. Harper has been through the district and he is acquainted with all the details, and I do not wish to anticipate any evidence he may be likely to give you.
694. I think I understood you to say in answer to Mr. Lee that the Commissioners were of opinion that the construction of a line from Jerilderie to Deniliquin would act as a feeder to the private company's line? I think that was the impression to some extent.
695. Are you aware of the terms in the Act of Parliament under which the company hold their charter? That they are to charge such rates as the Railway Commissioners may approve, I believe.
696. Is it not a fact that within twelve months after connection of their line with any part of the New South Wales railway system they are bound to assimilate their gauge to that of the New South Wales railways? I think the Acts say they may be required to do so. I do not think it is imperative.
697. Is not power conferred upon the railway authorities to compel them to assimilate their gauge to that of the New South Wales railways? I think they could be compelled to put down a third line, but I do not know about the total assimilation of gauge. That might help them to draw traffic away from us.
698. Assuming that the gauge were altered to the gauge of the New South Wales railways would it not absolutely prevent the drawing of traffic in that direction, seeing that there would be a break at Moama? The matter is one upon which I did not expect to be examined. I do not think, however, that the Act makes it compulsory for the company in the contingency you mention to do away with their 5 ft. 8 in. gauge. They can lay down a third rail I think.
699. I suppose the Commissioners are legally advised in such a matter as this? If necessary.
700. Would it not be possible for the Commissioners to obtain legal advice upon this point and to instruct the Committee absolutely as to what the position would be if the connection were made? It is a matter for the Commissioners to determine.
701. The Commissioners are of opinion that any connection whatever in that direction might act as a feeder to the Victorian line? I believe that was the purport of the evidence I gave upon the question, but that was three years ago, and I have not since looked it up.
702. Upon the same basis this extension from Jerilderie to Berrigan if carried further would also act as a feeder to the Victorian line? At present the circumstances are different. In the one case you have a connection with a railway, and in the other case you have not. There would be a gap in this instance to be covered by road cartage.
703. But there is no great distance between the proposed terminus at Berrigan and Cobram, the nearest point on the Victorian railway? It is no great distance.
704. Is it not about the same distance as from Berrigan to Jerilderie? I have an idea that it is about the same distance.
705. Did I understand you to say that a certain portion of the produce in the neighbourhood of the Murray would go to Victoria? I should think so from its proximity to the Victorian lines.
706. Are you acquainted with the Victorian fiscal system? Generally I am not.
707. Is it not a fact that all the produce of that part of the Colony, grain and stock for instance, would have to pay a heavy duty on entering Victoria. Would not the duty be so heavy as to render the traffic absolutely prohibitive? I believe so.
708. Is it not a fact that the duty on wheat would be equivalent to 2s. per bushel, actually more than the price of the wheat itself? I did not think it was as much as that, but grain could go there in bond.
709. What is the cost of the carriage of grain from Jerilderie to Sydney? Fifteen shillings and sixpence per ton.
710. And the Commissioners propose a charge of about 3s. a ton from Berrigan to Jerilderie? I believe so, but they have not yet definitely decided upon the charges. There will be a local rate.
711. The through rate I name would be about 6d. a bushel? About that.
712. When you spoke some time ago of the removal of duty affecting the traffic, were you referring to the New South Wales duty? No; I understood Mr. Lee to refer to the Victorian duties.
713. You are aware of course of the cost to the Berrigan people of taking their grain *via* Cobram to Melbourne last year? The Victorian Commissioners made a special rate of about 9s. a ton I think, but Mr. Harper will be able to give you detailed information upon that point. I know that the Victorian railway authorities made a special rate, but I believe they have since abolished it.
714. Is it not a fact that the Commissioners have been inclined to report favorably upon this line in consequence of the special rebate given to the Berrigan people last year? No; I think they looked at the matter entirely upon its merits.
715. How much grain do you suppose was lost to the New South Wales railways in consequence of this special rebate to the farmers of Berrigan? I could not say.
716. Have the Commissioners estimated it at all? Not to my knowledge.
717. They did not take it into consideration when they reported upon this line? I do not think they did—especially in view of the abolition of the rebate.
718. Has a similar rebate been given in other places? I am not sure.
719. Has it been given in the Swan Hill district? I could not say.
720. Could you supply us with information later on as to where it has been given, and also as to the amount? Yes.
721. Can you say from memory what is the cost of a cattle truck from Jerilderie to Sydney? Not from memory.
722. I notice that the Commissioners in their report express a strong opinion as to the land required for the line being conveyed to them in fee simple? Yes.

723. Has any offer been made to the Commissioners in respect of any land which would be traversed by the railway? I am not aware of any offer in writing having been made.
724. Has any been made verbally? Yes.
725. Has such an offer been made by the owners of Wonnamurra Station? Not that I am aware of. I believe that a deputation waited upon the Commissioners at Berrigan, and gave them to understand that a certain number of persons there would give the land free.
726. Does that not apply, as far as your knowledge goes, to only a few landowners immediately around Berrigan? I could not say.
727. Has Mr. Wilson, the owner of Berrigan Station, made any offer of conveyance? No offer in writing has been made to my knowledge.
728. And in the opinion of the Commissioners, if the owners of land along the route do not convey it free of charge, the line should not be constructed? Subject to that condition, the Commissioners strongly advise the construction of the line.
729. A large quantity of grain is grown in the Finley as well as in the Berrigan district, is it not? Yes.
730. And a line taken from Jerilderie to Murray Hut or Finley as it is now called, would go through Crown land all the way? The Commissioners have not considered any alternate route. They always advise solely on the route submitted to them.
731. In the event of the land not being conveyed free of charge along this particular route, would the Commissioners be prepared to consider a line from Jerilderie to Murray Hut, seeing that there is a stock route about a mile wide the whole distance? As far as I know that route has not been considered at all by the Commissioners. In considering a proposal such as this, they do not look at alternative routes.
732. Are not the Commissioners strongly in favour of a line from the Rock to Finley? They have never reported upon it I believe.
733. Did not Mr. Alexander and Mr. Gilliat report to the Commissioners? No.
734. They reported purely to the Works Department? Yes; I think I am right in saying that that line has never been looked at by the Commissioners.
735. Have the Commissioners any information leading them to believe that the landowners will give the land free of charge along this route. Have they any definite information on that point? We have no written guarantee, but it was stated to the Commissioners by a deputation at Berrigan that the land would be given.
736. Those present at the deputation agreed to the conditions laid down by the Commissioners perhaps, but the other parties at this stage, as far as you know, are not consenting parties? So far as my knowledge goes that is so.
737. Seeing that the land between Jerilderie and Finley is all Crown land, do you not think that the Commissioners should consider that route? They would not report upon the route on their own initiative. It would be a matter entirely for the Government.
738. *Mr. Hayes.*] The Commissioners can only report upon the particular route referred to them by the Government? That is the practice.
739. They have no authority to initiate anything of the kind to themselves? No.
740. They could not express an opinion with reference to the route mentioned by Mr. Chanter unless it were submitted to them for report by the Government? That is the usual practice. It might perhaps be outside their policy to recommend the construction of lines. The Act says, I think, that before the second reading of any proposal is submitted the Commissioners shall make a report.
741. The only information with which you can supply us is that which you have received officially as Secretary for Railways? Yes.
742. Mr. Harper has been over the line and knows everything connected with the probable traffic? Yes.
743. *Mr. Gormly.*] You know the working of the line from Narrandera to Jerilderie? Yes.
744. Trains are made up at Narrandera to go to Jerilderie? Yes.
745. Would there be much additional cost arising from the trains going right on to Berrigan instead of stopping at Jerilderie? That has all been considered in the Commissioners' estimates.
746. It would not entail much additional loss? The Commissioners estimate the cost of maintaining and working the additional 20 miles of railway at £1,550.
747. Could the trains go right on with the same engines? I do not think that has been determined. The same engines might possibly go on, or there might be smaller engines for working the branch.
748. You have not sufficient knowledge of the working of the lines to know whether the same engines could go on? They could go on, certainly.
749. And they would have sufficient time to do so without interfering with the existing time-table. Yes.
750. Therefore there would not be much additional expense?—No; you will see that the Commissioners estimate only £1,550 for the whole working of the line.
751. Do you think that the proposed line will bring a fairly large additional traffic on to the existing line? It would be a feeder to some extent to the existing line.
752. And in your opinion there would be some considerable return traffic in general goods? Yes.
753. And to that extent it would be the means of making the existing line more productive? It would help it.
754. That of itself would be an inducement to the Commissioners to recommend the line apart from the amount which it is expected that the new line would earn for itself? Yes; the Commissioners have laid it down already in former reports that where a line cannot be shown from their estimates to pay, it might be recommended as a feeder and as being helpful to the main line. This line would be in that position.
755. You know sufficient of the district to know that it is an agricultural district? Yes.
756. From your knowledge of the working of the Railway system of New South Wales, you are of opinion that it is desirable that lines should be taken into agricultural districts in order to bring produce on to the existing line? Yes; agricultural districts will naturally carry a bigger population than pastoral districts.
757. The existing lines are capable of carrying a large amount of increased traffic if it could be brought on to them from the outlying districts? A very much larger amount.
758. Would this line divert a portion of the traffic which now goes to Victoria? The Commissioners think it would help to do so—that we should get more of our own business.

H.
M'Lachlan,
Esq.

2 Jan., 1895.

H.
M'Lachlan,
Esq.

2 Jan., 1895.

759. *Mr. Davies.*] In the event of the line being constructed from Jerilderie to Berrigan is it in contemplation to extend it further to the Murray? That has not come before the Commissioners—they would not anticipate that.

760. Would it be necessary to continue the line, do you think? I could not say. I should not like to offer an opinion.

761. Do you think that the line would add materially to the traffic of the main line? It would be a feeder to the main line.

762. Do you not think it would be the means of carrying a portion of our traffic to Moama? No; because there would be no connection.

763. What distance would Berrigan be from the private line at Deniliquin? It is in altogether a different direction—it would be between 40 and 50 miles.

764. You will notice on the map that the proposed line makes a detour towards Berrigan rather than towards Deniliquin? Yes.

765. What is the distance between Sydney and Jerilderie? Four hundred and thirteen miles.

766. And between Jerilderie and Melbourne? About 240 miles I believe.

767. There being so great a difference in the train mileage could goods be carried more cheaply to Sydney than to Melbourne? Direct communication with Sydney would, I think, enable a certain class of goods to be carried more cheaply.

768. Does not a large proportion of our wool traffic from the Murray and Murrumbidgee already go to Melbourne? Our wool traffic from that district has been increasing; it has been much larger lately.

769. Hitherto a large portion of the traffic has gone to Victoria? By reason of the specially low rates they have been quoting. Their differential rates have been abnormally low as compared with their ordinary rates.

770. Has not the water carriage had something to do with it? It has helped them no doubt. From some of the stations their ordinary rates are 7s. and 7s. 6d., but their differential rates have been as low as 2s. 9d. This year we got a bigger quantity of wool from the district than we have had before.

771. You admit that the river carriage coupled with the differential rates imposed by the Victorian Railway Commissioners have had a large influence in diverting the produce of New South Wales into Victoria? Yes.

772. But notwithstanding that an increasing portion of the trade has come Sydneywards in the present season? Yes.

773. What would be the nature of the produce carried on the proposed line;—I suppose it would be chiefly wool and grain? Chiefly wool and grain.

774. Do you think that produce would be largely increased by reason of the extension? I think there would be a considerable increase in the carriage of grain.

775. What would you consider a reasonable railway service so far as agricultural land is concerned; what would you consider a reasonable distance, for instance, between the producer and the railway station? That would depend upon circumstances. A man might be 20 or 30 miles from a railway station and he might be only 50 miles from the consuming point. He could pay a higher carriage than the man 400 miles from the consuming point.

776. The man 400 miles away could necessarily pay only a low rate of carriage? Twenty miles of cartage has a big effect on the price of agricultural produce.

777. Would 20 miles be considered a long distance for the haulage of wool? It would for grain, but not for wool, because of the higher value.

778. Does it pay the Railway Commissioners to carry grain at the present rates? There is not much profit in it, but we have not worked out any particular item of traffic from that point of view.

779. So that the Commissioners have not taken into consideration so much the probable earnings of the line and the advantages accruing to the revenue from them, as the indirect advantages likely to accrue to the country? They have, of course, taken the whole of the circumstances into consideration. So far as this particular line is concerned they have made an estimate of the probable traffic, and they think the line will pay.

780. I believe you told the Committee on a former occasion that the average cost per train mile was £857? Possibly; but the amount given in the Commissioners' last report is £656.

781. Supposing you apply that to this distance of 22 miles? It would not apply at all.

782. What I understand you to mean is that you take the suburban traffic and the more expensive portions of the lines as a set-off against the cheaper portions? Yes, in these extensions the Commissioners consider the actual cost of the working of the lines, not debiting them with general charges, and their own administration.

783. £656 then would be the average of all the lines? Yes.

784. But taking the cheaper kind of line the cost of maintenance would be greater proportionately than on the more expensive lines, where the service would be of a more permanent character? Certainly it would be much greater where the heavy traffic exists.

785. Have the Commissioners in this estimate taken that into account? This estimate is what the Commissioners consider the actual out of pocket expenses would be for this section.

786. In giving evidence to the Committee about two and a half years ago upon the proposal to connect Jerilderie with the line running from Moama to Deniliquin, you expressed yourself strongly against the connection as a means of diverting trade to a large extent to Victoria, and you still entertain that opinion? Yes.

787. You do not think we shall suffer in any way from that point of view if this line is constructed? No, I think it would be rather the other way.

788. You think it would help to draw trade to our own railways? Yes.

789. *Mr. Trickett.*] In the Commissioners' Minute of the 4th December, 1894, the point is strongly emphasised that the landowners should give the land required for the railway free of charge? Yes.

790. Having regard to former experiences, do you not think it would be advisable that if the line is to be constructed, a section should be put in the Act making the conveyance of the land compulsory? That is a matter for the Government, but the Commissioners think that the conveyance of the land should be a condition precedent to the construction of the line.

791. As a matter of fairness to the rest of the country? Yes.

Arthur

Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, sworn, and examined:—

792. *Chairman.*] You are Acting Chief Draftsman of the Department of Lands? Yes.
793. The map displayed has been prepared at your instance? Yes.
794. Have you any explanation to offer in regard to the reserved, the freehold, and the leasehold land in the vicinity of the proposed line as shown on that map? Yes. The various colours show the different holdings. The land coloured red indicates freehold land, the land coloured blue indicates conditionally purchased land, and the reserves are shown in green. The white patchy areas are the remaining Crown lands.
795. You define on the map a certain area as being affected by the proposed line? Yes; the map takes in 20 miles on both sides of the proposed line of railway, and 20 miles to the southward.
796. You take that as the area which will probably be affected by the work? Yes.
797. *Mr. Molesworth.*] In regard to the areas shown in white, I suppose the land comprised in them exists in very small quantities, and has not been taken up, because it would be almost valueless? I do not know the quality of the land.
798. Do you know the country itself? No, I do not.
799. I presume the reserves generally are for public purposes? Yes; the white dotted lines represent the divisions between the resumed and leasehold areas. I might, perhaps, explain that the whole of the unalienated Crown land at the present time within the 20 mile radius shown on the map is represented by only 12,400 acres.
800. *Mr. Chanter.*] The 20 miles extends to the south of Berrigan? Yes; I have not taken in anything to the north of Jerilderie on the supposition that it would be served by the existing railway system.
801. The proposed line runs through a great proportion of freehold land? With the exception of the Jerilderie common, it runs entirely through alienated land.
802. Is there not a stock route running from Jerilderie through Finley to Tocumwal? Yes.
803. What is the width of the route? I should think it would be a mile wide.
804. Do you know the character of the country? I cannot say.
805. It is not indicated by the plan? No.
806. I suppose it is similar to the surrounding country? I cannot say—I do not know the country personally.
807. I notice that your plan includes the pastoral holdings Momalong, Narrow Plains, and Barooga. Do you know whether the lessees of those runs have applied for a renewal under the 43rd section of the Act of 1889? I do not know.
808. *Mr. Hoskins.*] I suppose there would be no difficulty in your Department furnishing this Committee with information showing the owner of each portion of alienated land traversed by the proposed railway? I suppose the information could be ascertained. Of course the records in our office would only show the persons to whom the land was alienated in the first instance. We should have to trace the transfers to ascertain the present holders of the property. I suppose there would be no difficulty about it.
809. *Mr. Davies.*] What is the total acreage of land alienated within the 20 miles radius indicated by the map? There are 447,974 acres of freehold land, 272,783 acres of conditionally-purchased land, and 105,374 acres of reserve.
810. Is any of the land held under lease? Probably some of the areas of unalienated land are held under lease.
811. So that the whole area is occupied? Completely occupied.
812. What is the total acreage of the unalienated land? 12,400 acres.
813. Do you regard 20 miles distance from a railway as being a fair and reasonable service? I have not formed any judgment on that matter at all. I have simply taken the data employed in connection with the proposed line from Jerilderie to Deniliquin.
814. From whom did you receive instructions to prepare a map taking in this radius on each side of the line? I received no instructions at all. I prepared the plan with the idea of elucidating the matter before the Committee.
815. And not because you regarded 20 miles distance as a reasonable railway service? No; not at all.
816. *Chairman.*] Can you give us any information as to the effect of the railway on the land? I cannot.
817. You know nothing except what your books disclose? No.
818. You can give the Committee no information which it has not yet elicited? No.
819. *Mr. Chanter.*] Will you supply us with information showing the area of all the stations embraced within the 20 mile radius? Yes.
820. *Chairman.*] You, of course, lose all trace of land in your Department when it becomes freehold? Yes; but we could give you the area of freehold land on the stations, and also the area held under lease.
821. *Mr. Gormly.*] You could not say, from the information at present in your Department, who are the present holders of the land? No.
822. *Mr. Hayes.*] Practically, you could give the Committee no more information than is shown on the map you have laid before us to-day? Nothing more than that.
823. I presume the leasehold land embraced in the area shown on the map consists principally of roads? In most cases it would probably be nearly all roads. There are a few small blocks of Crown land on the leasehold areas, and some of the reserves might be under lease.

A. J. Stopps,
Esq.
2 Jan., 1895.

THURSDAY, 3 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHREY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and examined:—

- J. Harper,
Esq.
3 Jan., 1895.
824. *Chairman.*] What is your position? I am Goods Superintendent in the New South Wales Railway Department.
825. You have made some inquiry with the Railway Commissioners in connection with the railway under consideration? Yes.
826. And you are now prepared to give the Committee full information in regard to it? Yes; I should like to say in the first instance that with regard to certain information promised yesterday by Mr. McLachlan in regard to the Culcairn to Corowa earnings, the information is in course of preparation, but is not yet ready. Perhaps I had better at this stage hand in my estimate of traffic, upon which the Commissioners have based their estimate in connection with the line before the Committee. My estimate was as follows:—Live stock, 400 trucks at 7s., £140; wool, 700 tons at 3d. per ton per mile, £183 15s.; wheat, 17,000 tons at 2s. 6d., £2,125; general goods, 300 tons at 3d. per ton per mile, £78 15s.; firewood at 7s. 6d. per truck, £100; road metal, £50; passengers, 800 at 2s., and 200 at 3s. 6d., £115; parcels, £25; mails, £242; total, £3,059 10s.
827. That is the only Departmental statement you now desire to put before the Committee? That is the only statement.
828. You have dealt, I presume, with the whole question of traffic? Yes.
829. And you have also considered the question of where the railway stations should be at the intermediate points between Berrigan and Jerilderie? Yes.
830. You can give us reasons for your conclusions upon these points? Yes.
831. Can you give us any information as to a line from Jerilderie to Finley—have you considered that? I can only give you information of a general character. I know the nature of the settlement on the route.
832. You have a full knowledge of the locality? Yes.
833. Have you travelled through the district yourself? Through the district between Berrigan and Murray Hut—yes.
834. Perhaps you would tell the Committee where you went? I went from Jerilderie to Berrigan, thence to Momolong, thence to Savernake, from there to Berrigan, from there to Murray Hut, from there to Barooga, Mulwala, and Yarrowonga. I have also been across the country from Corowa.
835. So that you have a full knowledge of the country from Jerilderie to Corowa, from Corowa to Tocumwal, from Tocumwal to Finley, and from Finley to Jerilderie? Yes.
836. Do you consider that the area influenced by the proposed railway? Not all of it.
837. Where does it cease? At Savernake to the south-east, the border of Barooga to the south, and at a point three or four miles from the Murray Hut to the west.
838. *Mr. Chanter.*] Your knowledge and connection with this matter are entirely confined to traffic? Yes.
839. You have no knowledge of engineering? No.
840. Have you taken into consideration in estimating the traffic on the proposed line the probability of the Victorian Railway Commissioners making further concessions to the producers in the area which you have sketched out on the plan? In connection with the general traffic, yes. We have taken that into consideration.
841. Having considered that, you are sure that the estimate of probable earnings you gave just now is not excessive? It is based upon local rates.
842. Rates which will exist purely for this line? Yes.
843. Has it ever struck you that possibly the Victorian Railway Commissioners may again offer further concessions, compelling you to reduce the rates you have now in view? I do not think that it is at all probable that they will.
844. What was the nature of the rebate given to the producers in this district by the Victorian Railway Commissioners? Four shillings per ton on grain, but I do not think they will repeat it in view of the storm which the concession brought about among their own producers.
845. Is that rebate in existence now? No.
846. Is any rebate of the Victorian Railway Commissioners in existence now in any part of the Murray district? Yes; on general goods.
847. Is it in existence in any part of the area which would be served by this railway? It does not embrace Berrigan.
848. As I understand the matter, about one-half the distance between Berrigan and Jerilderie is embraced within the present rebate line? Yes.
849. That rebate applies to general goods? Yes; and of course to wool.
850. Was the rebate given in respect of the wheat produced in this district this year a special rebate? Yes; it was altogether a special rebate.
851. Was it in consequence of the representations made by your Department that that rebate on wheat was withdrawn? No; we did not make any special representations on the subject.
852. Did you not meet the Victorian Railway Commissioners in reference to the matter? Yes; but not in reference to the wheat rebate. That did not form portion of the discussion.
853. At the meeting to which I refer was any arrangement made? No arrangement was made at all. The Victorian Railway Commissioners practically declined to make any arrangement.

J. Harper,
Esq.
3 Jan., 1895.

854. If this line is constructed, therefore, you would still have to meet the possibility of a special rebate being again offered by the Victorian Railway Commissioners? Yes; but the position is this: We have to give a rebate in the district to meet the Victorian rebate, but the producers at the present time have 25 miles of road carriage to reach the Victorian railway, and the rate which we propose is not more than a quarter of what it would cost them to do that.

855. Has it struck you in dealing with this question of rebate that if this proposed line is constructed, and the charges were exceptionally high for the 21 miles, that there would be an agitation to get them reduced to a rate similar to that charged upon the main line? There will probably be an agitation. Our experience is that there is always an agitation in these matters.

856. If that agitation were backed up by a further offer on the part of the Victorian Railway Commissioners to carry New South Wales produce on their lines at a lesser rate, what would be the position of affairs? I do not think it would affect the estimate generally, because we cannot conceive it possible that the Victorian Railway Department would still further reduce the freight on wheat, and that represents nearly four-fifths of the entire estimated traffic.

857. You are aware that the Victorian Railway Department in order to obtain trade, not only in this district, but all down the Murray, have been carrying goods absolutely at a loss? Yes.

858. Is there any means at the disposal of your Department by which that can be checked? We can only check it by competition with them.

859. If that competition commences the question is where it is to end;—I suppose if such a thing took place, that sooner than lose the trade of the district, if this line were constructed your Department would be prepared to adopt rates upon it similar to those in existence for the whole mileage between Jerilderie and Sydney? As far as wool is concerned—yes; but I do not think it would be necessary as far as grain is concerned.

860. Why would it not apply to grain? After the recent experience of the Victorian Railway Department, I do not think it is likely to repeat the rebate. They cannot afford to reduce the rate on wheat any further. If they reduce the rate to the people of New South Wales they will have to reduce it to their own farmers, and they cannot afford to do that.

861. You expect to get a larger tonnage from wheat than from wool on this line? Decidedly.

862. So that if wheat were affected by the system of rebate you would be compelled to reduce your charges if you wished to conserve the trade? If it were so affected, I dare say we should have to do it.

863. You have carried some of the produce from Tuppal Station this year? Yes.

864. By special arrangement? Yes.

865. The Victorian Railway Department had a special arrangement with them in the past? Yes.

866. A special rebate was allowed? Yes.

867. You would be prepared to retain the whole of the traffic from the Murray Hut district—that is, to conserve the trade for the Berrigan line? We should be prepared to carry at the rate at which we carried this year, with the addition of the Berrigan to Jerilderie mileage. I suppose it would be about 5s. 3d. per ton from Berrigan to Jerilderie.

868. Do you think you would find any competition with the proposed line arising out of the private line running from Deniliquin to Moama? I do not think so. We have never come directly into conflict with the directors of the Moama-Deniliquin line. Whatever movements have been made in this district have been originated by the quotations of the Victorian Railway Department.

869. As far as the district we are now discussing is concerned, the competition against you has been more particularly with the line starting from Cobram? Yes, decidedly.

870. And you expect the competition to be confined to that district still? Yes.

871. I notice a charge of 7s. per truck in your estimate of traffic—would that be for sheep and cattle? It is 4d. per truck per mile for both sheep and cattle. That is not a local rate at all.

872. What is the cost per truck at the present time from Jerilderie to Sydney? £8 0s. 11d.

873. At what do you estimate your earnings from live stock on the proposed new line? £140.

874. Do you not think that that is likely to be exceeded? I think that in view of the chilled meat industry and other things it very likely may be, still I have kept within what I have considered the safe side in making this estimate. You will also observe that in the estimate of 7s. per truck we have taken the terminal rate—it is not a local rate. Of course, if live stock is carried to Narrandera and other places where the chilled meat industry may be carried on, we should probably get 8d. per truck per mile for the whole of it, so that the earnings would be proportionately greater upon the same quantity carried.

875. Have you estimated, in connection with the probable traffic of live stock, the different market values of cattle and sheep in the Sydney and Melbourne markets? I think they are both rather controlled now by the home market for dead meat than anything else.

876. If that is the case the producers in the district would benefit to the extent of something like 12s. per head on cattle, and to a proportionate extent on sheep, by sending the stock to Sydney, instead of to Melbourne? Yes; taking into consideration the duties, that would be about it.

877. Would not that mean that your estimate of earnings would be exceeded? There are not many cattle fattened in the district.

878. But with regard to sheep? There it is a question of competition with other localities. It is a question of what the market will absorb.

879. Have you had brought under your notice any special rebate on live stock on the part of the Victorian Railway Department? We have heard of it, but we have taken no notice of it. We understand that the rebate was on account of stock intended for shipment, frozen or chilled, but we took no steps to counteract it.

880. Had the Victorian authorities not permitted sheep—I am not sure of cattle—to be passed into Victoria in bond to be boiled down there? Yes.

881. Do you think that if the present duty on wheat, imposed by ourselves, were removed it would affect the trade all along this line? I am of opinion that in this particular district a large quantity of wheat will be grown under almost any conditions. I am not quite sure that as much would be grown in the contingency you name.

882. You do not think there is any probability of the Victorian duty being removed? That I cannot say.

883. Did you take it into consideration in dealing with the question of traffic? We look upon it as being very improbable.

- J. Harper,
Esq.
3 Jan., 1895.
884. I suppose it has come to your knowledge that a certain tonnage of return goods has gone to Tuppal Station in consequence of your obtaining their wool? Yes; that is the fact.
885. And you estimate that, in regard to all the produce sent from this district to Sydney, and which has previously been sent to Melbourne, there would be a return tonnage? Yes.
886. How far towards the river Murray do you expect to draw trade by this line? I do not expect to go more than 10 miles to the south; that is to the northern boundary of Barooga.
887. You have the Tuppal traffic now? Yes; but as it was a debatable matter, and as the 500 tons of wool which we obtained from that station were obtained under special circumstances, I did not include it in my estimate.
888. While present circumstances last, I suppose you will always have to make special arrangements in regard to this district? Probably.
889. And having once obtained this particular trade, do you think you can retain it? Yes.
890. You are aware that the Commissioners, in reporting upon this line, are strongly of opinion that it should only be constructed contingent upon the landowners making a grant of the land to the Government? Yes.
891. In the event of the landowners refusing to make that grant, what would you say to the construction of a line from Jerilderie to Murray Hut; do you think such a line would conserve the trade of the district equally with a line from Jerilderie to Berrigan? No; I do not think it would conserve as great a trade as the line now proposed.
892. You know that a line from Jerilderie to Finley or Murray Hut would be taken through Crown land? Yes.
893. What area would be affected by such a line, supposing the terminal point were Finley? Well, I should like to explain in the first place, that the land in that district is not nearly as suitable for cultivation as is the land to the eastward. In the Berrigan district there are fifty or sixty original selectors to whom the land belongs, but upon Mr. Faulkner's holding about midway between Berrigan and Murray Hut the cultivators are leasing the land and are paying 5s. an acre with the option of purchase. My own impression is that under existing conditions they will be unable to continue the payment of that amount, and that the land will go out of cultivation. The land along the stock route is not as good as the land to the eastward. It is important to consider that the land to the south of Berrigan is principally in the hands of freeholders who have cleared it, and who are likely to go on cultivating it. The land to the eastward of the stock route is far more suitable for agricultural purposes than is the land to the west of it.
894. Does not the system of leasing the land with the right of purchase exist on the Momolong and Barooga estates? Yes, but that does not represent one-half of the estimated traffic in grain. The estimate is made up chiefly of wheat grown upon freehold land, upon land south and eastward of Berrigan. Wheat grown in that district certainly would not come in to Murray Hut even if a line were made there from Jerilderie. It would continue to find its way into Jerilderie as it does at the present time. The Savernake produce would probably go to Corowa.
895. If a line were made to Murray Hut I gather from what you say that the traffic would not be lost, but that it would be simply diverted to other terminal points? Yes, but it would not be carried on the line you suggest.
896. Do you not think we are entitled to conclude that the 500 tons of wool from Tuppal would be carried on the proposed line? Yes, and I am also under the impression that the Barooga wool would be carried upon it.
897. Would there be any gain in distance from Tuppal by going to Berrigan instead of to Jerilderie? They would gain about 10 or 12 miles.
898. In the event of the land not being granted in fee simple by the owners for the construction of the proposed line, would you favour the construction of a line to Murray Hut sooner than lose the trade which has hitherto gone to Melbourne? No, I cannot say that I would.
899. *Mr. Hayes.*] You have a good knowledge of the whole of the district you have described? Yes.
900. Is it not a very rich agricultural district? Yes.
901. Taking a radius of 10 miles around Berrigan, I suppose it would be one of the best agricultural districts in the Colony? It is the best I have seen, and I think the Statistical Register goes to prove it. The greater part of the area proposed to be served by the line is in the county of Denison. The total area of that county is 778,000 acres, of which 62,135 acres are under cultivation. I think there are only one or two other counties in the Colony having as large an area under cultivation. To the west of the Tocumwal stock route is the county of Townsend, with an area of 2,235,000 acres, of which only 10,700 acres are under cultivation.
902. Therefore, county Denison, of which Berrigan is the centre, has six times the area under cultivation? Yes; with a total area of about a quarter as great.
903. You say that Berrigan is the centre of the county of Denison. Taking a 10-mile radius of Berrigan about what area would be under cultivation? About 35,000 acres.
904. That would be served by the proposed railway? Yes.
905. Is the whole of that land under cultivation at the present time? Yes.
906. Is cultivation in the district increasing? Yes. They were clearing the land when I was there last, and there will be a greater area under crop this year than there was last year.
907. When did you visit the district? About two months since.
908. Did you see much land then under process of being cleared? Yes; a considerable quantity.
909. What percentage was there, as far as you could judge? I could form no conception of how much was being cleared, but the clearing was going on generally throughout the whole district.
910. I suppose the land in the district generally was specially suitable for the growth of wheat? Yes.
911. And it can be cleared at a cheaper cost, I suppose, than can the land in most other districts? Yes, to a certain extent it is improved land; that is, it has been ringbarked, and it can be cleared cheaply.
912. At about what price, do you suppose? From 10s. to £1 per acre. £1 per acre is as much as I have heard of as being paid for any clearing there.
913. Is the estimate you have formed about the amount of grain likely to be brought on to the proposed line from personal observation? Yes.
914. You believe that if the line were completed by the next harvest the estimate you have already given would be considerably increased? That is my impression. I have referred to Mr. Coghlan's figures to substantiate

substantiate my own estimate. His estimates are collected in the police district. For the Deniliquin district he gives 415,000 bushels; for Tocumwal, inclusive of Denison and Townsend, and I have already pointed out in Townsend there are only 10,000 acres under cultivation—635,000 bushels. That would be over 1,000,000 bushels between the two districts.

J. Harper,
Esq.
3 Jan., 1895.

915. What would be the proportion belonging to Denison? I suppose one-fifth of the total might be credited to Townsend. I do not wish to imply that the whole of this district would be affected by the railway, or that it is included in my estimate. Although I did not include the wheat grown within a few miles of Murray Hut, I think there is reasonable ground for supposing that if a railway were taken within 10 miles of it it would come in to Berrigan instead of going 23 miles to Jerilderie. However, I did not include that wheat, because the stock route to Jerilderie being of such a favourable character for travelling, it occurred to me as being possible that the people of Finley might prefer to go to Jerilderie by road.

916. What is the difference in distance as between the two places? About 2 or 3 miles. One road is comparatively straight, and the other takes all sorts of angles. I think, however, that it is about 3 miles longer from Berrigan to Jerilderie than from Murray Hut.

917. What is the present rate of tonnage, taking Berrigan as the centre, to the Jerilderie railway station? From 1s. to 1s. 3d. per bag; from 9s. 3d. to 11s. per ton. Roughly, you may put it down at 10s. per ton.

918. And you propose to take it by railway at 2s. 6d.? Yes.

919. That is the wheat? Yes.

920. What is the present rate for other traffic? It would be about the same.

921. Could we average it all at 10s.? You would have to add 25 per cent. for the other traffic, but there is very little traffic beside the grain traffic.

922. The rates you have quoted apply to summer traffic only? Yes; in winter it is impracticable.

923. What do you suppose the rates would be in the winter? I think it would be impossible to carry wheat over the roads. I do not think anyone would attempt it.

924. You think the roads would be impassable for ordinary traffic during the winter? Between Berrigan and Jerilderie—certainly.

925. From your knowledge of the country, what should you say it would cost to make an ordinary road from Berrigan to Jerilderie? I do not know. I can form no idea. I should think it would be very expensive. It would be boggy on account of the loose character of the soil. Besides, there is no stone or material in the neighbourhood, with the exception of the granite hill adjoining Berrigan.

926. You think the road would be impassable during the winter months? Yes.

927. If the cultivators of the soil are to be served, therefore a railway of the kind proposed is an absolute necessity? I believe that if they are going to continue cultivation under existing circumstances it is an absolute necessity. I do not think the grain will bear a charge of 10s. a ton.

928. The Victorian Railway Commissioners last year made a concession of 4s. a ton for grain? Yes.

929. But that rebate has since been removed? Yes.

930. Assuming that concessions were made and that the wheat were to be shipped into steamers in the port of Melbourne for Sydney, would it be cheaper to take it *via* Victoria in bond than to bring it to Sydney at the rates you propose from Berrigan? It would be slightly in favour, under the circumstances of the carriage last year, of going *via* Melbourne; but freights were very low. The rate from Yarrowonga would be 13s. 4d. a ton. The shipping charge would be 4s. a ton, and the insurance, wharfage, and other charges would amount to another 2s., making the total 19s. 4d. Deducting the rebate of 4s., the charge would be 15s. 4d. The rate from Jerilderie to Sydney is 15s. 6d., the proposed rate on the new line is 2s. 6d., making in all 18s.

931. Showing a difference on present charges of 1s. 4d. a ton in favour of the railway? Yes.

932. From Berrigan to the Murray what would be the rate of land carriage? To Cobram it would be about 12s. 6d. a ton.

933. So that there would be a total charge of £1 11s. 10d.? Yes.

934. Taking a radius of 10 miles from Berrigan what, on the average, would be the rate of carriage to Berrigan? About 8s.

935. And the proposed rates from Berrigan to Sydney would be 18s.? Yes.

936. Supposing you took 4s. as the average charge within the 10-mile radius, the rate from Berrigan *via* the New South Wales lines would be £1 2s. a ton? Yes.

937. As against £1 11s. 10d. on the Victorian side? Yes.

938. You do not anticipate any competition from the Victorian Railway Department? No, we do not anticipate that that will take place again as regards grain.

939. Was there not a strong outcry from the Victorian farmers in connection with the rebate allowed to the producers of this Colony? Yes.

940. The Victorian farmers waited upon the Commissioners in reference to it, and the Commissioners in consequence removed the rebate? Yes.

941. Was it not stated by the Commissioners that the grain traffic was not paying at the then rates, and that it was impossible to reduce them lower? Yes.

942. I believe there is a large number of small holders around Berrigan and to the eastward? Yes.

943. Are they original selectors? Yes.

944. There are also those who have purchased land from the Momolong Estate? Yes.

945. What do you estimate as regards the future of the district;—is there not a tendency to break up the large estates and to convert them into small holdings? That is the tendency, most undoubtedly. With the exception of Wonnamurra, Nangunyah, and Berrigan they are all doing it as quickly as they can.

946. If this line were constructed to Berrigan do you think it would cause more estates to be cut up into small holdings? Certainly; if the owners could find persons willing to take up the land upon the terms they are prepared to offer it at.

947. From the observations you have made in the district, and from your knowledge of it, you think that the line will not only be of advantage to the residents, but that it will be a profitable line in itself? Yes. I am sure it will—it will be a good feeder to the main line. In 1887 we carried on that line 1,091 tons altogether. During last year we carried 17,000 tons. The increase is attributable entirely to the increased growth of cereals in the district, between the two dates.

948. Is not all the cultivation to the south of Jerilderie? Yes.

949.

- J. Harper,
Esq.
3 Jan., 1895.
949. Is there much land under cultivation between Jerilderie and Narrandera on the main line? There is a good deal close to Morundah.
950. The principal traffic is from the east and south of Jerilderie? Yes.
951. And the tendency is for it to increase? Yes.
952. Is this a line which can be cheaply constructed from what you have seen? Yes, it is practically a surface line. Judging from the descriptions of the surveyors it is very level.
953. There are no engineering difficulties? No.
954. Have you been over the country in the winter? Yes.
955. Is there likely to be any damage to the line from flood? I should not think so. I passed over the land when the whole country was practically under water, and I did not meet with running water anywhere.
956. It was all still water? Yes.
957. Do you anticipate that in winter there will be any difficulty in running trains on the line? No; I do not know of any reason why it should not be practicable to run trains on it in the winter months.
958. Do you think the line could be easily worked as a line from Narrandera to Jerilderie? Yes, I should think so.
959. You do not anticipate any difficulty in keeping the traffic open? I cannot see that there would be any difficulty.
960. I suppose you personally examined the country in the direction of Finley? Yes.
961. Do you think that the production of that district will increase as rapidly as that of the district to the eastward of Berrigan? There is some splendid country there, and the only reason I can assign for its not being as permanent, from the point of view of cultivation, as the land to the eastward of Berrigan, is that the farmers have the land under continuous cultivation. No land would stand that. The farmers who have freeholds to the south of Berrigan carry sheep upon their land and work it year about. I do not think the cultivation of the leasehold areas near Finley can continue long. The land has been cropped three or four years. It is becoming exceedingly dirty, and there is every promise of a poor yield this year on some farms.
962. You have no doubt in your own mind that the proper course for the railway to take is from Jerilderie to Berrigan? That is my opinion.
963. *Mr. Roberts.*] Are you responsible for the figures given in the Railway Commissioners' report relating to the estimated traffic? Yes; but I notice that there is a difference of £25 between the two totals. I do not at this moment know how it came about.
964. You have had a large experience in preparing similar estimates? Yes.
965. Will your memory allow you to give the Committee any instance in which your estimate has been fully borne out? I am afraid some of my estimates have been of a negative character, but my estimate in regard to the Cobar line was borne out, and my estimate also in connection with the Temora line has been justified. I had nothing to do with the Corowa line.
966. As a rule you would under-estimate rather than over-estimate? Yes.
967. You regard Berrigan as the centre of a large agricultural district? Yes.
968. And you believe that a large amount of traffic which now goes to Victoria would be retained in this Colony if this line were constructed? Yes; the greater part of it. A great proportion of the grain and live-stock traffic would be new traffic.
969. The line from Narrandera to Jerilderie is now being worked at a heavy loss? Yes.
970. Do you think the construction of this line would tend in a marked degree to lessen that loss? Yes. I may mention what the district has already done for us. In 1892 we carried 4,672 tons of breadstuff from Jerilderie, and earned £3,400. In 1894 we increased this to 10,000 tons, earning £7,358.
971. Is that owing to the large amount of settlement which has taken place to the south of Berrigan? To the cultivation in the neighbourhood of Berrigan.
972. Are the people round about Berrigan very keen about the construction of this railway? They are very anxious about it, and especially those who are freeholders—those who settled on the land originally, and who have held it. It is rather an extraordinary thing that the stations there have never been able to buy any land from those who originally selected it. It is still in the hands of the original selectors, or has been sold by them to small *bona fide* holders.
973. Do you think they are sufficiently keen about the railway to give the land required for the line free of charge? I am quite sure that in every case the small land-owners will do so. I do not know what the larger owners will be prepared to do.
974. Do you think Petersen and Sargood will give the land required? If Sir Frederick Sargood realised what was the wise thing to do he would do it. He has some very valuable land there, and he can do better with it than grow sheep upon it. I gather from what Mr. Wilson, the owner of Berrigan told me, that he would give the land required.
975. Does Berrigan Station contain good agricultural land? It is considered the best land in the district.
976. From your knowledge of the country, and of the probable traffic, you think the Committee would be justified in recommending the construction of the line? That is my opinion.
977. *Mr. Gormly.*] Do you think the construction of the line would cause more land to go under cultivation in the neighbourhood of Berrigan? That is my impression.
978. But if agriculture there is increased there would be likely to be increased population? Yes.
979. Increased population meaning increased traffic on the line? Yes; the general traffic would increase proportionately.
980. Did you base your estimate upon the present population of the district, or did you proceed upon the assumption that there would be an increase of population? The estimate is based upon the existing population.
981. Therefore you are of opinion that the population is likely to increase, and that there would be a good return from the coaching traffic alone? Yes.
982. I suppose that in working the line the trains made up at Narrandera would be able to go right through? Yes; the same engine could run through.
983. Therefore the cost of running the additional distance would not greatly increase the working expenses of the line? No; the working expenses would be light on that account.
984. There would be no difficulty in doing the run three times a week without interfering with the existing time-table? No.

J. Harper,
Esq.

3 Jan., 1895.

985. I suppose the general rolling-stock would do? Yes.
986. Berrigan, instead of Jerilderie, would practically become the terminus of the line running from Narrandera? Yes.
987. To a great extent the same staff, with the exception of station-masters and porters, would be able to do the work? Yes; I should say that during a greater part of the year one man at Berrigan would be sufficient. During the wheat season it might be necessary to give him some assistance.
988. Have you taken into consideration the rainfall of the particular districts now under cultivation? Yes.
989. Is there a sufficient rainfall there for the production of wheat? That is the conclusion arrived at by all the farmers in the district. The rainfall is 21 inches at Mulwala. The Berrigan record is not old enough to be of value, but the Mulwala record is 17 years old.
990. Is it not a fact that the rainfall increases as you go to the eastward, and decreases as you go to the westward? Yes.
991. Therefore, there is a probability of agriculture being more permanent at Berrigan than it would be further to the westward? Yes. Another point to be considered is this: That at some time different relations may exist between these colonies, and if it then became a question of the produce of this district finding its natural outlet, there is no doubt that the proper route would be *via* Jerilderie, Berrigan, and Barooga.
992. That would be a nearer route than going round by Echuca? Yes.
993. But there is no intention of making any connection in that direction now? Not at present.
994. You have been over the country about Clear Hills and Savernake? Yes.
995. Is there a tendency there for land to go under cultivation? Yes; a good deal of land is under cultivation in the neighbourhood of Clear Hills.
996. Conditional purchasers there are inclined to retain their holdings? Yes.
997. And there are good indications of permanent settlement to the eastward of Berrigan? Yes.
998. *Mr. Hoskins.*] I suppose you have travelled over this district a good many times? Yes.
999. When did you first become acquainted with it? About five years ago.
1000. Have the residents of the district that will be served by this railway frequently expressed to you a wish for a line to connect them with the Jerilderie terminus? I cannot say that I ever discussed that matter with them until about two years ago. Then the Berrigan people were anxious to have a railway anywhere so long as they had not to cart their wheat.
1001. Have they not endeavoured to enter into arrangements with a private company to make a tramway? Yes; I believe one or two people have been down in the district dealing with the matter.
1002. Did not one company offer to make a tramway providing the residents would guarantee to pay 2 per cent. interest on the outlay? I do not think so. The people down there appear to have doubted very much the *bona-fides* of those making overtures to them. One representative of a company, I understand, wanted £500 advanced for preliminary expenses, and he was eventually prepared to take £50. Of course, the matter was dropped.
1003. What I want to ascertain is this: If the people were so anxious to have railway communication, do you not think they would have been prepared to incur some liability? They were prepared to accept a certain amount of liability at the time, but probably the project got into wrong hands. I think they were also discouraged by the circumstance that the policy of the country was apparently against the construction of private lines.
1004. Have you heard the residents of the district say that they would willingly give the land required for the line if the Government would undertake its construction? In every case, as I have indicated already, the small landowners have shown a disposition to do so.
1005. Do you think the large landowners would be prepared to take a similar course? I did not meet the representative of Peterson and Sargood. The manager of Wonnaanurra was not in a position to say what his principal would do. I spoke to Mr. Wilson about the matter, and without saying definitely that he would give the land he indicated in an indirect manner that he would be prepared to do so.
1006. Do you think, from what you know of the people in the locality, that they would be prepared to bind themselves by an Act of Parliament to give the land required for the railway? I am sure I do not know. I do not think the small landowners would hesitate at any step which would secure for them a railway. I do not know what the feeling of the larger landowners might be if they had to bind themselves in the way you suggest. It was rather a delicate matter for me to discuss with them, because it was a departure from the policy of the country, and my mission was simply to estimate the traffic.
1007. It is admitted that the profit on the carriage of wheat is very small;—do you think that this line will be the means of diverting the carriage of wool from Melbourne? Yes, to a certain extent. I believe that the selectors of the district, who grow yearly 2,000 bales of wool between them would send it to Sydney to a man. The rates they would have to pay would be a small consideration as against getting their wheat hauled at a quarter of the rate they are now paying for it. I believe the selectors in every case would give us their wool. I have the personal assurance of Mr. Horsfall, of Moololong that his wool will be brought to Sydney, and I am sure he will keep his word, and I have received a similar assurance from the owner of Berrigan. This wool now goes to Melbourne. I have also had a promise of Mr. MacFarlane, of Barooga, that he would send his wool to Sydney if this line were constructed.
1008. If these persons send their wool to Sydney they will get stores up in return? Most undoubtedly they will get supplies back.
1009. You include in your estimate of traffic firewood;—where would you carry it to, and for what purpose? To Jerilderie. There is a forest reserve midway between Berrigan and Jerilderie, and at the present time wood is being carted from there to Jerilderie.
1010. Is there much timber on the reserve? It is a large reserve, very densely timbered.
1011. What is the timber chiefly? Box. The reserve is about 10 miles from Jerilderie.
1012. Seeing that Jerilderie is a small place, there would not be a great deal of timber required there? Mr. Wise, the miller there, would pay us nearly the amount I have estimated for his mill.
1013. You have also mentioned road-metal in your estimate;—where would you get that? Within half a mile of Berrigan—there is a hill of granite. It makes excellent road-metal. The streets of Berrigan are formed of it.
1014. As a rule, the profit on the carriage of road-metal is very small, is it not? Yes.

- J. Harper,
Esq.
3 Jan., 1895.
1015. *Mr. Humphery.*] Have you estimated the additional traffic which would be brought to the main line as the result of this extension? I should think there would be about 7,000 tons of additional traffic including wool.
1016. *Mr. Trickett.*] Is there any profit at all made out of the grain traffic? There is a certain amount of profit under existing conditions, and that would be especially the case on a line where heavy loads could be hauled.
1017. Mr. McLachlan, in giving evidence as to the proposed line from Jerilderie to Deniliquin, in answer to more than one question, said the Department did not get any profit out of the grain traffic;—that was in 1892? The conditions are altered since then. We have reduced our grades, and we have heavier engines.
1018. And you say that there is a slight profit now on the grain traffic? Yes.
1019. I suppose the greatest part of the traffic on this line would be grain? Yes.
1020. In fact, the main object of the line would be to carry grain? Yes; you may say that for all practical purposes it is a grain line.
1021. Is the land in the vicinity of the proposed railway subject to flood? Not at all.
1022. Therefore you do not anticipate that any great damage would result to the proposed line by reason of heavy downfalls of rain? There is only one small running stream in the whole district, and that is Berrigan Creek. It is proposed to put an embankment across that.
1023. We had a good deal of conflicting evidence as to the line from Narrabri to Moree, that is as to where it should go, in view of the probable damage which would be done by flood waters. That line also goes through very flat country? The country is altogether very different in character. There is a range of mountains on one side of the route from Narrabri to Moree, and the line travels over creeks from that watershed. This is flat country, and there is no watershed.
1024. That would be an additional reason for constructing the line with very light ballast? Yes.
1025. Did you go into the question of what the additional cost would be if the Government had to pay for the land through which this line would have to pass? I did not go into it, but I do not suppose they would have to pay more than £5 per acre. There would be practically 18 miles of resumed land. The line for the first 3 miles passes through the Jerilderie common.
1026. In round numbers then the Government would require about 300 acres? About that. That is assuming that 2 chains were taken. I do not know that with a line of this character a width of 2 chains would be required.
1027. Assuming 300 acres were taken, what do you think would be a fair estimate for the resumption money? I do not think it should exceed £1,500.
1028. In that valuation you make no allowance for severance? No; there would not be much severance. The line does not pass through the land of many persons. There are only two persons who would be somewhat seriously affected by it. Their blocks would be cut up rather awkwardly. It is proposed, however, that it should be an unfenced line. In a similar district where a line has been proposed the landowners, although at first opposed to it, viewed it favourably on learning that it would be unfenced. That, of course, would save severance. A daylight line, such as it is proposed this should be, would be very much like a street tram.
1029. Are the landowners willing to take all the risk of damage to stock by reason of the line being unfenced? Yes; I should imagine so. The Cobar line is unfenced, and it has been in existence now four years. There has been no accident on that line necessitating compensation.
1030. One of the officials says he thinks the width of the land taken should be 2 chains;—do you think that is necessary? No; I do not think so. The only danger in country of this character would be from engine sparks, but I should imagine that the adjoining landowners would protect themselves. I think a width of from a chain to a chain and a half would be ample.
1031. Taking the station sites and such things into consideration, is not the general average about 2 chains? Yes.
1032. In a former inquiry, evidence was given as to the river coming into competition with the proposed railway, and it was then stated that the Commissioners had been in communication with the Colonial Treasurer, urging upon him the imposition of special tonnage dues on vessels using the river;—has that been followed up at all do you know? I have not heard of any result following from it.
1033. In 1892 it was stated by Mr. McLachlan that the necessity of having special tolls on vessels using the river had been urged upon the Government so as to bring revenue to the railway;—would that policy affect this line at all? No; it would not. There is no river traffic in competition with it. Practically the river traffic ceases at Moama.
1034. You spoke of the settlers on Tuppal working their land continuously year after year;—will the land stand that kind of treatment? No; it gets dirty and weedy, as well as impoverished.
1035. What will be the result of the settlers there not being able to rest a part of their land? I suppose they will have to give up cultivating it.
1036. Will not that materially affect the wheat-producing part of the country? Very little of that area is included in my estimate. It only comes slightly within the boundaries of the district likely to be affected by the line.
1037. *Mr. Davies.*] In the event of a railway being constructed from Jerilderie to Berrigan, what influence do you suppose it will have upon the value of the adjoining freehold land? It will give it an increased value no doubt.
1038. To any large extent? Not to any very great extent, in view of the contingency of Crown lands being thrown open in other districts. Under other conditions it would.
1039. But the line would surely have the effect of largely increasing the value of the lands served by it? I should think it would increase its value to some extent, but to what extent I could not say.
1040. There is very little Crown land available in the district for settlement? There are only 20,000 acres on the three runs, and I think a great deal of that is reserve.
1041. This railway will pass through the holdings of several large squatters? Yes.
1042. You visited the district with the Commissioners to make their inspection? Yes.
1043. Did you interview the large land proprietors with the view of them giving the land required for the railway? The matter was mentioned by the Commissioners, but there were no large landowners present at the time. We met only the small settlers. Mr. Horsfall, the owner of Moomolong, said he would be prepared to give any land that might be required.
- 1044.

J. Harper,
Esq.
3 Jan, 1895.

1044. Will the railway pass through any portion of his run? No. The large holders affected are Mr. Wilson and Peterson and Sargood.
1045. And you do not know whether they will give the land or not? No, I do not.
1046. Your estimate depends chiefly upon the production of wheat and wool? Yes.
1047. Do you know the number of stock in the area which would be served by the line? No; but I could give you the number of bales of wool shorn on each holding.
1048. Has there been an increase this year upon the previous year's clip? A 10 to 15 per cent. increase.
1049. Does that arise from the good season? From the good season. Some of the smaller men are carrying more sheep than in the previous year on account of the exceptional season.
1050. The carriage of wool pays very well? Yes.
1051. And it would pay coming from Berrigan to Sydney? Yes.
1052. What would be the case as regards grain? The grain leaves a small margin of direct profit, but there is a wide margin of indirect benefit.
1053. In the way of back carriage? Yes.
1054. What do you estimate would be the back carriage to Berrigan? I have allowed for 300 tons, but I am quite sure that that would be exceeded.
1055. What stores find their way from Sydney to Berrigan at the present time? The great bulk of the supplies of the district at present come from Victoria through Mulwala and Tocumwal.
1056. The people in that district at the present time are supplied for the most part from Victoria? Yes. A number of cornsacks go from Sydney to Jerilderie, but the bulk of the sacks come from Victoria.
1057. Do you think the construction of this railway will have an influence in preventing this traffic to and from Victoria? I am sure we should get the bulk of the traffic. We have all the Jerilderie traffic now, and the Berrigan business is worked by Jerilderie storekeepers.
1058. Is Berrigan within the Victorian rate rebate area? No. The line is 10 miles the other side of Berrigan.
1059. You have referred to the fact that a number of settlers on Tuppall are paying 5s. an acre per annum ground rent? Yes.
1060. Does not that strike you as a very high rent? I think so, considering the present price of wheat. When they went on to the land they had an advantage for a time because it was practically cleared for them. It was very good land too.
1061. Where would the wheat they produce go to? To Jerilderie.
1062. You do not know what quantity is produced by the settlers who are paying this rental? Last year they grew about 35,000 bags.
1063. Whose run are they upon? Faulkner's.
1064. Do they combine sheep farming with wheat production? Not those particular farmers, but the freeholders do.
1065. What would be the area these settlers have under lease? About 16,000 acres.
1066. How many of them would there be upon that area? I do not know. Some of them hold as much as 2,000 acres.
1067. Would it pay them to send their wheat by train through Berrigan to Sydney? It might under existing conditions, but from the way in which they are farming they would not soon be able to do so, because the yield will shortly be comparatively poor. The land will get very dirty from constant cropping.
1068. From your general observation and inquiry you think the line would act as a feeder to the main line? Yes.
1069. And it would pay from its inception according to your estimate? Yes.
1070. What speed have you allowed for on the line? Fifteen miles an hour.
1071. It is to be a day line? Yes.
1072. No provision is made for fencing? No.
1073. You do not think fencing is necessary? No; our experience on the Cobar line has been eminently successful in that direction.
1074. Seeing that the line would be a greater advantage to the large owners than to the small owners, do you think it likely that they would object to give the land required for the line free of charge? I cannot say what they will do; but if I were one of them I should be prepared to give it.
1075. *Mr. Lee.*] Mr. Chanter questioned you as to whether any alteration of the rebate line by the Victorian Railway Commissioners would affect your traffic estimate for this extension;—I suppose any further concession made by the Victorian Commissioners would only apply to general goods? That is all.
1076. It will not affect wheat or wool? It might affect wool, but the reduction would be only comparatively small.
1077. In view of grain being excluded from the Victorian market on account of the duty, any alteration in the rebate line will not affect traffic in that particular description of goods? No.
1078. Although it might affect more or less the general goods traffic and perhaps wool? Yes; but not to so great an extent as might at first be supposed, because although Jerilderie is within the rebate line we already hold the Jerilderie traffic. Not an ounce of goods goes to Jerilderie from Victoria.
1079. Although Jerilderie is within the rebate line its traffic is not attracted to Victoria? No.
1080. How is that? Our rates have been more favourable.
1081. Notwithstanding the great attractions offered by the rebate of the Victorian Commissioners you have retained the traffic? Yes.
1082. When you were in the district collecting information from whom did you get it? I saw pretty well every one in the district who had any information to give.
1083. Did you get your information from the farmers individually or from the Progress Committee? From the farmers individually. I suppose I was at from sixty to seventy farms.
1084. In estimating the wheat traffic, did you take the probable returns from all the farms from Jerilderie to Berrigan within the area you have named? Yes, the whole way.
1085. Is it not a fact that a certain area on the line would not be affected by the extension, inasmuch as it is within easy reach of Jerilderie? That is only so to a limited extent. There is no wheat grown till you get 8 miles from Jerilderie. Wheat is simply grown for fodder on Wonnamurra Station.
1086. From which point do you reckon the charge of 2s. 6d. per ton? That would be the uniform rate—the maximum and minimum.

- J. Harper,
Esq.
3 Jan., 1895.
1087. Even for only half the distance? Yes.
1088. If a farmer used the line for 5 miles instead of 21 miles he would still have to pay the half-crown? Yes; it is practically the zone rate, which is in general application for the carriage of wheat.
1089. Would not that arrangement have the effect of bringing drays into competition with the line? I do not think so. No wheat is grown till you get within about 8 miles of Berrigan.
1090. The rate will be uniform for all those who are likely to use the railway? Yes.
1091. And you do not anticipate any dray competition? No; only on the Tocumwal stock route. Some of the farmers in the neighbourhood of Murray Hut might send their wheat along the stock route by dray.
1092. But you have not included that part of the district in your estimate? No.
1093. Will there be no dray competition going on in any other parts of the district? Not as regards wheat.
1094. Supposing a competition of that kind grew up, would it not seriously affect the traffic? Not as regards wheat. I do not think we need fear competition with 1½d. per ton per mile. No matter how good a road was the teams could not compete at 1½d. per ton a mile.
1095. How do you arrive at the quantity of wheat raised in the district? From the area under crop and the quantity we have carried. We carried 102,000 bags last year, and there is an increased area under crop this year.
1096. You estimate that there will be 17,000 tons of wheat? Yes, 153,000 bags.
1097. You expect that from the area marked by you on the map which does not include Clear Hills or Tuppall? That is so.
1098. There is a large discrepancy between your estimate and that supplied by a miller at Jerilderie to the Sectional Committee in 1891? That mill alone has quadrupled the quantity dealt with then. The miller to whom you refer told me himself that he dealt with 70,000 bags last year. The progress which has been made in cultivation is incredible to anyone who has not seen the district within the last few years.
1099. The figures formerly given were 40,000 bags, and that has been increased according to your estimate to 153,000 bags? Yes.
1100. You are quite satisfied about your figures, although they are inconsistent with those given a few years ago by a local miller? Yes. On the 5th October, 1894, the miller to whom you refer said he estimated that about 107,000 bags had come into Jerilderie from the harvest of 1893-4. My figures are also substantiated by those of the Government Statistician.
1101. When you were in the district you went into all the little centres to ascertain as clearly as possible what would be the best point to which to take the extension? Yes.
1102. And you think the extension should go to the point where the largest number of small settlers is to be found? Yes.
1103. That would be in the neighbourhood of Berrigan? Yes.
1104. That is without offering any opinion as to which direction any further extension should take? Quite so.
1105. Touching the railway war between the Victorian Commissioners and the New South Wales Commissioners, has there not been competition on both sides for many years to obtain the traffic from this particular part of the Colony? There has been competition on our own side to get our own traffic.
1106. You are offering inducements now to get traffic which you never had before? Yes.
1107. Can you foresee any alterations likely to be made by the Victorian Commissioners whereby they would be likely to checkmate us in obtaining the traffic estimated for this particular extension? No, I think they have done their best. I do not think they can do any more.
1108. Have you kept in view the desirableness or otherwise of approaching only within a certain distance of the river Murray? Yes.
1109. You think it would be wise policy not to get too close to the river? At the present time, yes.
1110. You have located your terminus at a point where it will be outside the influence of the traffic of the river, and outside the influence of any special rates on the Victorian lines? Yes.
1111. If the produce of the district is increasing so largely, is it not fair to assume that the population will also become thicker there? Yes; it has increased during the last three or four years.
1112. Do you happen to know whether the increase of produce has arisen from the fact of the farmers putting more of their holdings under cultivation, or from the fact of more land being made available for selection? The farmers have put more of their holdings under cultivation. They have been engaged for years past in clearing, and they are putting more land under cultivation every year.
1113. If a grain centre were established in the district served by this railway, would there not be a possibility of the large landowners subdividing their estates and leasing them? I think so. It has been done to a large extent already on several holdings.
1114. Is there any truth in the rumour that owing to the low price of wool the owners of land in this part of the country find it more profitable to lease it to grain-growers? Yes. The last owner of Tuppall told me that he had bought 4,000 acres from Barooga, and that he carried on it 7,000 sheep, and that he had 2,000 acres under wheat. He said he reckoned that he was a more prosperous and a happier man than when he owned Tuppall.
1115. How many flour-mills are there at Jerilderie? Only one.
1116. Does that mill deal with the whole of this large crop of wheat? No.
1117. I imagine that a large proportion of it goes along the existing line to other markets? Yes.
1118. Therefore, Jerilderie would not be the depôt for all the wheat grown in the district? No; we carried over 68,000 bags of ungristed wheat last year.
1119. You took that from Jerilderie to various places along the line? Yes.
1120. It does not follow that all of it found its way along the line down to Sydney? No.
1121. Mr. Malesworth.] You know that a loss has been incurred on the line from Narrandera to Jerilderie? Yes; it is lessening, but there is still a heavy loss. It would be greater but for the large increase in the produce of breadstuffs in the district. Within the last few years the carriage of breadstuffs has doubled itself along that line.
1122. You think the construction of the proposed line would materially reduce the loss on the line between Narrandera to Jerilderie? Yes.
1123. Are you not of opinion that the natural market of this district is the port of Melbourne? Yes, assuming that it is a question of export.

1124. What would be the distance from Berrigan to Melbourne, as against the distance to Sydney? It would be 175 miles, as against 434.
1125. Then the distance to Sydney is more than twice the distance to Melbourne? Yes.
1126. In the event of the border duties being removed, would not the traffic you anticipate find its way to Melbourne? Not if it is intended for consumption in Sydney.
1127. But if the Border duties were removed, would not Melbourne be as good a market for wheat as Sydney? Yes, certainly.
1128. And Melbourne being the nearer market, would not the wheat go there? On the other hand, you have to consider that there is land near Melbourne which is also capable of growing for the Melbourne market.
1129. What is the number of settlers likely to be served by the proposed railway? I should think about 100 or 120.
1130. You spoke about there being an inexhaustible supply of road-metal within easy distance of Berrigan? There is a large supply there; the only supply of the district.
1131. Would that not be likely to be largely required by Jerilderie and other places in the surrounding district? I have estimated that the line would earn about £50 for the carriage of metal for road-making in Jerilderie.
1132. Is not that estimate low? Well, it is a very vague thing to estimate.
1133. I understood you to say that the additional traffic to the main line, consequent upon this extension, would be about £7,000 in the course of the year? That is only an approximate estimate.
1134. Can you ascertain how much of that would be profit? It is not easy to say. So much depends upon the conditions upon which you would carry the additional traffic. Of course, if the trains were fully loaded and were running at a minimum rate of speed, the profit would be greater than under other circumstances.
1135. Do you think there would be a 10 per cent. profit? I should think so, undoubtedly.
1136. That would be so much additional profit as against the cost of working the line? It is very difficult to say what the profit would be? The Americans venture upon estimates of that kind, but we do not pretend to make them. The profit in this case might be 50 per cent., or it might be only 10 per cent.
1137. You spoke of £1,500 as being approximately the value of the land required for the railway between Jerilderie and Berrigan? Well, it was suggested to me that 300 acres would be required, and I said I thought that £1,500 would be a fair valuation of the land.
1138. Is not the betterment principle introduced in connection with the Public Works Act? I have not studied the operation of the Act at all as regards that. In this case I am simply giving an estimate of the traffic.
1139. In some cases on the line between Culcairn and Corowa, the set-off in the shape of the additional value given to the land served by the railway reduced the claims to nil, I believe? I do not know about that—I did not read the facts.
1140. In the case of this particular line, do you not think that the increased value given to the land through which it passes would equal the value of the land taken? I think it would.
1141. But you are under the impression that the land will be given free of charge? I am under that impression, as far as the small landowners are concerned.
1142. *Chairman.*] You regard the proposed line purely as a feeder to the main system? Yes.
1143. It does not bear any relation to any other part of the Colony except that small portion bounded on the east by Clear Hills, on the south by Savernake, and on the west by Finley. That is, roughly, the area under consideration? Yes.
1144. Do you consider that the line has any connection with the proposal to construct a line from Jerilderie to Deniliquin? No.
1145. Do you consider that it has any connection with the proposal to construct a line from The Rock, *via* Berrigan, to Finley? None.
1146. In the view of the Commissioners the line is simply a feeder to the main line? Yes.

J. Harper,
Esq.
8 Jan., 1895.

TUESDAY, 8 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. JAMES HOSKINS.
The Hon. JOHN DAVIES, C.M.G.
The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.
JOHN MOORE CHANTER, Esq.
CHARLES ALFRED LEE, Esq.
JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

1147. *Chairman.*] You are Engineer-in-Chief of the Construction Branch of the New South Wales Railways? Yes.
1148. I understand that when you have been over the line from Jerilderie to Berrigan you desire to supplement your evidence of to-day with regard to that line? Yes; I intend to go over the line with a view to see how far the experience I have gained with regard to the American lines can be made applicable to this particular railway.
1149. Therefore, you desire to give evidence to-day with regard to general principles rather than with regard to details of the investigation? I should prefer to postpone all my evidence until a later date, but as the Committee wish to examine me now, I will deal with the subject as far as I am able.
1150. There is a good deal of information which you could give us to-day? I think so.

H. Deane,
Esq.
8 Jan., 1895.

H. Deane,
Esq.
8 Jan., 1895.

1151. One of the points which would appear to be important is the difference in construction as between America and Australia. Can you give us any information as to that? Yes, I can. There are many points of difference. I have not prepared a statement in regard to the matter, but I can briefly refer to the main points. With regard to the cheaper kind of construction, it is the practice in America, in easy country, where cheapness is required, to lay the lines without ballast. I have never seen nor heard of their laying the sleepers directly on the surface of the ground—there is always a formation. A low bank is prepared by excavating from ditches at the sides, and these serve for drainage. The bank may be very low, but there always is a bank. It is the practice in America to use a very much larger number of sleepers than we do in this country. In fact, even on the best lines in the east, I noticed that the practice was to put the sleepers pretty close to one another. It makes all the difference, especially when you have no ballast to depend upon to support the road. The absence of ballast is, of course, a very important item of economy, but to make up for it you require a great number of sleepers. The Americans can build on this system readily enough, because they can get sleepers very cheaply. Their sleepers cost from 1s. 3d. to 1s. 6d. apiece. An increase, therefore, of two or three sleepers to the rail length does not mean anything like the cost of the ballast which has been dispensed with.

1152. What would be the cost of our sleepers generally? The full-sized sleepers generally cost from 3s. 6d. to 4s. 6d. At the present time we have a contract in the Department to deliver sleepers at Narrabri at half-a-crown, and I understand that the present Secretary for Public Works has been making arrangements to get the supply of the same class of sleepers continued at 2s. 3d.

1153. Would they be ironbark sleepers? Yes; they are not squared sleepers—they are round on the top. They are very strong and durable, and will, I believe, answer every purpose. I should be inclined if anything, to put in a cheaper class of sleepers than that if we had to do without ballast, and to put in more sleepers to give proper support to the permanent-way.

1154. It would be cheaper than ballast? Yes.

1155. Are the American sleepers of fairly durable wood? They are of different classes. On the Californian coast they are always red wood, which is a very durable timber. They told me that the sleepers wore out—that they did not rot. They wear out, because the wood being somewhat soft the rails eventually cut into them, and they have to be discarded on that account. Then they have ordinary pine sleepers, a very soft wood indeed. They have only a very short life. Then they have pine sleepers, impregnated with creosote or otherwise treated with preservatives. There are also white oak sleepers, which are largely used—in the eastern States especially. A good many different kinds of timber are used for this purpose. Both the soft and hardwood timbers are always sawn. The practice in America is to lay the rails flat down on to the sleepers. The rails are laid flat down on the sleepers without any dressing for the rail-bed. Our practice is to adze a bed for the rails, inclining the surface at an inclination of 1 in 20 towards the centre of the road. That fits in with the coning of the wheels of the rolling-stock. In America the wheels are turned cylindrically, with us they are conical. That is an important difference. Apart from greater ease in travelling, the idea originally was that, in going round curves, as the centrifugal force carried the rolling-stock towards the outside of the curves there would be a larger circumference travelling on the outside of the curve, and the body of the carriage on that side would be carried further on in consequence. In America the top surface of the rail is practically level. So far as the wheels are concerned, there is a little bit of taper on the outside, but that part which bears on the rail is cylindrical.

1156. *Mr. Davies.*] Would the friction on the rails as laid in Australia be more severe than on the rails as laid in America? There is no difference.

1157. Would the rails last as long in Australia as in America? Quite as long.

1158. The friction is on the head of the rail in America, is it not? It is all on the head, except on curves.

1159. With the angle that exists in the case of the Australian rails, would not the friction be more on the side than on the head? No.

1160. Is that because the wheels are turned to meet it? Yes, the wheels are turned so as to meet it. The bearing of the wheel on the rail is normal to the surface of the rail in both cases. I mention the point because it is an important difference resulting in this—that there is less work in laying an American road than in laying our roads. There they can get their sleepers sawn from the mill, and all that they have to do is to spike their rails down on to them. Here the sleepers have to be put through an adzing machine before that is done.

1161. *Chairman.*] Before you went to America were you an advocate of the Australian system? Yes; and I would not advocate any alteration now—it could not be altered.

1162. You would not adopt the American system? No; it would be impossible to do so now. You could not do so now without altering the whole of the rails and the whole of the rolling-stock.

1163. The Baldwin engines were an American engine? Yes; but the tyres of the wheels were so turned as to meet the Australian practice.

1164. You give this as a piece of general information and not with a view to our adopting the American practice? No, it is merely to show a point in economy in American railway construction, to which I thought it worth while to direct attention.

1165. Had the American system been adopted in the first instance would it have answered quite as well as our own? They seem quite satisfied with it in America. I believe that our practice is theoretically better. These are some of the principal points of difference between the American construction and ours. Another point is the use of large quantities of timber in their bridges. We are more inclined to use stronger and more permanent structures than the Americans. They have large supplies of cheap timber which we have not, and they use trestle work for getting over gaps, and for both small and large bridges, much more largely than we do here. That all helps to cheapen construction in the first instance, although after a time the trestle work has to be replaced.

1166. Therefore, in the construction of pioneer lines, the first difference you notice as between the American system and ours is the use of more sleepers and less ballast in America? Yes.

1167. The next alteration consists in having flat sleepers with the bottom of the rail also flat, of necessity lessening the cost of construction? Yes.

1168. And the third point would be the use of trestle work instead of permanent bridge work? Yes; I think those are the principal points of difference.*

1169.

* NOTE (on revision):—There is also the absence of raised platforms at the stations referred to later on in the evidence.

1169. *Mr. Hayes.*] In reference to what they call pioneer lines in America, I suppose you travelled over the line from Denver to Rio Grande. I see from your report that the line has been made to the 4 ft. 8½ in. gauge? Yes.

1170. It was originally a 3-ft. 6-in. gauge? Yes. It goes right through the Rocky Mountains, a very rough piece of country to go through.

1171. Did you travel from Salt Lake City to Denver? Yes.

1172. The line passes through far more difficult country than any we have in this Colony, does it not? I would not say that, but it is far more difficult taking it altogether. No doubt there is a longer stretch of difficult country than any we have here.

1173. When that line was first constructed, it was a pioneer line such as you have been referring to? No; it was always a difficult line. The lines which would come under the class of what the Railway Commissioners call pioneer lines would be those which have been made across the prairies—across level country—which you do not meet until you go east from Denver. I left Denver in the evening and took a Pullman car to Omaha. The next morning early, I found we were on the level country. From there right into Chicago there was very little in the way of rough country at all. It was very nearly a dead level. That is the class of country to which pioneer lines are suitable.

1174. Did you travel upon any of the lines you have described, where, instead of using ballast, they use a large number of sleepers? I noticed that nearly all the lines I travelled upon had been ballasted. I travelled on a part of the line running south from San Francisco to Los Angeles, over the San Joaquin Plains, which was without ballast. That would be about the same class of line which it is proposed to make to Berrigan. It is a dry country, and the climatic conditions are altogether very similar to what one would find in the interior of Australia. Portions of some of the other lines were also without ballast, as between San Francisco and Portland, and the line east of Denver.

1175. From your observation, do you think a line similar to that, taking away the ballast and substituting more sleepers, might be adopted in many of our country districts as pioneer lines? Yes, I am of opinion that system might be adopted.

1176. With advantage? I should like to see the system tried. There could be no harm in doing that. I should prefer to adopt a better and more solid construction, but as there is such a demand for light lines, I would strongly recommend that this Berrigan line, and any similar lines running into the interior, should be made on the system I have described.

1177. What is the difference in cost between a lightly ballasted line and a line without ballast and more sleepers to the mile? In making what are called pioneer lines you follow the surface very closely, and you take a good deal of risk in heavy rains and floods. If you are to make a line perfectly safe there are many places where, to guard against all contingencies, you might have to make a bank of considerable height, and that would add materially to the expense of the line. In the case of the particular line before the Committee, I think it has been said that the traffic is to be slow, and that would mean, I assume, that if there were an occasional interruption no great harm would be done.

1178. But what is the difference in cost between a lightly ballasted line and one laid upon the American system with more sleepers to the mile than we have here? Well, it would be cheaper to lay it on the American plan without ballast, of course.

1179. What rate of saving would there be per mile? In the case of the Berrigan line ballast is estimated to cost about £308 per mile, and the sleepers to cost £240 a mile. If, instead of eleven sleepers, you put in fourteen, that would add about £60 to the mile in the way of sleepers. You would then have to take off the ballast. There would be a saving of about £248 per mile.

1180. That is at Australian prices? Yes. I am taking the estimate of the Berrigan line, the sleepers being estimated to cost 2s. 6d. apiece, and the ballast being estimated at 3s. 6d. per lineal yard. There would be 1,930 sleepers to the mile, at 2s. 6d. per sleeper. The estimate of 3s. 6d. per lineal yard of ballast is the same price that I allowed in the case of the Moree line. The principle is the same.

1181. What would the ballast come to altogether? £308 per mile.

1182. And you think there would be a saving of £248 per mile? Yes, nearly. There would be a little extra for platelaying, on account of the extra sleepers, but it would not amount to very much.

1183. Should you think there would be a saving of £230 per mile? I think we might say £230 a mile, by putting in more sleepers and knocking the ballast out altogether.

1184. Would you advise the adoption of that system in the case of this particular line? That is a point I would rather leave until I have seen the country. I have not even a report before me showing what sort of soil there is.

1185. From your experience in America of lines laid without ballast, are you prepared to advocate that practice here in the case of pioneer lines worked at a low rate of speed? If I recommend them, it is scarcely because I prefer them. I should feel inclined, in all cases of new lines, from what I have seen in America, to put in a couple of sleepers more than we have been in the habit of doing. I believe it would relieve the maintenance of the line very much. But where you can get ballast easily I should always recommend its use. However, if it is desired to make as cheap a line as possible—a cheap and workable line—I would say leave out the ballast and put in more sleepers. You will make a satisfactory job and you will test the method. It may be, that if it turns out a success, it will lead to the construction of a large number of lines which would not otherwise be made—lines which are really wanted.

1186. I suppose you recognise the necessity, in the case of lines running through agricultural and pastoral districts, that they should be built cheaply, so that there may be some prospect of their paying? Yes.

1187. And there would be a large saving in carrying out the system you have mentioned? Yes.

1188. From information you gathered from America, would it not appear that when they laid down the new lines in the first instance they invariably laid them down on the principle you suggest? Yes.

1189. And that as the traffic increased—? They ballasted them.

1190. But in the first instance the lines were laid down on the principle you have referred to? Yes.

1191. And as far as safety and speed are concerned, are they not worked as well as the ballasted lines? I should not like to say that as to absolute safety. But there is one thing about the traffic on the American railways in which they differ considerably from us—that is the use of bogies on the rolling-stock. All the rolling-stock, all the passenger and freight cars, are provided with bogies, enabling them to work over rougher surfaces than our rolling-stock.

1192. That would not make any difference where the line is straight, would it? It might also refer to instances where lines were straight, and a settlement had taken place, and the rails got out of line. If there was any unevenness in even a straight part of it there would be much less chance of the American rolling-stock going off the line than there would be in our case.

1193.

H. Deane,
Esq.

8 Jan., 1895.

- H. Deane,
Esq.
8 Jan., 1895.
1193. You think the American rolling-stock safer than ours? Yes.
1194. And more suitable for pioneer lines? Yes. Of course, it may not be so suitable for traffic purposes. For instance, you may not be always able to fill up the long trucks. This is an important difference in the conditions of the two countries. I believe the Railway Commissioners acknowledge that except for wool traffic and wheat traffic the long trucks on bogies are not so suitable for our requirements as is our own rolling-stock.
1195. That is from a traffic point of view alone? Yes.
1196. But as regards ease of running and safety, the rolling-stock provided with bogies is far better? Yes.
1197. The lines in America as a rule are not fenced? A great many are not.
1198. As a general rule in America new lines are not fenced? No.
1199. Take the line from Denver to Rio Grande, is there any fencing on that? Very little fencing.
1200. Although it is very rough country? I passed over no line which was absolutely devoid of fencing. Fencing in America is creeping in.
1201. Does that not refer more to the eastern lines? No; even out west a good deal of fencing is done.
1202. I suppose that the quality of the sleepers used in America is not as good as is the quality of our sleepers? No.
1203. Neither as regards durability nor hardness? No. There are none of them so hard as ours, nor are they as durable.
1204. As a matter of fact on the lines in the west do they not as a rule take the sleepers from the ordinary timber of the country through which they are passing? Well on the Californian coast they use redwood.
1205. I am speaking of the line from Salt Lake City to Denver for instance? They use various kinds of pine.
1206. Ordinarily they take the timber they get as they are passing along? No, I do not think they do that. They may do so in laying the line down in the first instance, but they soon learn to make a careful selection.
1207. Are they as particular as we are with regard to the length of the sleepers, that is about getting them all of the exact size? As to length, perhaps they are not quite so particular as we are, but as to size they are supposed all to be cut exactly to size. They must be. They are sawn by machinery, and if the saws are set right the sleepers must come out right. There is not the same chance of variation as when you depend upon a man's handiness with the adze or axe.
1208. Did you see the American grader in use in the formation of any of the lines? No.
1209. Did you hear of its use? Yes. I believe it is largely used.
1210. Is it more economical than hand labour? It is taken to be so—probably it is.
1211. What would the difference in cost be? I should say the cost of work done with the grader would be about one-half as compared with dray work or even harrow-work.
1212. Could the grader be used to-day in this country? Where the country is clear of stumps it might be used.
1213. With advantage? Yes.
1214. As to station buildings, what was your experience on the pioneer lines of America? Everywhere I went there were stations of more or less importance, but there is one great difference between their practice and ours, which I should have mentioned before, and it is this, that they make no raised platforms. In the large stations the roads are separated one from another, by perhaps a little more interval than you would have with a double line of way, but still the passengers have to thread their way out between the trains standing pretty close up against one another.
1215. That applies to American railways in all parts? Yes, except at the termini.
1216. Is not the same principle adopted at New York, at Chicago, and at the principal termini? No. There, in many cases, they have low platforms. They are not nearly so high as ours, but are simply raised a little from the surface.
1217. About a foot? Yes. They are distinct from the general surface of the station.
1218. As a rule, on the ordinary lines of railway in the country districts the stations are of a most primitive character, are they not? Yes.
1219. Take the Denver and Rio Grande road—it is 750 miles long, is it not? Yes, about that, with the Rio Grande Western included.
1220. Are there any station buildings of importance on that line? No; I do not remember that there are until you get to Denver.
1221. Do you think, speaking generally, that, if we could adopt the American system you have just been describing on our pioneer lines, it would cheapen the cost of construction to a large extent? Yes.
1222. And as far as this particular line from Berrigan to Jerilderie is concerned, if the principle were adopted in that case there would be a saving of at least £230 a mile. I should say about that.
1223. *Mr. Roberts.*] Are you familiar with the Report of the Railway Commissioners to this Committee regarding the proposed line, Jerilderie to Berrigan? I am not sure whether I have seen it yet.
1224. You will see that the estimated cost of construction is about £2,060 per mile? Yes.
1225. Do you not think that that could be reduced to a considerable extent? It could be reduced by cutting out the ballast and putting in more sleepers. That would make a difference of £230 a mile, and for the 21 miles it would represent a difference approximately of £4,830.
1226. From what you have seen of railways in America, would you be prepared to reconsider that estimate with the view of reducing it? I recommend that the system of which I have been speaking should be adopted, and that would reduce the estimate to the extent I have named.
1227. *Chairman.*] You recommend a trial of the American system of construction in the case of this line? Yes. Of course, as I have said, I should prefer to see the country before binding myself absolutely to that opinion, but I do not see why the system should not be tried on this line as well as anywhere else.
1228. *Mr. Roberts.*] I hold in my hand a memorandum from two members of a former Sectional Committee who visited the district around Berrigan, and who gave it as their opinion that a line should be constructed for £1,500 a mile—do you think that that would be practicable? I should like to know what details they give.
1229. You say that the estimated cost could be reduced by £230 a mile, making £1,830 a mile? Do you think

H. Deane,
Esq.
8 Jan., 1895.

think that estimate could be further reduced to £1,500 per mile? No, I do not think so. I do not see any other item beside that which I have mentioned upon which a reduction could take place.

1230. You are of opinion that this pioneer line might be built upon the American system, and at as low a price as possible, as an experiment, having in view the fact that when the amount of traffic upon it should be ascertained, it could, if necessary, be improved? Yes, I should like to see the American system carried out in this instance as an experiment.

1231. And you would be prepared to reduce the estimate from that point of view? Yes, to the extent I have named.

1232. *Mr. Gornly.*] I suppose the lines you travelled over in America were lines which had been constructed for some years? Yes.

1233. And I suppose they carried a large quantity of traffic? Yes.

1234. I suppose there was a considerable population not only at the termini but all along the lines? Yes, there was a great deal of traffic.

1235. There was much greater traffic on the lines to which you have referred generally than would be likely to take place upon the proposed line from Jerilderie to Berrigan for a number of years? Yes.

1236. And a much greater number of trains were run upon those lines? Yes.

1237. You will see from the report of the Railway Commissioners that they only intend to run a train three times a week over the line? Yes, I see that.

1238. Therefore the traffic would not be so considerable that the line, if not a very permanent construction, would be likely to go out of repair? It would not be subjected to the same wear and tear as the main lines, and I think it would be a very good opportunity to try the method of construction to which I have referred.

1239. It being intended to run the trains only during the daytime, there would not be much probability of an accident occurring, even if some of the sleepers did sink a little? No, not by running during the daytime.

1240. The line would go into a purely agricultural district, and probably the rate of speed would not be very high? Exactly.

1241. So that there would be no great need to adopt any very high standard of construction? There would be no chance of the sleepers settling unless there were very heavy rains, and if that had taken place greater precautions would be taken.

1242. You do not think there would be such a settlement as would be likely to cause an accident? No, I do not think so.

1243. *Mr. Hoskins.*] What has been the average cost per mile of the pioneer railways you have described in America? I did not obtain any particulars of that, because I did not think they would be of much use to the Committee, the prices in the two places being so different. For instance, I ascertained that in the case of a line being constructed in connection with the Burlington and Quincy railway in the north-west they were getting the earthwork done for 6d. per cubic yard. We have never succeeded in getting earthwork done at that price yet. They are not using graders in the case I speak of, so I suppose people there are satisfied with a less return for their labour than are people here.

1244. In your experience the labour connected with the construction of railways in America is cheaper than it is here? Yes, at the present time.

1245. Do you think the cost would be 25 per cent. lower? The actual wages of a labourer are about the same as ours, but they have longer hours. They have not the 8-hour system in America.

1246. Then you cannot give us an average estimate of the cost per mile of these pioneer lines in America? I could not at this moment, but I dare say I could reckon up the cost of the running road, because I have ascertained the cost of the rails and sleepers and everything else. As I have said, I do not think the information would be of much use to the Committee because prices in the two places are so different.

1247. The cost of the rails would be about the same as it is here, would it not? Yes; the production of the mills in America is slightly higher than it is in England; but there is the less handling and in some cases longer distances to consider.

1248. The pioneer lines or unballasted lines which you have described are on level country generally? Yes.

1249. Did you travel over any of these cheap lines constructed in rough or hilly country? No, the roughest line I travelled over was that from Denver to Rio Grande. It is a line of sharp curves and steep grades and a minimum of earthworks and ballast, but they are going on improving it—every day almost.

1250. What is the sharpest curve on that line? The sharpest curve I travelled over on that line was what they call a 16-degree curve. That was 358 feet radius or about $5\frac{1}{2}$ chains; 14 and 12 degree curves are of considerable frequency, that would mean about $6\frac{1}{2}$ chains radius.

1251. That is sharper than anything we have on our mountain lines? Yes; but there is this to be said—the American rolling stock is all provided with centre buffers, and that makes their trains much more flexible than ours.

1252. What is the steepest grade on the Denver to Rio Grande Road? 1 in 30.

1253. What was the character of the roadway on the Denver to Rio Grande line; what was the depth of the ballast and the weight per yard of the rails? The line is continually being improved. A few years ago there were some very severe grades on the line. It had a grade of 1 in 25, but the line has been considerably altered, and now I believe the steepest grade is 1 in 30. Curves of 12 and 13 degrees are of frequent occurrence. There is a curve at Leadville of 16 degrees: the rails are of three weights—52lb., 65lb., and 75lb. There would be about 3,200 sleepers to the mile. The pine sleepers would cost 30 cents, or 1s. 3d., and the red spruce sleepers, which are preferred as being more durable, would cost 35 cents or 1s. 5½d. The life of these is said to be seven years. The ballast is from 6 in. upwards under the sleepers.

1254. In view of the fact that the rails are much lighter than on our lines, and having regard to the sharp curves and steep grades, are there many accidents? No.

1255. Is there not at a place called Marshall's Pass a grade of 1 in 22? That is on the narrow gauge line.

1256. You said just now that the trains are much more flexible than ours, and that they adapt themselves to the rough roads better in consequence of the rolling stock being provided with one central buffer only. Does that practice apply to all the lines? It is the universal practice.

H. Deane,
Esq.
8 Jan., 1895.

1257. Do you not think it would be much better on our mountain lines, where there are such steep grades and sharp curves, to have central buffers on our rolling stock? You must adopt one practice throughout. If you start with two buffers you must continue them. If you start with a single buffer you must continue it, unless you are at some time prepared to change over your whole rolling stock. You could not work a mixed lot.

1258. Do you not think it would have been much better, having regard to our steep grades and sharp curves, to have adopted a central buffer instead of two side buffers for our rolling stock? It certainly would be much easier for working round sharp curves.

1259. Do you think the present system increases the wear and tear of the permanent way at all? No.

1260. How long has the Denver to Rio Grande line been working? On the standard gauge, four or five years.

1261. Did you notice in travelling over the American lines, they were generally of a rougher character and had not such a solid permanent way, apparently, as ours, although they contained such steep grades and sharp curves? The Denver and Rio Grande line was, perhaps, the roughest line I travelled over. The lines in the Western States in America are not kept in anything like the good condition that our lines are kept in, but I do not wish to imply that they are really in bad condition.

1262. Does not neglect to keep the permanent way in good order mean frequent outlay in relaying the lines? I made some inquiry about the cost of maintenance, and it seemed to be very little more than ours. In some cases it was about the same. On the American lines you do not get the wear and tear you might expect, and chiefly on account of the bogie rolling stock. If it were not for that the wear and tear would be very severe.

1263. Do you not think, seeing that we have got a fair proportion of rough country to go over, that it would be better to adopt the bogie system in connection with our rolling stock? As regards its effect on construction it would certainly be better, but then the Railway Commissioners would probably say that it would not pay to be running long freight cars in every case for general merchandise.

1264. Is it not a fact that our system of double buffers creates greater friction and greater grinding on the rails upon the curves than is caused in America with the use of the centre buffer? I think it is very likely. You can certainly work round sharp curves better with the central buffers.

1265. Did you travel in Belgium and France? I travelled through France. I went from Paris to Caen and back, and then to Vienna and Buda Pesth; then south.

1266. Did you observe that light railways and steam tramways laid down on ordinary roads were very much in evidence in both France and Belgium? I cannot say that I had much opportunity of observing. My time was very short.

1267. Is it not the case that in France and in Belgium especially light lines have been run into the farming districts to enable the farmers to put their produce on to the trucks at their farms. And do not these lines act as feeders to the main lines? I know that a good many narrow-gauge lines have been laid down.

1268. Did you make any inquiry about them—that is as to their cost and as to their working? I have some particulars as to the 2-ft. gauge.

1269. Your experience was that the cheap light lines which have been laid down on the Continent to act as feeders to the main lines are all narrow-gauge lines? I do not say that none of them are on the standard gauge. I did not inquire specially as to that.

1270. Did not Mr. Van de Velde and Mr. Fischer give evidence on a former occasion before this Committee respecting the light lines of railway which have been constructed in France and Belgium? Yes; I think I remember that.

1271. Did you in the course of your travelling see lines similar to those to which Mr. Van de Velde referred? Yes; that was the Decauville system.

1272. From what you saw, and in reply to your inquiries, do you think that if we were to adopt in this Colony a system of light lines running into the farming districts, and even into the squatting districts, similar to those which have been laid down in France and Belgium they would greatly reduce the cost of carriage and facilitate settlement? I would not recommend them as railways, because I consider that all railways ought to form part of one system. I think a break of gauge would be a great mistake.

1273. I suppose you know that they have got over the difficulty of the break of gauge in America, in England, and in France by a mechanical contrivance which shifts the body of the traffic from one gauge and puts it on to another? I have heard of a number of contrivances for the purpose, but I have not seen one which is an absolute success and which is generally adopted.

1274. I suppose you are aware that they are now agitating in England for the construction of light lines such as exist in France and Belgium in order to reduce the cost of conveying the produce of the farmers to market? I am not sure that what they advocate in England is similar to what they use in France and Belgium. With regard to gauge, I understood that what they advocate in England is cheap railways on the standard gauge—that is, 4 ft. 8½ in.

1275. Is it not suggested that railways of a lighter character than the ordinary lines should be laid down by the side of the road in some cases? Yes.

1276. Are you aware that the Board of Trade has acceded to the application of a large number of persons, and has decided to have a commission to inquire into the propriety of constructing light lines as feeders to the main lines of railway? Yes; when I was in Ireland and Scotland I examined some light lines of railway built under the existing special provisions of the Board of Trade, but they would not do for us.

1277. How is that? They would not be called light railways here at all. They were too costly. They cost from £5,000 to £6,000 a mile.

1278. The opinion you expressed some time ago, before you went upon your travels, as to the propriety of reducing the cost of our railways, and more especially the cost of such a line as that from Narrabri to Moree, has been fortified by what you have observed abroad? Yes.

1279. And you think that it is possible in this Colony to make cheap lines which, although the speed upon them might not be very great, would afford greater facilities than the ordinary roads for promoting settlement and for reducing the cost of conveying produce of small value to the seaboard? Yes.

1280. What is the highest rate of speed maintained on the unballasted lines you have described in America? I have not worked out the speeds, but I can easily do so.

1281. Was it 20 miles an hour? More than that. I suppose it would be from 25 to 30 miles an hour.

1282. *Mr. Humphery.*] Did you observe whether in America the main line engines ran over the light lines? The lines I have been describing are really main lines; for instance, the line from Denver to Rio Grande

H. Deane,
Esq.

8 Jan., 1895.

Grande is a main line, and the southern line from San Francisco is a main line. They have some of the heaviest engines running on them.

1283. Would the proposed light line between Jerilderie and Berrigan stand the engines which are run upon the line from Narrandera to Jerilderie if the line were constructed without ballast? I am not sure what engines the Commissioners are using on the line from Narrandera to Jerilderie. The rails on that line are 71½ lb. to the yard. The rails proposed to be used on this line are lighter. It is proposed to use some old iron rails of a heavier type, but the lighter ones which will be used to make up are only 60-lb. rails. I do not think that on a 60-lb. rail any engine heavier than 12 tons to the axle should be used. That is the opinion I expressed in regard to the Forbes line. I said that the engines should be limited to 12 tons to the axle, and I believe it is the practice of the Commissioners to use engines of about that weight on the line. Engines of that character would be used on the line now proposed. I think it would be wrong to use heavy engines on the line. Some of our locomotives run nearly 16 tons to the axle, and they might do some damage. There is one thing I should like to mention because it is interesting. When I was in London and was speaking to Sir Benjamin Baker about the loads which could be used on particular rails, he referred me to a new edition of Molesworth's pocket-book, and asked me if I had not seen his formula for the purpose. On page 223 of that book there is a table showing what weight the different rails will bear. Before coming to this Committee I worked out what weight of rails would be required for the two classes of engines I have mentioned, namely the engines of 12 tons to the axle, and the engines of 16 tons to the axle running about 20 miles an hour. The result is this—for the lighter engine a rail of 57·63 lb. to the yard would be necessary, and for the heavier engines 69·8 lb. to the yard. Those figures correspond very nearly to the weights of the two types of rails used in the country, namely, 60 lb. and 71½ lb.

1284. But you are not sure whether the description of engines now used between Narrandera and Jerilderie could be run on this line? No, I have not inquired. But I am quite sure that the Railway Commissioners in advocating a line of this class will be prepared to use suitable locomotives.

1285. In any case if the line be constructed as proposed by you, it would be unsuitable for the main line engines? Certainly, for the heaviest engines.

1286. What is the difference between the heaviest engines and the next heaviest engines? There are many different classes.

1287. Must a special class of engine be used on the proposed line? No; it would only be necessary to keep away those engines having the severest axle-load.

1288. In giving your evidence in the inquiry into the proposed railway between Jerilderie and Deniliquin you estimated the cost of the line per mile at about £3,300, including some special provision for bridges and culverts which might be done away with to the amount of £245 per mile; in other words the amount could be brought down to about £3,000 per mile. How is it that in this case you have reduced that amount to your present estimate exclusive of ballast? The reduction has been made to meet the demand for these pioneer lines. I think what I have said will sufficiently explain the reason why the reduction has been made. The line proposed between Jerilderie and Deniliquin was of a somewhat heavier type. It was of a more permanent character than this line. The earthworks on this line are altogether lighter, and there are various ways in which a saving has been effected. The sleepers are less costly; they are rougher.

1289. Will you point out in detail how the estimated cost of £3,000 for the other line has been reduced in this instance? The earthworks in the case of the Berrigan line are estimated to cost £225 as against £300 per mile in the case of the other line.

1290. Why did you reduce the cost of the earthworks by £75 per mile? You must remember that I did not make this new estimate. I have not been over the line, but it is probably different country. It does not follow that because a line from Deniliquin to Jerilderie would require earthworks to the extent of £300 per mile, a line from Jerilderie to Berrigan would require earthworks of the same extent.

1291. Although the line in both cases is supposed to pass through exactly the same class of country? The country may be supposed to be the same, but there may be depressions on the Deniliquin line which would require more earthworks than would be required on the Berrigan line. I cannot speak from experience on this particular matter, but probably the earthworks have been cut down in order to make the line as cheap as possible.

1292. Although the country is perfectly level, and is similar to the country between Jerilderie and Deniliquin, the difference of £75 can be saved upon earthworks, you think? Yes.

1293. So that £225 per mile may be taken as a fair estimate? Yes; for the kind of line it is now proposed to make.

1294. I want you to be particularly careful, Mr. Deane, in the way in which you answer these questions, because lately it has been represented that the estimated cost of constructing railways has been largely exceeded? I am told that once or twice during my absence it has been reported that the estimated cost of railway works has been grossly exceeded. Some misapprehension seems to have occurred. Take, for instance, the much abused Milson's Point line. It so happens in regard to that particular line that my estimate has not been exceeded. The estimated cost of the land has been exceeded, but I have nothing to do with the value of the land. My estimate of the cost of the line was £127,000. Having made inquiries from the officers, I am given to understand that the whole of that sum has not actually been paid for construction, there being a balance of £1,200 still available.* If anyone can go nearer than that in

* NOTE (on revision):—I find that these figures are not strictly correct. Mr. Firth, who was my informant as to the saving in expenditure, was taking the original estimate as being £143,000. The Committee will remember that the estimate first submitted for the Milson's Point Extension, which had a ruling grade of 1 in 40, was £127,000; but afterwards a ruling grade of 1 in 50, with sharper curves, was determined upon, and I gave the additional cost as roughly £16,000. This was before survey. When the survey was completed the earthworks proved to be so much reduced in quantity in consequence of the sharper curves used, that I reported to the Minister that the line could be made for £127,000, the amount of the first estimate. The actual cost of construction, including liabilities, amounts to £141,800, which compared with the £143,000 wrongly taken as the estimate, shows an apparent saving of £1,200. Compared, however, with the proper estimate it looks like a large excess. This amount of £141,800 includes several items which were not provided for and could not have been foreseen. These were—firstly, the cost of substitution of blue metal for white metal ballast, which the contractor should have provided, but which, owing to financial difficulties, he was unable to undertake; secondly, the extra cost of a tunnel, which was ordered in lieu of a cutting, to avoid spoiling certain land on the Berry Estate; and thirdly, an amount of nearly £8,000 spent in widening cuttings, not at present required for the railway, but carried out in order to give the unemployed work. These extras amount to £15,264, which deducted from the total previously mentioned, viz., £141,800, leaves £126,536 as the cost of the works for which the estimate of £127,000 was given.—H.D.

H. Deane,
Esq.
8 Jan., 1895.

in his estimate I think he must be very clever. At the same time I do not claim any infallibility in the matter. I know it often happens that more work, in point of quantity, is carried out than was originally estimated. Perhaps the cost of a certain portion of a work may be under-estimated. Everyone is liable to do that. For instance, it may be necessary to raise a line so as to get out of flood-waters which have never before been heard of. No engineer could be blamed for that.

1295. Can the same thing be said with regard to the Ocean-street Tramway, for instance? Mr. Lyne took everything in regard to that matter completely upon himself. I was acting entirely under instructions in connection with that tramway, but I can assure the Committee that they have the full value in the work which has been done.

1296. I am putting these questions to you because, very frequently in Parliament attention has been called to the fact that the cost of a work as sanctioned by the Public Works Committee has been very considerably exceeded. In making an inquiry into the cost of constructing this line, I think it is just as well that we should have the cost of all the details of construction, so that hereafter it may not be charged to the Committee that they have failed to make an exhaustive inquiry in this regard? Of course the Committee are entitled to all the particulars for which they like to ask.

1297. I should like you to tell us in regard to what details the difference arises between the estimated cost of the line between Jerilderie and Deniliquin, and the estimated cost of the proposed line between Jerilderie and Berrigan? Taking each item in succession you will find that it is due to a general lowering of the class of line. For instance, the earthworks have been reduced to bring the line closer down to the level. I have already explained that I should prefer to expend more money, but in order to meet the demands for this class of line I have agreed to reduce the cost.

1298. You are of opinion that the work can be satisfactorily carried out at the reduced estimate? Yes. Where few bridges and culverts are required, there are also less earthworks. In country where little or no drainage is required the earthworks are quite sure to be less. That of itself will account for a considerable reduction in the earthworks item. The next item is in level crossings. The two amounts are nearly in the same. In the case of the Berrigan line the sum is given as £92, and in the case of the Deniliquin line £98. The £92 for the Berrigan line includes cattle-stops and fencing. The Berrigan line is to be an unfenced line, consequently there will be considerably less cost.

1299. Do you think £92 will be ample provision for this item? I think so, under the altered circumstances of the fencing being abolished. With regard to the next item, permanent-way material £582, as against £885, I think Mr. Firth has gone very fully into that and explained the difference. But I may say at this juncture that I think that it is scarcely fair to ask me questions on these points to-day, because not anticipating that the Committee would examine me in regard to them, I have not gone into them at all myself.

WEDNESDAY, 9 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GOEMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane,
Esq.
9 Jan., 1895.

1300. *Mr. Humphrey.*] You were explaining to the Committee yesterday in what way you were able to reduce the estimate of £3,000 per mile, in the case of the proposed line from Jerilderie to Deniliquin, to the amount estimated for this line? I think I had proceeded some way with my estimates. The next item is permanent-way material. In the case of the Berrigan line it is set down at £532 per mile, whereas the average in the case of the estimate of a line from Jerilderie to Deniliquin was £885 per mile.

1301. Showing a difference of £350? Yes. The present prices of material are very much lower than they were at the time the former estimate was made. Last January we received a quotation for new rails much lower than anything we have had before. The price of the new material required for this line has been reduced accordingly. It is proposed to use 11 miles 10 chains of new material, and as regards the other 10 miles, the Railway Commissioners offer to supply us with old rails from the main lines, which will certainly answer very well, and which will help to reduce the cost. They propose to let us have rails for these 10 miles at £3 per ton.

1302. What was your estimate for rails in the case of the Deniliquin and Jerilderie branch? If I remember rightly, it was about £7 per ton.

1303. Then there will be a difference as regards the particular portion of the line to which you have referred of £4 per ton? Yes; that would mean a difference of £440 per mile, or £4,400 for the 10 miles.

1304. Taking the whole length of the line, that would be about £200 per mile? Yes.

1305. That still leaves £150 to be accounted for? Yes. The rest is accounted for by the reduction in the price of new rails, which I have pointed out. We can now obtain rails in Sydney at £4 10s. per ton instead of the previous prices.

1306. What was your previous estimate? I have not brought it with me. I think it is quite clear that the reduction in the cost of rails to £3 over part of the route, and from £7 to £4 10s. as regards the other part, would account for the difference.

1307. Is there any other item in regard to which there is a difference in the two estimates? All the fastenings for the permanent-way—all the rail materials are somewhat lower, I fancy.

1308. Notwithstanding the reduction upon the former estimate, you are quite satisfied that the estimate you now give is a full one? I am absolutely certain of this—even if I made no further inquiry—that the estimate

H. Deane,
Esq.

9 Jan., 1895.

estimate formerly made was correct. The change which has taken place in the value of rails, and the getting of a portion of the quantity we require from the Commissioners at second-hand rate, enables us to bring the figures down to the present estimate.

1309. The next item, ballasting, would be omitted altogether, I suppose? Yes. But I should like to compare the estimate submitted, with the previous one. In the case of the Deniliquin line, the ballast was estimated at 4s. 3d.; here it is taken at 3s. 6d. You will see that there is a small difference. There is less ballast allowed on this line than on the Deniliquin line.

1310. I see there is an estimate of £667 for ballasting and laying sleepers as against £1,056 for the Deniliquin line;—how is the difference of £400 a mile accounted for? All the permanent-way is put down at a less cost. We are proposing to use only spikes, and to do away with the other fastenings—screws and so on. In this way the laying is done a little cheaper. There is 9d. difference in the ballast, and the sleepers are taken at 2s. 6d. instead of 5s. The 2s. 6d. sleepers are the class which I mentioned yesterday as being delivered at Narrabri at the present moment.

1311. Will the items you have referred to account for the difference of nearly 40 per cent.? I think so.

1312. You consider the allowance of £667 per mile will be ample? Yes.

1313. Notwithstanding the estimate in the case of the Deniliquin line of £1,056 per mile? Well, I can keep it down to the amount I have given. I can put in less ballasting, or I can leave out the ballast altogether if you like.

1314. You will be responsible for the railway. It is not what the Committee would like in regard to the railway? If you will excuse me, I think it is what the Committee would like to recommend Parliament to authorise. If the Committee recommend a cheaper line, such as was recommended in the case of the Jerilderie-Deniliquin proposal, they would be quite justified in doing so.

1315. I understood your estimate would combine efficiency with cheapness? A cheap line is not necessarily as good or useful a line as one which costs more money; still it may answer the purpose. It is like buying a cheap article instead of a dearer one. The cheap article does not wear as well, but it answers the purpose perhaps, and it costs less in the first instance.

1316. I understood you to say yesterday that a line suitable for this particular district might be laid without ballast? Yes.

1317. That it might be a surface line? Yes.

1318. And that you would recommend that form of construction in this case? Yes.

1319. Then, having made that recommendation, you would be responsible for the success or otherwise of the line? So far, yes.

1320. We want to ascertain the lowest cost at which such a line could be constructed? Yes; but when I recommend a line of this class to be tried, it is because you want to have a cheap line. I say that it can be done, that it is safe to do it, and that in this particular class of country it may be well to adopt the method. It does not necessarily follow that I should prefer it. I should prefer to spend more money upon the work.

1321. In the Jerilderie and Berrigan proposal, I see that the item "Miscellaneous" comes to £500, an average per mile of £24. You have also "Contingencies" 5 per cent., and "Engineering and supervision" 5 per cent. Perhaps that might make the amount equivalent to the estimate in the case of the other line? Yes; we have an average of £9½ per mile for contingencies, and an average of £9½ per mile for engineering and supervision.

1322. That would be included in the £328 estimated for the Deniliquin line? Yes.

1323. There would be a difference of £100 per mile? It is more than that, because the miscellaneous item of £24 would have to include signals, which is put in the other estimate as a separate item.

1324. The difference would be £140 per mile? Yes.

1325. How do you explain that difference? Only that one must get rid of all luxuries—that we must be careful to do so—that is all.

1326. You intend to be more economical in the construction of the Jerilderie and Berrigan line than you contemplated in the cost of the Deniliquin-Jerilderie line? Yes.

1327. To the extent of £140 per mile? In this particular item—yes. I expect the passengers will suffer in one way or another. The travelling public will have to put up with something a little less finished.

1328. This particular item, however, is entirely exclusive of station buildings and what might be regarded as passengers' luxuries? I am aware of that, but it would include platforms.

1329. Your explanation is that you would have to be more economical in engineering and supervision in the case of the Jerilderie and Berrigan line than you contemplated in the case of the Jerilderie-Deniliquin line? Yes.

1330. Having gone through the figures submitted in connection with the Deniliquin proposal and the figures now submitted in connection with the Berrigan proposal, are you still prepared to say that the line could be constructed for £1,830 per mile, everything included? Leaving the ballast out—yes. I have every reason to believe that the line could be constructed in that way.

1331. The way you recommend? Well, I have already explained in what way I have made the recommendation.

1332. But the Committee desire to fix you to your recommendation. Having been to America, and having seen the light lines in existence there, you have no hesitation in recommending their use in this Colony? I would recommend the adoption of the system in this case.

1333. Have you given further consideration to the weight of the engines which should be carried upon this particular line? Yes; I have a little further information to give to the Committee now. The engines which would be used on this line are those classed as C and D. They are a little heavier on the axles than I said I would limit them to, but not very much, and I think there would be no harm in using them. They are engines which are very easy on the road.

1334. Are these engines at present being used between Narrandera and Jerilderie? I believe they are—sometimes heavier engines are also used, but the rails on that line are heavier. I have no doubt that the engines running over the Berrigan line would be limited to the classes I have named.

1335. Will that necessitate a change of engines at Jerilderie? No; they would start from Narrandera and run through. The same engines would be used for the whole branch.

1336. When you speak of "surface" lines, I suppose you mean lines without ballast? There is a little ambiguity about the term. I do not mean that the rails should be laid on the surface without a certain amount

H. Deane,
Esq.
9 Jan., 1895.

amount of formation. But there is a term that is used—surface forming—it is applied to a kind of work with a low formation, not sufficient to require heavy side cuttings. When the term "surface line" is used it is understood to be a line that follows pretty closely along the surface. It does not mean that the surface is left untouched, but that the line follows pretty close to it.

1337. *Mr. Trickett.*] Seeing the importance of these light or pioneer lines of railway, are the Committee to understand that you made special inquiries while you were in America lately with regard to their construction? I made special inquiry as to the best way of laying lines in the first instance.

1338. Did you see any of these lines being constructed in America? When I was in America there were scarcely any undergoing construction.

1339. Did you examine any of those that were constructed? Yes, as I have already said I noticed that many of the lines I passed over had been laid in the first instance in the way I have described and afterwards improved. It is difficult in America to get hold of a line which is in its original state. No sooner is the line made than the improvements commence. I came across portions of lines where there was no ballast, where the country was dry and where the line was practically in its original state.

1340. Are you now able to make a comparison as to whether lines constructed in that primitive way should be suitable for the class of country which it is proposed to open up between Jerilderie and Berrigan? Yes. I think they would be suitable.

1341. You think the rails would not sink into the earth? I think the lines might be made suitable by putting in more sleepers. The traffic on the line would be lighter than the traffic on the lines I saw similarly constructed in America.

1342. You think there is no fear of the line giving way? No.

1343. Will you look at your preliminary minute of the 3rd January, 1895. Let me direct your attention to the following paragraph:—(When a new line is laid across the prairies, or comparatively level ground, I am assured that sleepers are never laid on the surface, however flat it may be. Drainage is always attended to, and the sleepers kept off the ground by first forming a low embankment of earth out of the side drains. Ballast is at first dispensed with unless readily obtainable, but to provide more efficient bearing surface the sleepers are placed much closer together than is the practice in Australia or England).

1344. If the line has to be embanked and if the drainage has to be attended to, as will be the case here, will that not entail a certain amount of expenditure over and above what is now proposed? No; the amount of £225 per mile provides for drainage.

1345. And also for the making of embankments? Yes.

1346. Did you see any scoops at work in America in the formation of tracks? No, I saw no work of the kind going on. The only line of a light character I could ascertain to be going forward was a line in the north-west, which was being pushed forward in connection with the Burlington and Quincy line, but it was a long way from my track, and I did not think it was worth while going up there. It would have taken ten days to make the visit.

1347. Did you make inquiry as to whether the system of scooping the track is satisfactory? Yes.

1348. You found that it was considered satisfactory? Yes.

1349. Is it more economical than the ordinary way of making a formation? It is stated to be more economical.

1350. Do you know whether the lines laid across the prairies or on level ground suffer from flood or in case of heavy rain? I should not think that would be the case on the prairies, but some of the level country lines no doubt do.

1351. How do you propose to avoid any damage of that kind upon the line between Jerilderie and Berrigan—I believe there is very heavy rain there occasionally. How will the water get away? This proposed particular line is pretty nearly on the watershed, I believe. I have not yet been over the route, but that is what I understand. There is very little drainage across the line, and the line is kept low so that if any very extraordinary conditions of rainfall arise, they would not do much damage. Of course it must be expected on all lines of this character that some damage will be done occasionally. But in a line of this kind it is better to let the damage be done and to replace it, instead of going in for expensive works in the first instance. That is one of the ideas involved in these cheap lines.

1352. Then I suppose the damage would be easily remedied? Very easily remedied because the bank is so low.

1353. Do you know if they travel at night in America upon these pioneer lines? Yes; they are not at all particular in America.

1354. Do you know at what rate they travel upon them? At whatever rate the engine-driver chooses, I should imagine.

1355. It is a kind of go-as-you-please? Yes; there is an amount of recklessness about travelling in America that is quite surprising.

1356. Do they have many accidents on these light lines? I do not think they do.

1357. You did not hear of any serious accidents? No.

1358. Do the trains often get derailed? They do occasionally. An American journal is sent to me periodically, and on the first page I have been rather amused to see what is called the most important accident of the week, implying that other accidents are altogether disregarded.

1359. Did you make any examination of the class of bridges and culverts in use on the American light lines, in order to compare them with those in use in this country? Yes; they are mostly of timber—soft wood.

1360. They are not as substantially built as ours? They are much less substantially built. They are built of cheap timber. On the Californian coast they use red wood for almost everything, trestles included, but further inland they use pine. The red wood lasts a long time, but the pine lasts only a few years, when it is replaced. But if they have enough money they afterwards put in more substantial bridges. I saw that going on repeatedly. I saw wooden structures being taken out, and concrete or stone piers, and steel superstructures being substituted.

1361. In the construction of these timber bridges, does the cheapness consist only in the timber used, or does it run through the whole structure? They do not build them so substantially as we do.

1362. They do not tie them so well? They do not tie them so well. Some of them are of very nice design, but some are very weak.

1363. Would it be desirable, in the line from Jerilderie to Berrigan, where culverts occur, or where there are crossings, to adopt the American plan? There is so little work of the kind on the line that I do not think

think it would be worth while adopting it. If we had any larger bridges I should go into the matter, as I intend to do with regard to the Narrabri and Moree line.

1364. If we had a large amount of culvert and bridge work in this line, you would be inclined to cheapen the system of construction? I should be inclined to compare the American system with ours. I brought drawings back with me of a number of timber bridges.

1365. With regard to the distance of the sleepers apart, if you adopt the line without ballast what distance would you have between the sleepers from edge to edge? About 18 inches clear from one to the other.

1366. That would be the distance apart that it would be necessary to have them if you had a line constructed on a slight embankment without ballast? Yes.

1367. Do you think that would be a safe running line for traffic at the low rate of speed proposed? Yes.

1368. Did you make any inquiries while you were in America as to the working expenses of the light lines? No.

1369. What do they burn—wood or coal? Both wood and coal, chiefly coal, I think.

1370. A comparison would not be of any service? Not of much service, I think.

1371. *Mr. Davies.*] In the course of your investigations in America, which of the railway services there, recognised as a pioneer line, did you regard as most suitable for the kind of country through which the line referred to us would go? They all adopt pretty much the same style—nearly all the companies. I got several cross-sections of their formations, and I examined at different offices the drawings they showed me. In their system of making the banks and cuttings they are all very much the same.

1372. Is much of the country served by these lines similar in formation to that between Jerilderie and Berrigan? The lines pass through all classes of country.

1373. Did you notice whether the soil upon which the lines were laid was clayey or loamy? In the case of a line which I specially mentioned yesterday, the soil was somewhat sandy—it was pretty dry, similar to that of the interior of this Colony.

1374. It was soil which would not be affected very much by heavy rains? Just so.

1375. By omitting the ballast from the proposed line you expect to effect a saving of £230 a mile? Yes.

1376. Will it be necessary to expend more than the amount of £225 estimated for earthworks? No.

1377. You do not think that it is necessary in order to make the line sufficiently safe to carry the traffic that that estimate for earthworks per mile should be increased? No, I am quite satisfied with it.

1378. Are you aware that Mr. Burge when examined before this Committee said that he regarded the estimate of £225 for earthworks as altogether inadequate, and one which he could not endorse—how do you explain that? I was not aware that Mr. Burge had made that statement.

1379. Let me refer you to Mr. Burge's answer to Question 331. If you read his examination from that point down to Question 336 you will see that what I say is correct. In view of what you have stated do you coincide with Mr. Burge? I coincide with the last statement to which you have referred, that this is a new departure. It is on that account that I recommend it.

1380. You do not coincide with him in refusing to endorse the estimate of £225 for earthworks? No, I do not. I agree with him in probably preferring a more stable line, but I am quite satisfied in this instance to make a line of this character.

1381. Notwithstanding the fact that Mr. Burge has told the Committee that he could not recommend the line at a cost of £2,060 per mile, do you still hold to the opinion that the line could be constructed without ballast for £230 a mile less than that estimate, and that it would still be a safe line for the travelling public and for the carriage of goods? Certainly, under the conditions I have stated.

1382. I understand you to say that we can dispense with ballast? Yes, by putting in more sleepers.

1383. Having a wooden floor as it were for the laying of the rails throughout the whole length of the line? Yes.

1384. You regard the provision of additional sleepers in lieu of ballast as rendering the line perfectly safe? Yes, for the class of traffic that will run over it.

1385. Would it not be very heavy goods traffic and also passenger traffic? Yes, but not express traffic.

1386. What is the annual traffic cost per mile on our railways? I think it is about 4s. 8d. per train mile. I believe that amount was given in the report for 1893. I do not know what amount was given in the report for 1894.

1387. Do you see your way clear to reduce the estimate of £111 per mile for box drains and timber bridges? No, I would not reduce that.

1388. You think the line would be perfectly safe if it were simply provided with earthworks of the character described by Mr. Firth at the rate of £225 per mile? Yes; I think it could be worked with perfect safety.

1389. Is there not at times a very heavy rainfall in this particular part of the country? I have not been over the line, but I understand that it is the reverse of that.

1390. Are you of opinion that sufficient provision has been made to drain the line, and to prevent portions of it from being washed away in the event of storm or flood? Of course, if heavy storms came occasionally the line would have to be repaired, but it would cost less to do that than to make the line much stronger and more substantial in the first instance.

1391. If the line is constructed upon the plan you have now indicated what would be the annual cost of maintenance as compared with that of an ordinary line? It is very difficult to say.

1392. Would it not be much more expensive to maintain than a well-formed line properly ballasted? Yes; I think it would.

1393. Although you would get a cheap line in the first instance it would be a very costly line to maintain? No; I should not say that, because the traffic is so light.

1394. Would it not be much more costly to maintain a line not strongly constructed and ballasted than a line with a very strong formation? Much more costly if the traffic were heavy.

1395. Very much more costly? I would not say very much more costly. It would be very difficult to say to what extent it would be more costly. You will acknowledge, I suppose, that maintenance depends largely upon the amount of traffic going over the line. If you were going to have very heavy traffic it would be far wiser and even necessary to make a strong and substantial line in the first instance, but if the traffic is very light, there would be very little subsidence and very little giving out of the line and so forth, as the result of the traffic. There can therefore be no harm in making the construction light.

1396. I understand that after what you have seen during your visit to America and other parts of the world

H. Deane,
Esq.
9 Jan., 1895.

H. Deane,
Esq.
9 Jan., 1895.

world in connection with pioneer lines, you are of opinion that we can safely recommend the construction of a cheap line of the character you suggest between Jerilderie and Berrigan? Yes.

1397. You think it will be perfectly safe to try the experiment there? Yes; looking at it as an experiment no harm would be done, because if afterwards you wanted better support to the road you could ballast it. After the line is once opened you can go on improving it just as they do in America. There, as I have already explained, they lay their lines in a very primitive way in the first instance, and go on improving them from the day that the traffic starts running.

1398. You calculate your sleepers at 2s. 6d. each? Yes.

1399. And the soft-wood sleepers used in the United States I understood you to say, cost from 1s. 3d. to 1s. 7d. each, having a life of about eight years? Yes.

1400. Would not iron bark or red-gum sleepers at half a crown, with a life of, say, thirty years, be much cheaper than sleepers at 1s. 3d. or 1s. 6d. with a life of, say, eight years? Yes; in the long run.

1401. Although the capital cost of the sleepers in the first instance would be a good deal more, the road would be more permanent than if constructed of the class of sleepers used in America? There would be less expenditure in the way of renewing sleepers.

1402. If the traffic developed to such an extent as to warrant a larger expenditure hereafter upon this line it would be possible to strengthen it by ballasting it, still utilising the sleepers and other permanent way material? Yes; the sleepers would always be there, and they would answer the purpose, even if the line had to be so strengthened as to bear the heaviest of traffic.

1403. What would be the cost supposing it were necessary at some future time to strengthen the road by adding ballast? I suppose it would not cost more than is put down in the estimate at the present time.

1404. Would the estimate of £308 for ballasting be sufficient to give about 6 inches of ballast? Yes, quite that, and the ballast could be run along more cheaply by the Commissioners' trains.

1405. So there would be no additional expenditure in that respect, even if it were afterwards found necessary to strengthen the road by adding the ballast? Nothing would be lost in making the road in the way I now suggest, otherwise I should hesitate about recommending it. The advantage is that you can always raise and strengthen your line. Supposing, for instance, your banks were not high enough, you could raise them, you could strengthen the whole line gradually while the traffic was going on.

1406. And you think that the actual supply of the ballast could be carried out more cheaply with the line laid than in the first instance? I think so in this case, because it is doubtful if good ballast can be got in the locality at all.

1407. You said that very little fencing was done in connection with the pioneer lines in America? Very little.

1408. You do not propose in connection with this line to incur any large expenditure in connection with fencing? No, £1,000 is put down.

1409. That would be the fencing round stations and platforms? Yes, it would include fences across allotments or cultivation paddocks, or anything of that sort.

1410. Where do you propose to get the necessary earth to assist you to get the level? By making drains alongside the line—the draining of the line itself.

1411. You are sure you can get sufficient earth in that way to obtain the level you require? Yes, we shall want very little.

1412. The station buildings are to be of a very cheap and economical character? Yes; the accommodation is fixed by the Railway Commissioners, and they are to be very cheap.

1413. Wooden buildings I suppose? Yes.

1414. One of the reasons, I understand, for your being able to reduce your estimate for the construction of this line is that certain concessions have been made by the Railway Commissioners? Yes, in a great measure.

1415. In connection with freight charges, and in connection with handing over to the construction Department, rails at £3 per ton? Yes.

1416. *Mr. Hayes.*] How many tons of rails would go to the mile? About 110 tons of heavy ones, and 94·3 of 60-lb. rails.

1417. *Mr. Davies.*] You reduce your estimate now to about £1,830 per mile by dispensing with ballast, and by substituting additional sleepers? Yes.

1418. Without any ballast at all, and with 13 or 14 sleepers to the rail you believe that a fairly permanent road could be constructed for that amount? Yes.

1419. What character of traffic would a road of that kind carry? It would depend upon the load on the axle and the kind of rolling stock.

1420. It would not depend on the road itself, but on the rolling stock? It will depend upon the engines chiefly.

1421. You would not be afraid of the road yielding to any heavy traffic in the absence of ballast? No, they would have to be careful in wet weather, and also in the matter of speed.

1422. *Mr. Lee.*] Was this line from Jerilderie to Berrigan contemplated before your tour in the United States? No.

1423. Had you gone into the question of pioneer lines at that time? Yes. I applied the principle in some measure to the Moree line.

1424. Has this particular line had your personal estimate and supervision? I have been through the estimate to-day.

1425. I mean as regards its initiation? The principle is exactly the same as that which I introduced into the estimate for the Moree line.

1426. At that time I suppose you were under the impression that it would be desirable to use ballast to the depth of 7½ inches? Yes.

1427. But in consequence of what you have since seen in America you think that a really good line could be constructed without ballast? I should hardly like to say that, but the principle of light lines can be extended so as to do away with ballast if we put in additional sleepers.

1428. From what you have seen you think that a perfectly safe line, so far as the carrying of traffic is concerned, can be constructed without ballast? Yes.

1429. The line you now propose is put forward in consequence of what you have seen in use in other countries? Yes; and if the Moree line were to come under my consideration again I should be prepared to cheapen the greater portion of it in the same way, but not the whole of it.

H. D. anc,
Esq.
9 Jan., 1895.

1430. This proposal is altogether a new departure in railway construction, is it not? Yes.
 1431. Necessarily you have to cut everything down as finely as possible to enable lines of this character to be made through country where there is cheap traffic? Yes.
 1432. You think that this line could be constructed for the estimate given by your Department? I believe it can be; but I should require before the contracts were let to have everything ready, so that I could make proper and binding contracts with the contractors, and should not have to hurry on with any portion of the job, and then have afterwards to meet contractors' claims for being delayed. I must have everything complete to start with. That is the only way in which these works can be carried out cheaply. Many works have suffered as regards cost, because that condition has been neglected.
 1433. Has the necessary precaution been taken in this case? The time for that has not yet arrived.
 1434. Could you give me the actual cost per mile of the line from Culcairn to Corowa? I have made out a statement of the various lines which have been constructed within the last few years. The statement shows the estimated cost, the original vote, and the actual cost.
 1435. *Chairman.*] The estimate does not include resumption? No. The statement is as follows:—

RAILWAYS.

	Estimate.	Original Vote.	Cost.		Excess.	Decrease.
	£	£	£	£	£	£
Culcairn to Corowa	197,300	188,765	193,817	.....	.....	3,483
Kiama to Nowra	381,390	381,390	316,319	.....	.....	65,071
Cootamundra to Temora.....	138,000					
Additional works approved by the Minister	2,900					
Bonus	1,333					
Molong to Parkes—Forbes.....	142,200	124,575	154,898	12,698	.....	.....
Milsen's Point	397,410	397,410	357,919	.....	.....	39,491
Blue metal	127,000	127,000				
Extra tunnel	2,500					
Unemployed	2,500					
Marrickville to Burwood Road ...	7,823					
Extra bridges	99,275	90,250				
Extra ballast.....	1,500					
Ballast.....	3,000					
Lismore to Tweed	867,350	867,350				
Nyngan to Cobar	209,280	209,280				
Estimates for grades	20,000					
Totals	£2,458,528	2,386,020	2,371,734	98,203	184,997	

With reference to the line from Nyngan to Cobar in which the Committee will see there is an excess of £86,259, additional works were afterwards found to be necessary, and these were not considered when the estimate was made. For instance, floods took place on the line of which previously we had no information. It became necessary to raise the line at those points. These additional works accounted for the difference between the actual cost and the estimate. I ought, perhaps, to explain that the cost I am giving you is in some cases actually over what the lines have cost up to the present time. Certain sums have been added to bring the amounts up to what the lines will probably cost. The accounts are not closed in some cases, and the estimates are all full estimates. In the case of the Cootamundra and Temora line additional works were required at the junction to assist the traffic. This was done at the request of the Commissioners, and the amount was not included in the original estimate. It brought the total up to £142,500. The Committee, I believe, recommended the construction of that line at a certain cost, which was agreed to. With reference to the Marrickville and Burwood Road line it was originally proposed to construct a single road at a cost of £90,250, but after investigation it was found that a double line could be built for 10 per cent. more. The double line added another £9,025. Beside that there were a number of extra platforms and bridges which were not included in the original estimate. There was a bridge at Marrickville Flat which was not provided for, and there were island platforms at the stations which were not included. As the Commissioners point out, although they are more costly at the outset they decrease the cost of running the traffic. The addition of £6,000 for these extra works brings the total up to £105,275 given in the statement. The line is not yet finished, but taking the present cost, and adding the liabilities, as far as they can be added, the total of £109,294 is given. The Nyngan to Cobar line is the only line upon which there is any serious discrepancy, and I have already explained the reason for that.

1436. The proposed extension being in the first place a very short distance, the works being of a very simple character, and there being no bridges, is it fair to assume that the calculations of cost can be made as closely as in regard to some of the greater works you have named? Yes.

1437. You think there is a reasonable prospect of the Departmental estimate not being exceeded? Yes.

1438. After you have visited the locality you may find yourself in the position to recommend still further modifications? I do not think I shall be able to recommend any further reductions.

1439. When you were in the United States, did you notice whether in regard to the mineral or branch lines, a similar gauge to that of the main line was generally adopted? I noticed a great many lines running to mines, the gauges of which were narrower than those of the main lines.

1440. Did the lines belong to the same company as the main lines? They were worked in connection with them. Of course a great many lines of that character are of the standard gauge.

1441. How do they get over the difficulty of the break of gauge in the case where the gauge is different? I do not know that I can give you much information about that, so far as America is concerned, but I can tell you what I saw in the north of Ireland, where there is a narrow-gauge railway running in connection with the Belfast and northern counties line. For instance, there is a 3-foot gauge railway from Balamina to Larme, and from Balamina to Red Bay. They are mineral lines. The bodies of the small trucks carry 4 tons, and the larger trucks into which the smaller trucks are emptied carry 8 tons, so that two small trucks can be tipped into one large one. The trucks on the narrow-gauge line are run over the top of the trucks on the broad-gauge line, and the mineral falls through hoppers into the larger trucks.

1442. That system would be in use for minerals only? Yes; not for merchandise; that would have to be shifted across the platform.

- H. Deane, Esq.
9 Jan., 1895.
1443. The gauge of the main line would be what? Five feet 3 in. I find from my notes that the arrangement for transferring the mineral to the standard-gauge waggons is of a double character, either by hopping or side tipping.
1444. Would the coal run out of the hoppers? I should think so. In the Newcastle district hop per waggons are used for loading ships.
1445. *Mr. Lee.*] Of course the arrangement you have named apply only to minerals; it could not apply, for instance, to grain in bags? No; in the case of grain in bags it would be very easy to make a change if it were all in one direction, by having a slide.
1446. Did you inquire when you were in France into the Decauville system? Yes.
1447. What is the width of the gauge? Sixty centimetres. But they use a broader gauge as well. They use a metre gauge. The 60 centimetre is the favourite gauge.
1448. Is the system much in use in France? It is very largely in use, I understand.
1449. For both goods and passengers? Yes; it is used also for military purposes, I believe.
1450. Is it used for agricultural produce? Yes, it is in use in the beet districts.
1451. Did you ascertain the probable cost per mile of putting down this description of line? I have some particulars from which I think I could furnish the cost to the Committee.
1452. Do you think it would be an advantage to extend our side railways on the narrow gauge or to continue the present gauge? I am quite opposed to any change of gauge. I think the narrow-gauge system should be applied only in altogether detached parts and for special purposes.
1453. Do you think it would be possible by putting down a narrow-gauge line in this particular district to materially lessen the cost of the proposal? Of course a small-gauge railway on the Decauville system would be very much cheaper; they use such very slight rails and such small rolling-stock.
1454. The patentees of that particular form of rails supply it in sections? Yes; the rails and sleepers are rivetted together.
1455. Wooden sleepers could not be used if the system were adopted here? No.
1456. You do not think it would be advisable to extend our branch lines on the narrow-gauge system? As a matter of general policy, I think it would be very unwise.
1457. So far as mineral lines are concerned, you would have no objection to the use of the narrow gauge? In the case of that class of line, where the mineral can be so easily transhipped, it would be far less objectionable.
1458. You think it might be advisable to adopt it in those cases? It might be advisable.
1459. But you think that the proposal before the Committee is not a case in which the narrow gauge should be applied? Certainly not.
1460. Upon the line you suggest it would be perfectly safe to travel 15 miles an hour in daylight and carry an ordinary load? Perfectly safe.
1461. And you think as regards maintenance that it may afterwards become a consideration in the other branch of your Department as to whether it would be advisable to strengthen the line or to continue it as constructed, with a slight increase in the cost of maintenance over and above the cost on the ordinary lines? Yes.
1462. In that they will be guided entirely by the traffic? Yes.
1463. *Mr. Molesworth.*] Are you able to give us information to-day as to the average cost of some of the cheap lines in the United States? I have been looking up my notes. I can give you the approximate cost so far as the permanent-way and earthworks are concerned, but I could not give you such items as stations, for instance. I have no particulars in regard to them. I find from what I was told as regards the cost of earthworks in America that the proposal before the Committee is a particularly cheap one, because the average cost of earthworks in lines of this character in America is set down at about £360 a mile.
1464. Have you any idea of the lowest cost per mile for earthworks on these cheap lines? I should think it would be very similar to the amount set down for the Berrigan line.
1465. You think, then, that £225 per mile for earthworks is the lowest figure you have any record of? Yes.
1466. You are still satisfied that that amount is sufficient for the earthworks on this particular line? I believe so. That is as far as I can judge without going over the line.
1467. Before giving a decided answer, I suppose you would like to see the character of the country, and the nature of the soil? Yes.
1468. I should like to refer you to the evidence given by Mr. Burge in reply to Questions 388 and 389, and also in reply to Question 399. Mr. Burge says he would be inclined to add a little more for earthworks, and that if the line were made stronger there would be a saving in the cost of maintenance. Do you not think that in considering the cost of construction it would be well to take into consideration the probable increased cost of maintenance through the cheapening of the earthworks? I do not think it is necessary, in the case of a line of this character, where the traffic would be so light. I think you will find that what is proposed will be perfectly satisfactory.
1469. You do not agree with Mr. Burge that decreasing the cost of the earthworks will increase the cost of maintenance? I think the lowering of the cost of any line would probably make maintenance somewhat more severe. Still I would recommend that this particular line should be made in the way proposed, because the traffic would be so light that the difference in the cost of maintenance would perhaps be scarcely felt. As I have already pointed out, if the line wants strengthening, that can easily be done at any time.
1470. Will you, when you are visiting the district, consider especially the question whether the estimate for the earthworks is sufficient? Yes; I can quite understand Mr. Burge giving such an opinion. Of course he likes, as docs everyone else, to be on the safe side.
1471. I suppose you have gone very carefully into all the other details of the estimate? Yes.
1472. And you are quite satisfied that the line can be constructed for about the amount named? I am quite satisfied that if I am enabled to make a proper contract, the estimate will not be materially exceeded.
1473. I presume the estimate is framed upon the assumption that the work would be done by contract? Yes.
1474. There is no intention to carry out the work by day labour? I have heard of no such suggestion up to the present time.
1475. I understood you to say that in America the trains were run as fast on the unballasted lines as on the ballasted lines? I should not say that exactly, but generally they run at a good speed over their lines. I do not think they pay so much attention to the question whether a line has been ballasted or not, as to the question whether the traffic demands quick running. The competition between the different lines is sometimes very severe, and a certain amount of traffic is required to

H. Deane,
Esq.
9 Jan., 1895.

to be carried through within a certain time. Passengers like to travel fast, and if they cannot get fast travelling from one line they will go to another. They will travel fast independently of the condition of the line. Of course, as I have said, when the traffic is increasing the companies strengthen the lines, and this is carried on to a very great extent.

1476. They do not regulate their speed according to the suitability of the lines—it is simply a question of competition? I have not heard of any limit to speed being imposed there. I do not think there is any regulation in the matter of speed.

1477. At the same time, you consider that in this case it would be well to limit the rate of speed in order to ensure safety? Yes. In New South Wales we look after the safety of the public very much more than they do in America.

1478. I suppose the unballasted lines are just as free from accident as the ballasted lines? I have seen no returns. I cannot say.

1479. You have seen the Railway Commissioners' report with reference to this line? Yes.

1480. They make an important condition—that is, that the land required for the line should be granted free to the Government? Yes.

1481. Can you give the Committee a rough estimate of the quantity of land which will be required to be used? The practice has been to resume something between 16 and 24 acres per mile, according to circumstances. If the land were valuable, and were all taken up, then for a line of this character we could probably do very well with an average of 16 acres to the mile. That would give you an average width of 2 chains. Many of our lines—the western and north-western, for instance—are made with a width of 3 chains. There were heavy earthworks in some cases, and the width had to go beyond even that. It depends upon the class of country the line passes through.

1482. *Mr. Chanter.*] As regards ballast, the estimate supposes that the ballast would be procured from Berrigan on the one hand or from near Narrandera on the other? Yes, I believe so.

1483. Could you give us some idea of what the cost of ballast per mile would be? With the quantity proposed to be used it would be £308 per mile, that is two-thirds of a yard to the yard forward, reckoned at the value of 3s. 6d. per yard.

1484. Have you ever made an inspection of the private line running from Deniliquin to Moama? Yes.

1485. You have seen the ballast used there? Yes.

1486. Mr. Whitton, in a report dated the 15th November, 1876, says that the ballast on that line is not of a quality which meets with his approval;—how long is it since you yourself saw the line? I think it would be about six years ago.

1487. What was your opinion of the class of ballast upon it? The line at the time I viewed it was in a different condition from what it was when Mr. Whitton reported upon it. It was quite evident that it had been ballasted and improved very much. It is rather fine ballast—you might call it coarse sand or fine gravel. It is not the kind of sand which would be blown away.

1488. Do you know the weight per axle of the class of engines they are running on that line? I do not remember now, but I think I made inquiries at the time.

1489. Would they not be of a heavier class than those which it is proposed to run on the line from Jerilderie to Berrigan? I do not think so—the rails are only 50 lb.

1490. The company have been in existence for twenty years, and having used no other ballast than that which I have named, and it having been found admirably adapted to their requirements, would it not be advisable to use the same class of ballast in this Colony where heavier ballast could not be obtained? It would be better to use it than none at all, or to, perhaps, go a long distance and spend a great deal of money.

1491. The cost would be materially reduced? Yes. And I suppose that in the case of the Deniliquin line they were compelled to use this particular ballast or none at all.

1491½. They would have had to get ballast along the Victorian railways at a distance of 50 miles? Yes, I suppose so.

1492. That is what you would have to do in this instance—that is, you would have to get it from Narrandera? Yes.

1493. When you visit the district will you give this question of ballast your serious consideration. I should be glad if you would have some tests made along the line of route to ascertain if a sufficient quantity could not be obtained in lieu of the more expensive ballast? You mean that it should be obtained as on the Deniliquin line—yes, I will inquire into that.

1494. There is a length of line going over similar country to that under consideration in Victoria, where the Victorian authorities have used this class of ballast;—do you not think it would be well to give it a trial here? I should not object to using it.

1495. More particularly after the experience of the company I have referred to? Yes. I should prefer stronger and coarser ballast, but if you cannot get that the other would make a very fair road.

1496. Will you also inquire into the value of the ballast I described as a preservative to the sleepers;—it is asserted that this particular ballast is impregnated with cement, and that it has a preservative effect upon the timber embedded in it? I have never heard of that.

1497. What is the average life of a red-gum sleeper? I should think a red-gum sleeper would last nearly as long, if not quite as long, as an ironbark sleeper.

1498. What is the life of an ironbark sleeper? We have had no opportunity of testing it. We have had sleepers which have worn out, and which are still sound.

1499. Are you aware that the sleepers laid down on the Deniliquin and Moama line twenty years since are still in an excellent state of preservation? I should not be surprised to hear it.

1500. The estimate provides for £225 per mile for earthworks on this line? Yes.

1501. It is principally required for the roadway itself? Yes.

1502. Not a large proportion is required for stations? I think not.

1503. What would the formation of the road, without the stations, cost? I do not think the deduction of the stations would materially affect the running cost per mile.

1504. It is proposed to make a formation on the surface 6 inches in depth with a width of 17 feet? Yes.

1505. The estimate provides for two side drains, and the earth taken out of those two drains will be wheeled on to the centre? Yes.

1506. If you can satisfy yourself that this work can be done for about £1 per chain as against your estimate of £2 15s. per chain by ploughs and scoops and horses, would it not be better to adopt that practice? I do not consider a barrow bank line is a good formation. I should have it rolled.

H. Deane,
Esq.
9 Jan., 1895.

1507. But even a barrow bank formation after it is rolled would not be consolidated so much as a formation made by the constant tramp of the bullocks or horses drawing the scoop? No.

1508. Are you aware that the municipal councils in this particular district are using the American graders to form their roadways? I did not know that, but I am glad to hear it, because there will be a better chance of getting them used there.

1509. Are you aware that in other cases where graders are not used ploughs and scoops are used, at a contract price of less than £1 per chain for a roadway 9 inches deep in the centre—that is, 3 inches more than you propose—and 18 feet wide as against your 17 feet, with a minimum depth of 6 inches at each side, and with two side drains? I am very glad to hear it.

1510. Would it not preserve the roadway better if, instead of the two side drains being taken out in the way proposed, you had your 6-inch level formed with a batter down to the bottom of your drains? I have not at all decided to have exactly 6 inches in the centre. What I propose to do is to give a considerable rounding to the surface, so as to provide for drainage. But I should certainly allow the contractor, having to use ploughs, scoops, or graders, to have a flat batter for the drains, so as to make it as easy as possible for him. I should not be particular about the side of the drain or embankment, that is as to its being 1½ to 1 and so forth.

1511. After visiting the district and finding that the statements I make can be verified, you may possibly be able to materially reduce your earthwork estimate? I shall be very happy to give an opinion when I have seen the country.

1512. If you find that the municipal districts are doing road work for about one-half the cost you propose, you would take that into consideration in connection with your estimate? I should certainly take it into consideration, but I should not anticipate any reduction being made. There is a difference between a railway road and an ordinary road. In the case of an ordinary road you can alter the grade as often as you like. You have a much greater range of steepness as compared with a railway. In the making of a railway if the ground is lumpy you have to run your grade along with much higher banks, and that will add to the cost.

1513. With regard to the cost of fencing, I see there is an estimate of £75 a mile; is not that excessive for the class of fencing you require? The £75 a mile would be for whatever length might be required.

1514. But if it can be shown on inquiry that similar fencing is not costing other persons more than £40 a mile, could you not reduce your estimate from £75 to £40? I should not like to be bound down one way or the other. I can scarcely tell at present how much fencing is required, but we should probably be able to put up fencing costing less than £75. The contract price on one or two lines has been either 3s. or 3s. 3d. per rod. At 3s., it would be £48 a mile.

1515. Will you, when you are on the spot, make inquiry as to whether it is not possible to reduce the cost of fencing, as well as the cost of the earthworks? It would be a question whether a cheaper class of fencing than we have been in the habit of putting up will answer. I do not think it is desirable to cheapen the fencing very much, because you will get an insecure fence. I think it ought to be done, however, for 3s. a rod.

1516. In all cases where it can be shown that a reduction can be made in this estimate, you will feel in duty bound to make it, so as to give the country a pioneer line at as cheap a cost as possible? I should be only too anxious to keep down the expenditure.

1517. How many station-buildings do you propose to erect? I have not myself seen the Railway Commissioners in reference to that matter. You are, perhaps, aware, that under the Railway Act, they have the sole power of deciding upon the station accommodation. I see from the estimate, however, to which they agreed, that provision is made for a passenger-station and a waiting-shed. That would seem to imply a passenger-building for the terminus, and a waiting-shed for an intermediate station along the road.

1518. *Chairman.*] Your report under date of 3rd January is simply a preliminary report, and will be amplified by you at a later date? Yes; I intend to take up each subject in detail as soon as I can find time to put my notes together. I find that I cannot at the present moment obtain the price of the rails asked for by Mr. Humphery, but I will endeavour to get the particulars he requires by to-morrow.

THURSDAY, 10 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

EDMUND WILLIAM MOLESWORTH, Esq.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage, sworn, and examined:—

R. R. P.
Hickson, Esq.
10 Jan., 1895.

1519. *Chairman.*] You are Commissioner and Engineer-in-Chief for Roads and Bridges, and Sewerage? Yes.
1520. You have forwarded to us a minute upon the cost of road construction in the district affected by this railway? Yes; it is as follows:—

MINUTE PAPER.—*Subject*:—Road, Jerilderie to Berrigan.

Approximate Cost of Construction.

Department of Public Works, Roads and Bridges and Sewerage Branch,
Sydney, 8 January, 1895.

The total length of the road is 25 miles. It is already cleared throughout.

Metal is only procurable at the two ends,—that is, brought by rail from Cuddel to Jerilderie, 52 miles, and from quarries near Berrigan.

On the trucks at Jerilderie, the cost would be, for 3-in. metal, 9s. per cubic yard; at Berrigan, for 3-in. metal, 7s. per cubic yard. Add a mean cartage of 6 miles at 9d. per cubic yard per mile = mean cost, 13s. per cubic yard.

The

MINUTES OF EVIDENCE—RAILWAY FROM JERILDERIE TO BERRIGAN.

The metal is of only second quality, and one and a half cubic yards to the yard run would be necessary, bringing the first cost for metal alone up to 19s. 6d. per lineal yard of road.

R. R. P.
Hickson, Esq.
10 Jan., 1895.

Formation will cost at per lineal yard.....	9d.	
Side-drains (single), at per lineal yard.....	4d.	
Blinding, at per lineal yard	3d.	
Culverts, say 5 to the mile—per mile	£100	
The cost then may be set down as follows:—		
Formation—25 miles, at £66	£1,650	0 0
Side-drains—50 miles, at £30	1,500	0 0
3-in. metal, 1½ cubic yards, per lin. yard—25 miles, at £1,716	42,900	0 0
Blinding—25 miles, at £22	550	0 0
Culverting—25 miles, at £100	2,500	0 0
Supervision and contingencies	2,455	0 0
Total	£51,555	0 0

Or an average cost of £2,060 per mile for a metalled road.

The cost of proper maintenance would be not less than £150 per mile per annum, i.e., 225 cubic yards of metal per mile, at 13s. per cubic yard.

A cheaper road could be made by corduroying and forming at, say, £1,000 per mile; but this could not be looked upon as suitable for a road carrying the heavy traffic in wheat and agricultural produce this is expected to bear, and cannot be recommended. Results from this kind of road have not proved satisfactory, and it can only be looked upon as a temporary expedient.

The present annual expenditure on this road is at the rate of £1,100 per annum. For 1894 it was £1,000; for the half of 1895 £550 is voted.

The construction of a line of railway would relieve the Department of this expenditure, but possibly entail the improvement of some branch roads of access from the adjacent country right and left. What this will amount to cannot be stated with certainty beforehand; but as the land is nearly all of good quality, and fit for agriculture, there can be little doubt that considerable development will take place, necessitating expenditure on these approach roads.

ROB. HICKSON.

1521. I suppose that minute fairly well embodies your evidence? Yes.

1522. There will be an officer of your Department to advise the Sectional Committee on the spot if they should be in doubt as to details? Yes. I telegraphed last night to an officer to meet the Sectional Committee at Jerilderie on Monday morning.

1523. *Mr. Roberts.*] The document you have read shows approximately the cost of construction of the road from Jerilderie to Berrigan? Yes.

1524. Have you personally examined the figures, and can you vouch for their accuracy? Yes.

1525. Have you been over the road from Jerilderie to Berrigan? No.

1526. I see you estimate an expenditure of £2,060 per mile for a metalled road? Yes.

1527. If the proposed line were constructed would your Department be relieved of a large amount of the expenditure now incurred in road maintenance? The road would still have to be maintained to a certain extent, because portions of it would act as feeders to the different stations which might be located along the railway line.

1528. And I suppose there would be applications from other portions of the district to be connected with the railway by road? Yes. Roads would be applied for at right angles to the railway.

1529. *Mr. Gormly.*] Have you visited the town of Jerilderie and the Jerilderie district? Not Jerilderie itself.

1530. You are not aware of the existence of any material for making roads, such as gravel or anything of that sort, in that district? Not in that district. It has to come by rail, so the local officer informs me, from a considerable distance. At the other end of the proposed line there is metal.

1531. Do you know of any gravel pits in that direction? No.

1532. Are you aware of the existence in the district of any gravel similar to that found at Urana? I do not know of any.

1533. Do you know whether any attempts have been made by sinking or otherwise to find gravel? Not by sinking—the gravel is generally indicated on the surface.

1534. But your officers have not followed down the surface indications with a view to finding gravel suitable for road purposes? No.

1535. Your Department know nothing of the existence in the district of material for road formation beyond that indicated in the minute you have read to the Committee? That is all.

1536. *Mr. Humphery.*] The figures in the statement you have read are supposed to represent the ordinary cost of country roads in similar districts? They are based upon the figures actually sent me by the local officer—on the cost of material in this particular district.

1537. What would be the ordinary cost of a road through a district similar to that between Jerilderie and Berrigan? It is very difficult to say, because hardly any two of the districts are situated in exactly the same position in regard to either available gravel, or stone, or burnt clay, which is sometimes used. Anything of an average which I might give you would, I think, be misleading—it would not be of any use. This estimate is based upon the prices at which the local officer informs me he could put the material upon the road.

1538. Would a road of the character to which your estimate applies be necessary for such a district as this? This is a first-class road with 9 inches of metal, 3 inches more than we usually put.

1539. Is it customary to put such a road in such a district? It is not, because we do not get funds for it, but it should be done.

1540. You think this expenditure is necessary to make a first-class road? Yes.

1541. What is the cost of the road between Temora and Barmedman? I could not say.

1542. I suppose you know the road? Yes.

1543. Could you not say approximately? I could not say without looking up the papers.

1544. It is a gravel road, is it not? Yes.

1545. I suppose that the building of such a road as that for which you have given an estimate in this particular district would be an entirely new departure? No.

1546. Where is there a similar road to be found in any agricultural district? There is the main road from Goulburn to Cooma. That is a metalled road right through. It is a magnificent road, and it has cost a great deal of money to build it.

1547. Would this road be intended for a main road? It would be a main road in the sense of carrying a very heavy traffic, although it would not be a gazetted main road.

1548.

- R. R. P. 1548. *Mr. Trickett.*] You have had a large experience in the supervision of road-making in the Colony?
 Hickson, Esq. Yes.
- 10 Jan., 1895. 1549. I understand that in the country, which would be served by the proposed railway, the soil is of a soft loamy character? There is black soil and red soil—black soil on the plains and red soil on the rises.
1550. In the construction of the proposed railway, it is proposed to put the sleepers on that soil, slightly embanked with earth taken from the side drains. It is proposed to put the sleepers down without any ballast; do you think such a road would be likely to stand the traffic over it without sinking? It all depends upon the speed.
1551. It is proposed to run at the rate of about 15 miles an hour? I think it would stand that.
1552. Without any sinking? I think so.
1553. Seeing that this road would be very level, and that it will have no ballast, do you think it would be frequently damaged by heavy rains? I do not think so.
1554. Supposing the sleepers were put at a distance of only 18 inches apart, would much damage be likely to result from rainfall? I should think not with the sleepers as close as that.
1555. From your knowledge of this kind of country, do you think the Committee would be justified in recommending a pioneer line such as I have just described without ballast, and with the sleepers only 18 inches apart? I think, speaking generally on the subject, that it would be much more economical in cases similar to this to put down light lines of railway instead of the roads we attempt to make.
1556. Lines without ballast? The class of line you suggest.
1557. You think that the experiment in this class of country can very fairly be made? Yes, so long as you keep the speed down.
1558. *Mr. Davies.*] In your estimate of 25 miles of road in this district, what would be the width? There would be 18 feet of metal.
1559. Would that width of metal with 25 miles of the road cost, in regard to metal alone, £42,900? Yes, if you lay it 9 inches deep.
1560. Would you propose to ballast the road first? No, the officer recommends that ballast should not be put in. He thinks it would be better to put the metal in without ballasting.
1561. Do you not think you could form a road of this character very much more economically by putting in ballast first and metalling on the top of it? It makes very little difference in the cost.
1562. You have assumed that blue metal will be used? Yes; the best metal we can get there.
1563. Could you not purchase ordinary ballast at a much cheaper sum than that estimated, delivered at Jerilderie? It would not be so very much cheaper than the metal, because the main cost would be in the carriage. The estimate is based on the railway charges, but I cannot tell you what they are, because I have not the particulars before me.
1564. This estimate is based upon data supplied to you by your local engineer? Yes.
1565. Can you tell me of any district in the Colony which has a road 18 feet wide costing £2,060 per mile? I am afraid not, because we never get enough money to make roads properly.
1566. If you had the necessary money voted, you would advocate the making of a road of this character in the first instance? Yes; especially for the character of the traffic which would be carried by this road.
1567. You would prefer to make a good permanent road in the first instance if the necessary money were placed at your disposal? Yes.
1568. But you cannot point to any road 18 feet wide which has cost £2,060 per mile? I am almost sure we have such roads, although I cannot tell you at this moment exactly where they are. Of course a great deal of the cost of £2,060 in this particular instance would be incurred on account of the carriage of the material.
1569. Have you hitherto had many complaints as to the state of the road in this particular district? Yes.
1570. You estimate that it costs something like £1,100 a year to maintain the road? Yes.
1571. And you think that is inadequate to maintain the road in a proper condition for traffic? It can do very little good in the case of one of these black soil roads. The only thing to do is to metal them in the first instance, but we never get money enough for that.
1572. Would you be surprised to hear that the estimate for the proposed line is about £1,830 per mile, whereas you estimate that it would cost £2,060 for a metalled road 18 feet wide? I am aware of that; but I think these light lines without ballast and laid on the surface ought to be carried out pretty cheaply.
1573. You think that if a railway can be built for £1,800 per mile it would be preferable to a road costing £2,030 per mile? Decidedly.
1574. Both as regards speed and economy of maintenance? Yes. Besides, the fact that the railway would give greater facilities, you get some return from it, whereas you get none from a road.
1575. You state that more money will have to be spent than is estimated on minor roads? Yes; to make feeders to the different railway stations.
1576. It will be a saving to your Department if the line is constructed? Yes.
1577. It will serve the district better than a road, and would give a return for the money expended? Yes; it would give some return at all events. Of course I cannot say how much.
1578. Whereas a road would give no direct return? No.
1579. *Mr. Lee.*] Roads in flat black soil country are always more costly to make than in hilly country? A great deal more costly.
1580. I suppose you could not put down a good substantial metal road in that class of country where metal is scarce under a cost of about £2,000 a mile? No.
1581. It would require a pretty good road to carry a traffic of 17,000 tons a year, would it not? Yes.
1582. If it could be shown that the proposed railway would give interest on the capital expended at 3½ per cent., and would repay the cost of maintenance—a total annual expenditure of £3,073—or £100 a year less than it would cost to maintain a road, would you not consider that a very strong reason for the building of a railway in preference to a road? I think it would be a very strong reason.
1583. It has become a question whether country of this character should not be opened by light lines of railway in preference to expensive roads? I do not think there can be any question at all on the point.
1584. But the matter has been considered by your Department? Yes.
1585. If an undoubted saving could be shown, you would not hesitate to recommend the construction of railways of this kind in preference to roads? Most unquestionably.

1586. *Mr. Molesworth.*] Could you tell us, approximately, what has been the cost of the road now in existence? I cannot say. No sum has been specially voted for construction. It has been maintained in its original state by annual vote for a great number of years. R. R. P.
Hickson, Esq.
10 Jan., 1895.
1587. I should like to ascertain what is the total sum which has been expended upon the road from Jerilderie to Berrigan? I can obtain for you the total amount which has been expended, but I cannot distinguish between maintenance and construction.
1588. It takes £1,000 a year, or more, I understand, to maintain the road in an effective condition? About that.
1589. At the same time you are not satisfied with the condition of the road for the traffic it is called upon to bear? I am not.
1590. To make it a good serviceable road a large outlay would be necessary? A considerable outlay.
1591. On account, I suppose, of the peculiar nature of the soil? Yes, and from the absence of any road-making material in the neighbourhood.
1592. Although this £1,000 a year for maintenance would not be required if the railway is constructed, I understand from you that a large amount would be required to maintain the different roads which will act as feeders to the railway? Yes.
1593. I suppose that nearly the whole of that sum would be required? That is a difficult question to answer, because the making of this railway may have the effect of bringing about new settlement, then there would be the question of new roads leading to the expenditure of a certain sum of money. The probability is that the leading and branch roads would involve the expenditure of more than £1,000 a year. It would be difficult to answer your question until we saw to what extent the country was likely to be developed.
1594. You do not think there will be any great saving in the annual road vote of the district in consequence of the construction of the line? Not as regards the whole district.
1595. You think the trade of the district would be likely to increase to such an extent by means of the railway, that quite as much road expenditure would be required? Yes; but in one case we should be expending the £1,000 a year without getting any return at all, but in the other case by expending the £1,000 a year on the maintenance of branch roads to the line we should be getting a return for the railways all the time.
1596. *Mr. Chanter.*] As a matter of fact in this part of the Colony you can practically provide only for summer traffic by earthwork formations or culverts? Yes.
1597. From the absence of metal of any kind, and from the want of sufficient funds, it is impossible to give an effective road for winter traffic? Quite impossible.
1598. It is only at stated places, at good distances from each other, that any metal is obtainable? Yes.
1599. In this instance you would have to obtain the metal from near Narrandera? Yes, at one end, and at Berrigan at the other end.
1600. At the Berrigan end it is granite? Yes; but it would do for the road.
1601. With regard to your estimate for formation, you give the cost of the lincal yard at 9d., or £66 per mile—that formation would be how wide? It would be 30 feet wide.
1602. Is that from drain to drain? Yes.
1603. What would be the absolute formation of the road proper? 18 feet.
1604. What is the average depth of the earthworks in that formation before you put the metal on? About 6 inches.
1605. I suppose it would run from about 9 inches in the centre to about 6 inches at the sides? Yes.
1606. This estimate I suppose is based upon your actual experience of the cost of this class of work in the district? Yes.
1607. I suppose the same estimate would apply to the side drains? Yes. All these prices are prices which the local officer has given for similar work.
1608. Are you aware that the depth of earthworks provided for in the case of the proposed railway is only 6 inches, that is as regards the formation? I do not know what the railway proposal is.
1609. There will be less earthwork in connection with the railway than you propose to put into your road formation? Possibly.
1610. You know from your own experience in the district that road formation can be done at £66 per mile? Yes.
1611. It is usually done in this district with ploughs and scoops, is it not? Yes.
1612. In using the ploughs and scoops, I suppose there would be more consolidation in consequence of the trampling of the cattle drawing the scoops than there would be in the case of men putting the material on by barrows and planks? Yes.
1613. In your opinion such a road would be, if anything, a little more solid than a road made up with barrows? Yes.
1614. The estimate for the earthworks of this railway, 16 feet wide and 6 inches deep, is given at £225 a mile. Taking your own experience, do you not think that that is an enormous estimate? I should not like to give an opinion until I know all the circumstances of the case. It seems high, but I should not like to express an opinion with regard to a railway estimate without knowing the whole proposal. There may be drainage provided for under the heading you have given, and I do not provide for that.
1615. You are satisfied that you will succeed in getting your earthwork done for the price given in your estimate? Yes.
1616. If the earthwork can be done at that cost for road purposes, do you not think that it ought to be done at a similar cost for the Construction Branch of the Railway Department? If the circumstances are the same, certainly.
1617. Will you instruct your district officer to give evidence to the Sectional Committee with reference to the cost of formation, including side-drains? Yes.
1618. You propose a concave formation from the centre of the road to the base of the drains? Yes.
1619. Would not that be an improvement for railway purposes, instead of having two side-drains? You must have a flat surface for the sleepers.
1620. But could it not be battered down from a point at each end of the sleepers to the base of the drain? I should think so. I do not know that I would commence the slope from the very end of the sleepers—you would want a little heel as it were; but at from 6 inches to a foot from that, it might be better to slope it down.
- 1621.

- R. R. P. Hickson, Esq.
10 Jan., 1895.
1621. *Mr. Levien.*] I suppose you do not know of any roads in the Colony that give any return? None of the roads give any direct return.
1622. And you think that if a good road were made in this district the cost would be about £2,000 per mile? About that.
1623. Has the Minister or the Under Secretary of your Department given any instructions for the curtailment of expenses so far as the road vote is concerned? No.
1624. In no way whatever? No.
1625. You have spoken of the possibility of by-roads to the railway being necessary in this particular district;—are you aware that in certain cases where persons have required similar roads they have been informed that the Department would give £1 for every £1 that is subscribed locally? I believe that suggestion was made twelve or eighteen months ago, but it has never been carried out.
1626. Have not letters been sent to different Members of Parliament telling them that if they could get so much money subscribed from various districts the Department would give a certain amount? I cannot say what letters may have been written by the Under Secretary to that effect.
1627. Has not such a letter been written in regard to roads in my own district in three or four instances? About twelve or eighteen months ago it was suggested that in the case of parish roads persons should subscribe something towards them locally.
1628. Have not such letters been sent out within the last three or four weeks from your Department? Not to my knowledge; I do not correspond with Members at all.
1629. You have given no instructions for the issue of these letters? No. I know that for a considerable time letters were sent out to that effect. In some cases the residents were asked to subscribe £1 to the £1, and in other cases 10s. and 5s. to the £1. It would depend upon the number of persons served by the road.
1630. *Chairman.*] I suppose it amounts to this—that in cases where you could not regard the road as of national importance, you asked those who were privately benefited to help you in the construction? Yes.
1631. Do you know if any such arrangement has been in existence in the Jerilderie and Berrigan district? I do not think so. I do not know of any case of the kind in that district.

William Alfred Bullard, Esq., late Temporary Surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- W. A. Bullard, Esq.
10 Jan., 1895.
1632. *Chairman.*] You are at present employed under the Water and Sewerage Board? Yes.
1633. You were formerly employed in the Construction Department of the Railways? Yes; up to fifteen months ago.
1634. I believe you surveyed a line from Jerilderie to Berrigan? Yes.
1635. Have you presented an official report with reference to the line? Yes.
1636. Are the plans and specifications lying upon the table prepared in accordance with your plans? Yes.
1637. I suppose your report would embody the chief evidence you would wish to give to the Committee? Yes; it is as follows:—

JERILDERIE TO BERRIGAN.

Sir,

I have the honor to forward my report on the line of proposed railway from Jerilderie to Berrigan. This line commences at a point at 411 miles 74·92 chains at Jerilderie, and terminates at 433 miles 3·84 chains at the village of Berrigan, the distance being 21 miles 8·92 chains. There are two creeks crossed by the line, viz., Algdugerie Creek at 412 miles 36 chains, and Berrigan Creek at 426 miles 64 chains, a timber opening being required at Algdugerie Creek, Berrigan Creek being crossed by the line by embankment of dam. Timber for fencing purposes could be obtained, but none suitable for sleepers, &c. Good ballast and a sufficient supply can only be obtained at Green Hill, situated 1 mile south of the village of Berrigan. There is no permanent supply of water for engine purposes along the line of route.

I have, &c.,

WILLIAM A. BULLARD.

The Engineer-in-Chief for Railways.

1638. As a surveyor making a trial survey for this line, you did not get out the quantities? No.
1639. That is no part of your business? No.
1640. Therefore, you can give us no information as to quantities? No.
1641. Your work is, primarily, the location of the line? Yes.
1642. Could you tell us why you took such a sharp turn in coming out of Jerilderie? I acted upon instructions from the Department.
1643. You had instructions to survey, you came out by the easiest curve you could get, and you made straight to Berrigan? Yes.
1644. There are other curves further along the line, why are they made? On account of the crossing at Berrigan Creek, and severance along the road.
1645. By traverse of the line in the first instance, and by direct bearing, you could run it out absolutely straight from end to end? Yes; I should think that might be done.
1646. Do you think the line is properly located? Yes.
1647. It is located as well as it could be? Yes.
1648. And there your work ceases? Yes.
1649. What are the creeks on the line like—are they liable to floods? The first creek—Algdugerie Creek—is a very shallow creek.
1650. What depth of water is there? I only noticed about 2 feet of water in Algdugerie Creek.
1651. What would be the width? From 3 to 4 chains.
1652. Is the Berrigan Creek a more important creek? Perhaps it is a little deeper.
1653. The two creeks are virtually of the same class? No; the Berrigan Creek has banks, the Algdugerie Creek has not.
1654. *Mr. Gornly.*] I suppose you took out levels in making your trial survey? Yes.
1655. Have you plans of the levels? I have the sections.
1656. The sections show that the line will be constructed 6 feet over the bottom of the Algdugerie Creek? Yes. As well as the creek can be defined, the plan shows a width of from 3 to 4 chains.
1657. What waterway is provided for? The officers of the Department will fix that; I have nothing to do with it.
1658. Going on from the creek towards Berrigan, what would be the formation of the country—black soil or red soil? Loamy soil.

1659.

W. A.
Bullard, Esq.
10 Jan., 1895.

1659. Is there any timber in the immediate vicinity of Jerilderie? Very little till you get to Berrigan.
1660. At what distance from Jerilderie do you get into the timbered country? I suppose at 14 or 15 miles.
1661. It would be chiefly black or red soil plains? Yes.
1662. In traversing this 15 miles would there be a greater proportion of black or of red soil? I fancy it is chiefly black soil.
1663. The red soil plains are harder and drier than the black soil plains? Yes.
1664. What proportion of red soil plain would there be in the distance of 15 miles? Perhaps one half would be red soil.
1665. Is there any other depression with the exception of the creek you have named in the 15 miles? Yes, there is a swamp.
1666. What is the width of it? About 30 chains.
1667. What is the depression in the swamp? It is on the average 2 feet from the ordinary level.
1668. Then that 30 chains would require an embankment of 2 feet to reach the level of the ordinary ground? Yes.
1669. There would be only that 30 chains requiring any considerable embankment, I suppose, over the whole distance of 15 miles? Yes, I think that is so.
1670. What is the class of country after you pass the 15-mile peg; would it be timbered country? Yes.
1671. Sandy loam? It is red soil, I think.
1672. It is proposed to cross the Berrigan Creek on a dam? Yes.
1673. Was that suggestion made to you by the Construction Branch? Yes; I was instructed to cross there.
1674. Have you any decided opinion as to whether this is a desirable mode of crossing the creek, or were you simply guided by the instructions of the Department? I think it would be best to cross the creek on a dam.
1675. Of course, some provision has to be made for the by-wash? Yes.
1676. In crossing the creek on a dam, you would have to provide for the water running under the line on either side of it? I suppose so, but I did not consider that point—I was simply instructed to cross there.
1677. Are your duties simply to make surveys in accordance with instructions, or do you use your own judgment in selecting suitable country upon which to construct a line? We generally use our own judgment.
1678. But in this case you were simply carrying out instructions in crossing the Berrigan Creek on a dam? Of course, if the Department wish us to cross a creek at any particular point they instruct us to do so.
1679. It would be 6 miles from the crossing to Berrigan? Yes.
1680. Through what class of country? Timbered country.
1681. Heavily or lightly timbered? Not very heavily timbered.
1682. Would it cost anything considerable to clear the timber off the line? No.
1683. Is it chiefly ringbarked timber or is it growing timber? It is a mixture.
1684. Would the greater proportion be ringbarked? No; there is more growing, I think.
1685. Is any of the timber suitable for fencing purposes? I think some of it could be used.
1686. Was there any pine on the line? Not much pine that I can remember; I fancy that it was box—forest box.
1687. Portion of it would do for fencing posts? I should think so. Of course there is not much of it.
1688. Going to, say, a distance of 6 miles or to any reasonable distance from the line, would there be sufficient timber to provide posts for that portion of it? I could not say.
1689. Did you in making your survey find any gravel formation? Here and there, but there was very little of it.
1690. Did you gather from the indications that if pits were sunk suitable gravel might be found for road-making? I do not think so.
1691. Have you made any other trial surveys in the Riverina country? Several.
1692. What line? I surveyed the line from The Rock to Murray Hut.
1693. Did you go over any gravel formation in making that survey? Yes; I think the hills were all gravelly through there.
1694. Have you been at Urana? Yes.
1695. You know that a quantity of gravel has been found there? Yes; about Lake Urana.
1696. Did you, between Jerilderie and Berrigan, see any country similar to that, where there would be a prospect of getting gravel for road-making purposes? Not that I can remember.
1697. Did you see any flood indications between Jerilderie and Berrigan? I did not.
1698. You did not see any depression indicating that there had been floods in the neighbourhood? No.
1699. I suppose if there had been floods there would be depressions caused by the carrying off of flood-waters? I should think so.
1700. Do you know the annual rainfall in the district? I do not.
1701. If there were a rainfall of 4 or 5 inches in a corresponding number of days, should you think from what you saw that there would be any possibility of water accumulating at different points along the line in sufficient quantities to damage it, or do you think it would run through the culverts and other drainage provisions on the line, without damage to the construction;—what I want to know is whether you think the water would be likely to spread out over a certain extent of country, or whether it would run away? I should think it would spread out.
1702. You think it would not materially damage the line? No.
1703. Have you ever heard of a rainfall of 4 or 5 inches in a week in this particular part of the country; do you think there is much probability of such a rainfall taking place? I never heard of such a fall there.
1704. You think that for that part of the country it would be an exceedingly heavy fall? Yes.
1705. Therefore you think that the heaviest fall which is likely to take place in the district would not be likely to damage the line? No.
1706. You think the possibility of flood-waters damaging the line is very remote? I should think so.

WEDNESDAY, 30 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
 The Hon. JAMES HOSKINS.
 The Hon. JOHN DAVIES, C.M.G.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.
 JOHN MOORE CHANTER, Esq.
 CHARLES ALFRED LEE, Esq.
 JAMES GORMLY, Esq.
 EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane,
 Esq.
 30 Jan., 1895.

1707. *Chairman.*] You told us you desired to give evidence after having visited and inspected the route from Jerilderie to Berrigan? Yes.
1708. Have you made that inspection? Yes; I have been over the line.
1709. The Committee propose to examine you first in regard to the new route suggested by the Sectional Committee, and afterwards to deal with the question of construction. Are you aware of the new route suggested by the Sectional Committee? Yes.
1710. Are you prepared to express an opinion with regard to it? I think it is a very satisfactory route. Altogether it is an improvement. If you can bring the line alongside the road, or the road alongside the line, it is far better than adopting a route across the country.
1711. You think it is an improvement in that the main road follows the railway? Yes.
1712. That is an advantage always if it be possible? Yes. If it can be managed that, where the line diverges from the main road, the position of the main road can be altered, and brought on to the line a great deal will be gained.
1713. Is there any engineering reason why the line should not be taken by the proposed new route? No.
1714. Is it any longer? It will be about a quarter of a mile longer, so far as I can tell at present.
1715. Is it practically about the same length? Yes.
1716. Within a quarter of a mile? I do not think the difference would be more than that.
1717. You see that the new route does away with the severance of the properties in the vicinity? Yes; on that account it is a great improvement. It would seem to me also to have two other advantages:—It goes close to Wonnamurra, and it would be possible, by putting a siding in there, to take the wool from that station, and have the carriage of it to Jerilderie; otherwise, no doubt, the owners of the station would themselves have it carted to Jerilderie. This would not be very much, but still it would be something. Then again, if the line is carried along the main road it will serve the residents in the district a great deal better because they will have roads of access.
1718. It would save the construction of roads of access? Yes.
1719. Would you have any trouble in getting out of the Jerilderie Station with the line as now suggested? No; in that respect it would be just the same as before.
1720. Therefore you view it as a satisfactory route from an engineering standpoint? Yes.
1721. *Mr. Hoskins.*] I gather from the replies you have given to the Chairman that you consider the route suggested by the Sectional Committee a better one than the original route laid down by the surveyor? Yes; on the assumption that the main road can be altered so as to follow the line.
1722. That is to say, if the Land Act provides that a portion of the road can be exchanged for another portion of land, then this new route will be much superior to the one originally laid out? Yes.
1723. What instructions were given to your surveyor when he was sent to survey the country for a line between Jerilderie and Berrigan? To take the most direct route, I expect.
1724. Did he do so? I think he took as direct a route as he could get without interfering with the roads and the properties, and in view of getting a good crossing at the creek. It was a trial survey, and therefore subject to slight modifications.
1725. If you accept the route suggested by the Sectional Committee there will be something more than slight modifications? Yes; very important modifications.
1726. Have not surveyors instructions when making trial surveys to get the best possible route for a railway to a given point, and as far as possible to avoid taking private land? Yes.
1727. Or causing the severance of private land? Yes.
1728. Would the line originally laid out by the surveyor in this instance meet that condition, having regard to the fact that there are so many persons complaining of their land being severed? There would not be much in the way of severance, even on the original route, if the line remained unfenced, because stock would be able to cross the line without impediment.
1729. Do you think that if this surveyor had exercised ordinary prudence having regard to the cost of the construction of railways and the difficulty in finding money to make these lines, he could have surveyed a better line than he did; and did he exercise the prudence and skill which might have been expected? Except the line suggested by the Committee, I do not see that anything very much better could have been obtained. The line suggested by the Committee is better than the other line, but it involves an alteration in the position of the road which was not considered before.
1730. Is it not also better in this important respect, that not so much private land will be taken, and, therefore, not so many claims for compensation for severance be made against the Government? Yes; anything that avoids compensation for the severance of the land is better. But I do not think that even in connection with the old route there would be very much liability on account of severance, because the line would remain unfenced.
1731. Supposing an agitation were made to have the line fenced, would not claims for severance then come in? Yes, if the line were fenced.
1732. Has it never struck you that the preliminary or trial surveys of railways made by some of our surveyors, have not been made with due care in regard to taking the best routes, and avoiding private land as far as possible; I refer to railways that have actually received the sanction of Parliament; and is not

not this case an illustration of the fact? I think you can scarcely judge from the trial surveys in that way. You should judge from the actual position of the permanently-staked line. A surveyor may make an error in judgment in the selection of a line, but it would not be worth while going over that line and spending another two or three months just for the sake of altering it to another position, when the cost would be practically the same.

H. Deane,
Esq.
30 Jan., 1895.

1733. But in this case, if you accept the line sketched out by the Sectional Committee, will not the cost be considerably less than would be the case if the old route were adopted, inasmuch as you will not have to take so much private land, and pay compensation for it? I believe that will be the case. But in one item the cost will be more. I was going to propose a reduction in the cost of fencing, but I cannot do that if the new route is adopted, because fences will have to be erected. Nearly the whole of the road is fenced, and these fences would have to be shifted back and re-erected so as to accommodate the new line.

1734. Still you would only use the fences that exist at the present time? It would, nevertheless be an expensive matter. It is almost as costly to shift a wire fence and re-erect it, as to erect a new one.

1735. Was the fencing at the side of the roads you are speaking of erected by the occupants of the land, or by the Government? I cannot say.

1736. You cannot say, then, whether the fence really encroaches upon the proclaimed road or not? No; I have not checked that.

1737. Having travelled over the line recommended by the Sectional Committee, you are aware that the greater portion of it is the main road from Jerilderie to Berrigan? Yes.

1738. Is not a proclaimed road of sufficient width on which to work a single line of railway, with occasional sidings at important places, as well as to work a road for dray traffic? No.

1739. How are you going to manage if you are going to lay down a railway on the road? You will have to take in more land; set the fences back, and take a strip of land—say another chain.

1740. All the way through to Berrigan? Yes.

1741. What distance will that be—it will not of course include the common? No; but practically all the way through to Berrigan. In some parts of the main road the width is 3 chains. I consider that 4 chains will be required for the railway and the road together. In other parts the road is less than that in width, and there, of course, a greater area will have to be taken.

1742. Will not purchasing another chain of land in width, and increasing the width of the road and railway, be an expensive matter, and rather increase the cost of the proposed line? I do not think so, because there, at any rate, you will have no severance to pay for. Supposing we only took a chain, that would be 8 acres to the mile. I do not suppose that on the average it would require more than a chain, because the line will go through two reserves, one at the Jerilderie end, and the other some distance down the route.

1743. *Mr. Davies.*] Did you traverse the whole length of the deviation proposed by the Sectional Committee? Yes.

1744. What is the narrowest point on the road, where the railway will run parallel with the existing road? I could not tell you at the present moment. I have given instructions to Mr. Jamieson, the surveyor, to send me the particulars of the road.

1745. You have just stated that it would require something like a chain wide the whole length of the route? Yes, an average of a chain wide.

1746. How has anything of the kind become necessary? Because a width of 3 chains is not sufficient to take both the railway and the road.

1747. You say that 3 chains is not sufficient to carry the traffic of a single line of railway, and the traffic that would be on the road? That is my opinion.

1748. What has been the customary width for roads in the country? Anything from 1 chain to 3 chains, I suppose; and in some cases where you have the travelling stock routes you get half a mile.

1749. Is there not a much larger proportion of the roads only about half a chain wide than there are 3 chains wide? I am not up in statistics, and could not tell you that.

1750. But you have had to travel through the country in your official capacity and are familiar with the roads? I do not think there are many of the country roads that are less than a chain wide. There are some, certainly, but I do not think that there are many.

1751. Do you know any public road in the Colony that has a formation more than 18 feet in width? I was not talking of the actual formation of the road.

1752. You say that 3 chains wide is necessary for the road? Yes.

1753. If a width of 3 chains is necessary how is it the Department only forms about 18 feet? In the first place I wish to correct the idea that I said 3 chains would be necessary for the road. I said that 4 chains would be necessary for the railway and the road, and that the present road in some places is 3 chains wide. At present the road is almost entirely unformed, and I think if you had been over the road on the day I went over it, after heavy rain, you would have acknowledged that 3 chains was a very narrow width for that road, because the whole of it was cut up by the teams. It is necessary in the country to have wide strips for roads, so as to give the teams fresh ground to go over, while the other portions are drying up.

1754. Will the same necessity exist for a wide road after the railway is constructed, and when the traffic will not go by teams? There will not be the same necessity for that great width, but there will necessarily be some traffic on the road, because there will be the intermediate traffic to the stations or sidings.

1755. I have already asked you if you can tell me the narrowest point where you think it necessary that the road should be widened? I have asked Mr. Jamieson to give me all particulars about the width of the roads, and their position, so that we may know exactly how to deal with them.

1756. I suppose you make a wide distinction between travelling stock routes and roads for vehicular traffic? Yes.

1757. You told the Committee that you had traversed the proposed deviation from one end to the other, and that you entirely approved of the suggestion of the Sectional Committee, as being a route as direct as the one proposed by the Department? Yes.

1758. And one which would effect a very large saving, so far as the resumption of land is concerned? It will avoid a great deal of resumption.

1759. Do you know to what extent the line proposed by the Department would pass through the property of Messrs. Peterson and Sargood? A little over 7 miles.

H. Deane,
Esq.
30 Jan., 1895.

1760. If you took a railway through that property would not the owners make a substantial claim for severance? I do not think there would be much for severance if the line were left unfenced.

1761. But as engineer for the construction of railways are you not aware that as soon as the land passes from the private owner to the Crown, severance takes place whether the land is fenced or not—that it passes out of the hands of the private owner and becomes the property of the Crown, and severance takes place, though the land may not be fenced? In a certain way, unless you give the people the right-of-way over it.

1762. If the land is resumed by the Crown for railway purposes does it not pass from the private owner to the Crown? Yes.

1763. Well, is there not a severance then? Yes, I say there is severance, unless the owners have a right-of-way; if they have a right-of-way there is no severance.

1764. A right-of-way by a gate? No; I mean anywhere across the line.

1765. But how could you guarantee a right-of-way of that character over a railway line? Why not?

1766. Tell me how it is possible? You remember the case of the Nyngan to Cobar line. There was a clause inserted in the Act stating that the line was to be unfenced. I suppose that if the Government, after that, wanted to fence the line throughout they would have had to get a new Act.

1767. They would have had to compensate the owners for severance? Yes; that would take place when the fencing was erected.

1768. If an action for severance were brought against the Crown where a man's property was cut in half for a distance of 7 or 8 miles, would not the compensation amount to almost as much as the cost of construction of this cheap line of railway? The question is, have you any right to assume that there would be the severance to pay for.

1769. If a man's freehold property is cut in half in the public interest, one part containing his homestead and his woolshed, and the other part his dams, is it not only right to assume that he has a substantial claim for compensation? The occupier of land under such circumstances might put in a claim which he might not be able to justify.

1770. Has your experience been that where private property has been resumed by the Crown, and where the owners have gone to the law courts, juries have taken the view which you have just expressed; has it not been the rule that the Crown has had to pay very heavily? I have no accurate information on that point.

1771. In your experience do you know of any case since you have occupied the position of Engineer-in-Chief for Railways where the Crown has had the use of a man's property for a distance of 7 or 8 miles for the purpose of constructing a railway, and has not paid any compensation for severance? There have been such cases near Sydney.

1772. Not where the Crown has taken 7 or 8 miles for nothing? No; not 7 or 8 miles.

1773. You do not know any case in point similar to that of Messrs. Peterson and Sargood's property, or Mr. Wilson's property, that would be severed by the railway, and which has been taken without compensation? No; I do not remember any such case. I do not know that such a case has occurred. Until recently it was always assumed that the Government would pay for the land, and I do not think any overtures were made with a view to getting the land free until the Milson's Point and Burwood-road lines were undertaken.

1774. Then you admit that the recommendation of the Sectional Committee has several advantages? Yes; I acknowledge that.

1775. And it has a great advantage in regard to the resumption of land and the severance of property? Yes.

1776. And a great advantage in regard to convenience resulting from the road running parallel with the railway? Yes; I believe there will be a great advantage in that respect.

1777. Seeing that the Sectional Committee, composed of laymen, by exploring the country and paying some attention to the character of the district, were able to devise a scheme which has been adopted by your Department, how is it that your officers were unable to find out an equally eligible route to the one recommended by the Sectional Committee and approved by you? I approved of it, but I imagine that the actual adoption of the route is subject to the possibility of finding some Act which will deal with the roads in some way. I can tell you this, that we have had difficulty about the same thing before. We have tried to exchange roads, and have found the difficulties so great that we have given it up. I remember a case in connection with the Culcairn to Corowa line where we wanted to get a road altered.

1778. Had the officer who was sent to survey the line from Jerilderie to Berrigan instructions, to first of all, explore the country, or was he simply told to go and find a direct line from one point to another, regardless of the cost of land resumption? They do not have any such indiscriminate instructions as that.

1779. What is the nature of the instructions given to the surveyor? The line is generally explored by the engineer in charge of the surveys, and afterwards the surveyor receives his instructions accordingly. The engineer in charge of surveys reports to me what he recommends.

1780. But had the surveyor in this case instructions to explore the country and furnish the Department with a report or trial-survey of the most inexpensive route for a cheap line of railway, which would, as much as possible, dispense with the resumption of private lands? I do not remember exactly what his instructions were.

1781. I believe you were absent from the Colony at the time the instructions were given? I think the survey was completed in my absence, but I will not be quite sure.

1782. The surveyor was sent to Jerilderie and Berrigan during your absence from the Colony? I remember the Jerilderie to Berrigan line being proposed and a surveyor being sent there, but I do not remember the exact dates.

1783. In the event of any difficulty arising in regard to the road, the resumption of the land necessary to straighten the road to be resumed would be a very small matter? Yes.

1784. So that if the provisions of the Act were not sufficient to give the Roads Department power to alter the road and exchange one portion for another, the resumption of the land necessary to straighten the road would be a very small matter? I am afraid the resumption in that case would be worse than that necessitated by the original line.

1785. Do you know what quantity of land would be necessary to be resumed for the proposed line? I have not gone into that question yet, because I have not got the particulars ready.

1786.

H. Deape,
Esq.
30 Jan., 1895.

1786. Speaking generally, you believe, after your investigation, that the line is a direct one, practically of the same length as the one proposed by the Department, the difference being only a $\frac{1}{4}$ of a mile, and that it will pass through very little private land as compared with the route proposed by the Department? It will pass along the road, if the road is shifted.

1787. There being no municipality, the land is still in the hands of the Crown? Yes.

1788. *Mr. Molesworth.*] I understand that you have recently travelled over the country, and are perfectly satisfied that there are no engineering difficulties in connection with the proposed deviation? Yes.

1789. The cost of construction will not be increased by reason of the deviation, in any shape? No; I believe not. I said there was one item which would be affected, and that was the shifting of the fencing.

1790. The shifting of the fencing will be greater on the proposed deviation than on the original route? Yes.

1791. Otherwise the character of the line is exactly the same? Yes.

1792. Do you consider it absolutely necessary that there should be a width of 4 chains to cover the requirements of a road and railway? I would not like to recommend less.

1793. What width would be occupied by the railroad itself? With the side cuttings, from $1\frac{1}{2}$ to $1\frac{1}{2}$ chain. If you want to cover everything, very nearly 2 chains, and I should put down 2 chains as the width which should be given.

1794. *Mr. Hayes.*] Looking at the plan, is there not only one part of the road of any consequence, where it deviates from the railway, as proposed by the Sectional Committee? That is the longest part.

1795. The other is only a small portion? Yes.

1796. Are you aware that there is power under an Act of William IV to resume land along a road for railway purposes, and to give in exchange the existing road? No; I was not aware until I heard it suggested.

1797. I think, in your previous evidence, you stated that the maximum width of land required to be resumed for the railway would be $1\frac{1}{2}$ chain, and that possibly 1 chain would be sufficient? I do not think so.

1798. I think you said that $1\frac{1}{2}$ chain would be quite sufficient on a level line like this? As I said just now, it would take about $1\frac{1}{2}$ chain for the actual construction, with the side cuttings on each side.

1799. The width of the road would take more than 1 chain? Yes.

1800. Do you think $1\frac{1}{2}$ chain would be ample for a railway of this kind? I should prefer to take 2 chains.

1801. Does it not cost more for maintenance in clearing the grass, where the width is greater? That is not a serious item of cost, and you have this advantage if you have a wider strip, that if sparks fly out of the funnel of the engine there is less chance of their getting on to the neighbouring land.

1802. Therefore, on that ground, the running of the railway parallel and alongside the road would be a distinct advantage? Yes; on the one side you would be free from that danger altogether.

1803. With reference to the question of severance, you are aware that, as a rule, the cost far exceeds the cost of the land? Yes; I am aware of that.

1804. Therefore, as the line proposed by the Sectional Committee would avoid any claim whatever for severance, there would be a great gain as regards the total cost? Yes.

1805. You think that an average width of 1 chain, which is 8 acres to the mile, is all that would be required? I think it would be about that.

1806. Can you give the Committee any idea of the value of the land that would be required for this line per acre? No; I have no information to give about that.

1807. With reference to the existing road, is it not possible to utilise a portion of the 3 chains without resuming any land at all? No; I do not think 3 chains would be sufficient.

1808. Supposing you took a chain off the road, leaving 2 chains, is that not more than the average width of the traffic roads in this country? The width required would depend upon the nature of the road.

1809. For vehicular traffic? I quite think that where you have 3 chains now you could do with 2 chains with a railway.

1810. In that case, would you save land resumption by taking from the 3-chain road a width of 1 chain for railway purposes? But I do not think 1 chain sufficient.

1811. *Mr. Gormly.*] Looking at the plan, going away from the Jerilderie railway station, would you tell us what distance you would go on the common and stock reserve before you came to the main road that goes through the Wonnamurra Estate? Nearly 4 miles.

1812. Then you would be going that distance wholly through Crown land? Yes.

1813. Therefore, there would be no resumptions for those 4 miles? No.

1814. Then, with the exception of a corner near the travelling stock reserve, you would follow the main road for the entire distance until you came to the timber reserve? Yes.

1815. Therefore, you would entirely avoid severance through the Wonnamurra Estate, with the exception of the short distance where you enter that estate;—you would avoid severance of the Wonnamurra Estate altogether by adopting the route suggested by the Sectional Committee? Yes.

1816. Then what distance would you go through the forest reserve? About $1\frac{1}{2}$ mile.

1817. To what distance would the railway go through Crown lands? Nearly $5\frac{1}{2}$ miles.

1818. From Jerilderie to the end of the travelling stock route—to the end of the forest reserve? That would be about $9\frac{1}{2}$ miles, I should think.

1819. And for that $9\frac{1}{2}$ miles there would be no need of severance in regard to the Wonnamurra Estate which would then be passed through? Yes; it would be passed through then.

1820. Therefore, there would be no need to compensate the owners of that property for severance? No.

1821. And if there was any necessity to resume land to provide for the road and the railway, it would only be necessary to resume some land alongside the main road? Yes.

1822. Therefore, no claim could be set up for severance? Exactly.

1823. You went along the road from the reserve towards Berrigan—I suppose you did not take the trouble to chain the road across to see the width? No; some portions of the road are marked on the plan as 3 chains wide.

1824. Did it strike you from your knowledge, and from what you saw, that the road was fenced more than 3 chains wide? I think it was about 3 chains in some places and narrower in others.

1825. Then you think it is not fenced more than 3 chains wide? It did not seem to me to be wider than 3 chains.

1826. But it is 3 chains wide? I believe so for some distance.

1827.

H. Deane,
Esq.
30 Jan., 1895

1827. I suppose you find that the usual width of roads between purchased lands is about $1\frac{1}{2}$ chain? I should not like to say. I have seen roads of all widths, from 1 to 3 chains.

1828. I am speaking about the usual roads that are frequently travelled on? I could not give an opinion now as to the average width. I have noticed in different parts of the country roads 1, $1\frac{1}{2}$, or 3 chains wide, but I do not remember anything with regard to the average width.

1829. Are you aware that many of the roads on which there is an extensive traffic, are only $1\frac{1}{2}$ chain wide? I think that is very likely.

1830. There might be considerable traffic on a road $1\frac{1}{2}$ chain wide? Yes.

1831. If a road were laid out parallel with the proposed railway, would the traffic from Berrigan to Jerilderie be anything approaching what it is at present? The traffic would be very much decreased.

1832. And, therefore, there would not be a necessity for as wide a road as where the traffic is heavy? No.

1833. Would you come to the conclusion then, from these facts, that there is no need to have a 3-chain road, but that a width of $1\frac{1}{2}$ chain might do? I think 2 chains would be about the right thing.

1834. You have not, I suppose, given this particular question much attention? I have; and I have come to the conclusion, as I have already explained, that 2 chains would be enough for the road.

1835. And 2 chains for the railway? Yes.

1836. Therefore it would be necessary to widen the present road by about 1 chain? Yes.

1837. Looking at the plan showing the deviation proposed by the Sectional Committee, and where it goes through private lands, about what distance is it before it comes to the main road again? About $7\frac{1}{2}$ miles.

1838. That is the only portion of the proposed deviation where there would be a necessity for severance? Yes.

1839. And if the main road were moved back to the proposed deviation, there would be no need of any severance at all? No; none whatever.

1840. The question of severance would be entirely got over if that could be done? Yes.

1841. You were asked a question with regard to the Departmental surveys. The officer who made the surveys, and I think Mr. Firth, said it was intended to cross the Berrigan Creek on an existing dam;—has that proposal come under your observation? No; I have not considered that yet.

1842. What is your opinion in regard to crossing a creek or a dam,—would it be necessary to make an artificial water-course, if you blocked up the water-course under the dam? You would have to allow for a by-wash.

1843. If you crossed the creek on a dam it would be necessary to make an artificial creek or an excavation to let the water away? The water-way of the creek might be very much greater in extent than would be necessary to carry all the water.

1844. I suppose it is usually better to utilise the water-way nature has provided than to construct a by-wash? Yes; and I am quite sure that provision is made in the estimate for a bridge or an opening at Berrigan Creek.

1845. But would it in any way lessen the cost to cross on a dam, and then make a water-way afterwards? I should like to see the proposal before expressing an opinion. It has not yet come under my notice.

1846. *Chairman.*] We will now take the question of the construction of the line;—have you any statement with regard to the various items? Yes; as the Committee have inquired into the various items making up the estimate, I should like to state what my inquiries have resulted in. With regard to sleepers it appears that the price in the estimate of 2s. 6d. a sleeper is rather low. I had to wait some time at Narrandera for a train, and I went down to the sawmills to see whether there was any chance of getting sleepers at a moderate cost, and the conclusion I came to was that we might get sleepers delivered at Jerilderie for about 2s. 8d. each of the class which would be suitable for this line. That would be not put in the road, but just delivered; and putting them in the road would bring the cost up to 3s. I saw the manager of the mills at Narrandera, and asked him to send me a quotation for sleepers, explaining to him the class of sleeper we wanted. He has since written stating that he could supply those sleepers at 3s., delivered on trucks at Narrandera. But I am quite sure that the firm could deliver them for considerably less than that, and I am sending him a copy of the specification for the sleepers we are getting at Narrabri. I believe that Narrandera will be the cheapest place to get the sleepers from, and that they will cost 3s. a piece delivered in Jerilderie. Mr. Wise, the Mayor of Jerilderie, told me at the time, that he thought we could get them cheaper from Deniliquin, but I calculated that red gum sleepers sent from Deniliquin would come to about 4s. 6d. each. I also inquired at Berrigan, and no doubt the timber could be got there cheaply, but there would be the cartage. Talking with Mr. Gregory, at Berrigan, the conclusion I came to was that they would cost about 3s. a sleeper.

1847. What was your previous estimate of the cost per sleeper? Two shillings and sixpence was the price used.

1848. And what is your present estimate? Three shillings.

1849. *Mr. Hoskins.*] In your estimate of 2s. 6d., you did not include the cost of laying the sleepers? Yes. That is the price I expected to get the work done for at Narrabri. As I remarked to the Committee, my previous estimate was subject to my going on to the ground. I inquired into the matter of ballast, and I concluded that the cheapest way of getting ballast was to procure it from Cuddell, near Narrandera. We could get it, by arrangement with the Railway Commissioners, for 5s. per cubic yard, or something less. I have obtained some particulars as to what the Jerilderie Council obtain ballast for; but I have no doubt we shall make special arrangements with the Railway Commissioners as to freight and so on, by which we can get a better class of gravel—that is, screened gravel—at a cheaper rate than the Municipality of Jerilderie pay for ballast.

1850. *Mr. Molesworth.*] Do you mean 5s. per cubic yard delivered? Yes; put on the line; delivered where required.

1851. *Chairman.*] What was your previous estimate? Three shillings and sixpence per lineal yard. I have now taken 5s. per cubic yard. If it were to ballast the whole line I should take 3s. 6d. per lineal yard as before. But I propose that only a small portion of the line shall be ballasted, and as we should possibly lose a certain quantity in sinkage, in settlement of the banks, on soft portions, I think it is wiser to allow for a cubic yard per yard forward. I inquired also at Berrigan in reference to ballast, but I do not think anything more reasonable could be done there. At Berrigan some decomposed granite is brought from a quarry about a mile and a half out of the town, which costs about 5s. per cubic yard. It is not very good stuff. It makes first-rate roads, but it would not be so good for the line, because it would set, and would not be sufficiently porous for railway purposes. Mr. Gregory told me that in his well near his house he passed through a lot of gritty

H. Deane,
Esq.
30 Jan., 1895.

gritty stuff, a kind of rotten granite, which comes out, I understand, freely enough, but which they say is mixed with clay or kaolin. Some of the other wells show sand too. Without sinking a number of trial holes I do not think any large supplies could be reckoned upon, such as exist on the Moama to Deniliquin line. Of course that could be proved. But I think the most satisfactory way of dealing with the ballast, if ballast has to be supplied, will be to get it from the Narrandera line at Cuddell. The Railway Commissioners would run the gravel on their line at a very low cost, although the distance is about 60 miles. They would charge probably a little more than locomotive expenses, and we should get it at a very reasonable rate.

1852. Have you any knowledge as to how much stripping would be required to get this sand gravel? No; it is almost impossible to tell. I went to have a look at the gravel pits on the Moama and Deniliquin line, and there the stripping is very variable. In some places the gravel appeared to be pretty close to the surface, but in other cases there was a considerable amount of stripping. I made inquiry as to a water supply at Berrigan, and I concluded that there could be no difficulty about obtaining the small quantity of water which we should require.

1853. Would you say where you would get it? By sinking a well at the Berrigan terminus. Some of the wells at Berrigan supply hard water, and some good water. There is a shallow well there that gives very good water, and this well of Mr. Greggery's at Berrigan, which is 192 feet deep, is said to produce very good water. But the water would have to be analysed before we could tell exactly. Then I looked into the question of earthworks. I saw the American Champion road-making machine in use in Jerilderie. It is a very satisfactory machine, and does the work, no doubt, very cheaply. I think the Sectional Committee have very much the same information in regard to it that I have. Mr. Wise told me that the cost of the machine was £75, plus duty and cartage, and that it does the work for about 4d. per cubic yard. There are a great many things to be considered in making a railway bank. A railway bank has to be made in a much more careful manner than is the case with a mere road. You could form a road fairly well, and make it available for traffic in a way that would scarcely do for a railway. In order to make a railway bank satisfactorily, it has to be rolled in order to be consolidated, and even after rolling, it would not be of that smooth character, as usually required for a railway bank. Perhaps some of the members of the Committee have observed that the railway banks and cuttings are trimmed before the ballast is put on. Levels are run over the banks and along the cuttings, which are trimmed very neatly to an exact surface right across the full width—17 or 18 feet as the case may be. If that is necessary where there is ballast, it is all the more necessary for a railway where there is no ballast, where you have to lay the sleepers direct on to the bank, because otherwise you would have an uneven road, which would be difficult to deal with. Then in some parts of the line there will be clearing and grubbing. I quite think the road-making machines might be used profitably in making this railway, and the cost would certainly be cheapened. The cost of side cuttings has generally been from 7d. to 9d., and the contractor has got his profit over and above that. Therefore, if the earth-works can be made by using these road machines and rollers, and afterwards carefully trimming the bank on the top, and the cost will not exceed 6d. per cubic yard, a considerable saving will be effected.

1854. You say that 6d. per cubic yard would be the cost of using the American grader? Yes.

1855. What is your previous estimate? I think it is so much a chain. In America the cost of the earth-works is reckoned at 6d. per cubic yard, which would come to about £300 or £400 per mile. In this case, I have already cut the cost down to £225 per mile.

1856. Are you adhering to your previous estimate with regard to the cost of earthworks? Yes, practically, but I wish to give this additional information. Included in the cost of earthworks there is the item of earthworks at the stations. It is not very much. There will be the terminal station, and a small half-way station or a waiting shed, and there will probably be a couple of places where sidings will be required for taking wool or other produce. Reckoning this at about £800, and taking the extra embankments over swampy places at £1,000, that would make £1,800 for these two items alone. And reckoning £1 13s. a chain for the ordinary line, that is, 66 cubic yards per chain at 6d., as against £2 10s., and you get for the total length of the line, less the deeper banks, £2,739, which added to the £1,800 gives a total of £4,539 for the earthworks. In the estimate previously submitted the cost of the earthworks was stated at £4,754. I do not propose to make any alteration in the amount, because it is not worth while to cut out the difference.

1857. That is notwithstanding the fact that the American grader would allow the work to be done for a much cheaper rate? Yes, I have reckoned it at 6d. The American grader does not do all the work. In the first place, if the ground were very hard it would have to be ploughed up. The American grader will do the work on stiff or sandy ground that the plough will go into, but it will not work in very hard ground without ploughing. It would, in fact, be very undesirable to try it; you would only ruin your machine. When the American grader is done with, the roller has to go to work, and to go up and down the line several times. And when the ground has been rolled and consolidated, it has then to be carefully examined for the purpose of getting the levels absolutely correct. A slight undulation either longitudinally or laterally, would not matter in the case of a road, but in the case of a railway it would make a great difference, and thus more work has to be put on to this embankment for the purpose of preparing it for the sleepers and rails than is necessary in the case of a road. I wish to lay particular stress upon the point that in this respect a railway is not the same as a road. I believe the work could be done, including all operations, even clearing all the land where required, for about 6d. a cubic yard; whereas, in letting works in the ordinary way, I think the lowest cost up to the present has been about 1s. I have here a blue print showing the earthworks on one of the American lines of which I spoke the other day. It shows several cross-sections. On the left-hand side there are three methods of making and forming, and on the right-hand side three corresponding methods; and at the bottom there is a rocky excavation with ballast. I think we can leave out the cuttings, and look at the embankments. The top one shows an embankment where it is intended to use earth ballast, that is to say, no ballast at all, but to use the rubble from the banks. The second one shows gravel ballast, and the third broken stone ballast. What I particularly wish to direct the attention of the Committee to is the one with the earth ballast. It will be seen that there is a considerable rounding on the top of the bank. A level line drawn from one corner of the bank to the other crossing along the bottom of the sleepers would show a depth of 16 inches. The way it is done is this: A bank is first of all constructed to the level to which the bottom of the sleepers come, and it is made 15 feet in width and flat. The sleepers and rails are put on the top of that. The corner portions

H. Deane,
Esq.
30 Jan., 1895.

portions or triangles represent the material, which is afterwards taken off and thrown in between the sleepers and rounded off. That is the way they make their lines without ballast.

1858. *Mr. Davies.*] That prevents the lodgment of the water? Yes; it throws the water off. There is a big slope on each side, and the water rapidly runs off. If it were made flat, and water were allowed to stop on the bank, the result would be ruinous to the road. In reference to the graders, or road-makers as they are called, I find that there are many of them at work in different parts of Victoria, and they seemed to give satisfaction. There are much more complicated machines than these used in America, and Mr. Mountain, the City Surveyor of Melbourne, told me he had seen one of Austin's machines, that the council gave permission for one to be tried, but that he did not consider that it was satisfactory.

1859. *Chairman.*] You mention this, I presume, to show that the road-making machine may possibly be superseded by something better? Yes; although I think at present this road-maker is sufficient. It is a much more simple machine than the others. The Austin Manufacturing Company, of Chicago, supply different classes of the machine.

1860. You say then that the American grader, such as we saw at Jerilderie, is likely to hold its own sufficiently long for it to be worth purchasing? Yes; I am quite sure that it would do satisfactory work here. These larger machines would be useful in heavier work and higher banks, but the American road-maker would answer our purpose perfectly.

1861. Would the Department object to a contractor using the graders in the work of formation? No; I should not object to their use.

1862. Would they materially reduce the cost of the work? Yes; as I stated just now, the reduction would be from 1s. to 6d. per cubic yard. I think we should be paying too much if we could not get these low banks made for 6d. a yard. At first there might be hesitation on the part of contractors to use these machines, but I think if the Government bought some of them, and also rollers and ploughs, we could get the work done for the price I have mentioned.

1863. As the grader does not form part of an ordinary contractor's plant, how would you get over that difficulty? I would suggest that the Government should buy the machines and let them out for use.

1864. You see no other way through the difficulty? No; I do not think so. I think it would be the cheapest way. If in the specification the contractor were bound to use these graders, not knowing what they were, he would put in a big price to cover risk, and there is really no risk in the matter.

1865. *Mr. Lee.*] In the event of the work being done by contract could not the contractor provide the whole of this plant, no matter what it might be, the same as for an ordinary contract? Yes; he would. But supposing our contractors here do not understand the use of these machines, and do not like to use them, then we should lose the benefit of them. I should like to have a try at this line and see how cheaply it could be done, and use the best means for getting it made cheaply.

1866. *Chairman.*] What is the next item to which you desire to refer? In the estimate submitted it seemed to me that if fencing were done without, this particular item might be reduced. But if the line suggested by the Committee is adopted, and the fencing of the road is required, it will be an item which must not be neglected. I think it must stand as it is, and for a reason which I will explain. I was inquiring into the price of local fencing, and I found that the cost complete was from £35 per mile upwards, but smaller wires and smaller posts are used than is the case in our Department. The plan that has been adopted for some time past has been to place the posts 10 feet apart, and use stronger wires—I think No. 7—than the squatters usually use. There is no doubt that a railway fence requires to be a little more secure than an ordinary squatter's fence. A cost of 3s. a rod, for which, no doubt, we could get the fencing done according to specification, means £48 per mile. Taking £50 per mile to cover the small corners and angles, and for running into road crossings or culverts, the result would be this:—If you assume that about 25 miles of fencing will be required—that is to say, the fencing along one side of the line and a little more—at £50 a mile, you get £1,250; and putting down £700 for the cost of cattle-stops, gates, small culverts, and road crossings that might be required, you get £1,950, the same amount as in the estimate submitted.

1867. *Mr. Hayes.*] One side of the line will be fenced by the road fence? That is, if the road is not widened.

1868. The present road will not be altered so far as the width is concerned? But supposing the width is not sufficient for the road and railway, but one fence will have to be altered. I am taking 25 miles—that is the length of the line, and about 3 or 4 miles in addition.

1869. In that case the line would be fenced on both sides? Yes; one fence being on the side of the railway, and the other on the outside of the road.

1870. *Chairman.*] You propose to fence the road and railway in together? Yes; I do not see any objection. With regard to the work on the permanent-way, I propose, as I mentioned before, to put down 5 miles of ballast, which, at 5s., would come to £2,200, and the laying of the road with the extra number of sleepers, would come to £132 per mile, or £2,803. The sleepers (2,500 at 3s. each) would come to £375 per mile, or a total of £7,964. This gives a total cost for the work of ballasting and laying of sleepers of £12,967, or £616 per mile.

1871-2. *Mr. Davies.*] What was your previous estimate? £667 per mile.

That shows a reduction of about £50, notwithstanding that you provide ballast for 5 miles? Yes. The estimate of cost thus altered comes to £2,000 a mile, and I strongly recommend the Committee to adopt that. If you leave out altogether the ballasting I have put in, you will knock out another £100 a mile, making £1,900 a mile. The estimate of £2,000 a mile which I recommend the Committee to adopt is really a very low estimate. I believe the line can well be carried out for that sum, and a very satisfactory job be made of it. I think it would be a pity to reduce the cost of the line, or to reduce the funds available, below that amount, because it might happen that we should require it. If we could do without ballasting over those bad places, I should be the first to try to do so. If we could get sleepers at less than 3s., laid on the road, so much the better; the country would have the benefit of it; but I think it would be unwise to limit the Department down to the other amount, because I am almost sure that a little more would be required. The Committee quite understand that if they knock out the 5 miles of ballasting which I recommend, that would bring the cost down to £1,900 a mile, but I do not consider that we should be free from risk. If we find that in the course of construction we can do without the ballasting, or any portion of it, we shall certainly do so, but I think that it ought to be provided for in the vote.

1873. *Chairman.*] In other words, you believe the minimum for a safe line is £2,000 a mile? Yes.
1874. *Mr. Hoskins.*] Do you mean to say that you feel confident you could make a stable, workable railway, on which trains could be run at the rate of 15 miles an hour between Jerilderie and Berrigan for £2,000 a mile? Yes; I can if I am left unhindered in making the contracts.
1875. What depth of ballast do you propose to use in respect of the 5 miles? I should put in a depth of about 6 inches.
1876. Of that gravel ballast? No; it is a sort of broken stone.
1877. Have you been to the locality during the recent wet weather? There had been some rain just before I got down there, and the roads were very bad.
1878. Witnesses examined before the Sectional Committee, one being a professional gentleman, said they did not believe it would be safe to make the railway without ballast, in consequence of the soft, greasy character of the soil;—what is your opinion of that? That I provide for in what I recommend to the Committee. The ballasting of 5 miles of the line will cover all dangerous spots of that kind.
1879. What would be the difference in cost if you were to put 6 inches of ballast right along the line? It would mean £350 a mile extra.
1880. Therefore, the total cost of the line would be £2,350 per mile? Yes.
1881. As Engineer-in-Chief for Railways, would you prefer to have this line ballasted 6 inches right through, at a cost of £350 a mile, rather than have it ballasted for only 5 miles? I want to see the experiment made of constructing a line without ballast.
1882. You feel no apprehension? I have no apprehension whatever, because if the banks proved a little weak they could always be ballasted up afterwards without any extra expense.
1883. And on the portion of the line which will not be ballasted, and perhaps on the portion also that will be ballasted, how many sleepers will be used per mile beyond the number usually used? The number will be about 500 per mile extra.
1884. *Mr. Davies.*] You are aware that the Mayor of Jerilderie estimated the cost of earth-works similar to the earth-works necessary for the construction of this proposed line at about 10s. a chain, with an uniform depth of 6 inches? But 6 inches is not enough.
1885. But you propose 6 inches? No; I said 6 inches as a minimum.
1886. What would the uniform depth of the earth-works be? The depth will not be very uniform. To carry out the style of work shown on the American plan to which I referred just now, you would have to make the bank a depth of about 18 inches on the average.
1887. So that with a 5 or 5½-inch sleeper the railway will stand up something like over 2 feet? Yes; about 2 feet.
1888. Was that contemplated when you gave your evidence before? I do not think I have altered my opinion in that respect.
1889. From what you have seen of the country, having passed over it, you have come to the conclusion that a height of not less than 2 feet from the surface of the earth to the top of the railway will be sufficient? I should not like to bind myself exactly to that, because in going over a mound, for instance, you would alter the depth of the earth-works. It would all depend upon the nature of the ground. If the ground was high the work would almost approach a cutting, and if the ground were low you would have a considerable bank.
1890. But you have seen the country, and know that it is almost uniformly level? I would not say that. I saw one place where a cutting would be necessary, and I saw several places where banks would be necessary.
1891. What would be the depth of the cuttings which you saw would be necessary? Perhaps 1 foot.
1892. Do you think in any part of the line it would be necessary to have a cutting of 1 foot? Yes; I think so.
1893. Coming back to the earth-works, in the estimate of the Department the cost was put down at £225 per mile—you saw some earth-works carried on in connection with road-making at a depth, on the main road, of about 18 inches or 2 feet? Yes. I saw them cutting down the side of the roadway about 6 inches.
1894. Did you see them making up the road about 2 feet or 2 feet 6 inches? No.
1895. Did you go along the road? Yes.
1896. Did you see the scoops at work? Yes.
1897. Did you see them making the road at least 2 ft. 6 in. higher than it had been originally, by taking earth from the sides, and putting it in the centre? I did not measure it; it did not look to me to be 2 ft. 6 in.
1898. How deep do you think it was? I should think when it was rolled down and consolidated, it would be about 9 inches at the most.
1899. The evidence of the road superintendent was that the road was being done for £1 0s. 4d. a chain? I am told that the men are losing money by it, and that they would not take work again at that price.
1900. If that work is done for £1 a chain, the formation being wider than that required for a railway, would not £225 a mile for your earth-works be a long way in excess, considering the character of the work necessary for this cheap kind of railway, and considering the cost of work now being done in the locality? No. In my former evidence I reckoned the cost at 33s. per chain. The estimate of £225 a mile includes a number of things not shown in the case of an ordinary road. But where the earth-works are light as in this case, and the work can be readily done by the grader, I estimate that it can be done for 33s. per chain, and this amount, even compared with £1 a chain for the road, is very moderate, because I am certainly getting 13s. more work as compared with the £1 for the road.
1901. What reduction is this compared with your previous estimate? No reduction; I propose to adopt the same.
1902. That is £225 per mile? Yes; but that includes earth-works for stations, and crossing the Berrigan Creek, and little depressions on the route. There are several depressions along the route which I could have pointed out to the Committee if I had been with them.
1903. In your previous evidence you put down £750 for stations? That was for the buildings.
1904. Did you not say just now that the sum included stations and other things? No; the 33s. a chain does not include stations, but the £225 per mile includes earthworks at stations.
1905. Do you see any difficulty in using the grader right through the whole length of the proposed line? No; I think it might be used pretty well all through.

- H. Deane Esq.
30 Jan., 1895.
1906. The character of the country is such that it can be easily operated upon by a grader? Yes.
 1907. You did not see a stone in the whole of your journey? No; I do not believe I did.
 1908. So that there would be no trouble in using an American grader for the earth-works? No.
 1909. And it would certainly be much more economical than the old system of barrow and pick and shovel? Yes; very much so.
 1910. And though you say that there is some small part that wants to be cut to a depth of about 1 foot the country is uniformly level? Yes; it is a level even country.
 1911. There is no difficulty whatever? No.
 1912. And you believe the line can be constructed well within your present estimate of £2,000 a mile? Yes; I believe it could be constructed for £2,000, and when I say £2,000, I believe that would be the limit.
 1913. And that includes the cost of 5 or 6 miles of ballast which you had not reckoned in your previous estimate? Yes.
 1914. Your previous estimate was £1,835 per mile dispensing absolutely with the ballast? Yes.
 1915. After having seen the country you now think it necessary to make provision for about 5 miles of ballast? Yes.
 1916. That provision being made, you would regard the line, if constructed, as permanent, and as stable as any other line of a similar character in the Colony? We have not any other lines of a similar character in the Colony.
 1917. Well, the Cobar line? That is a ballasted line throughout.
 1918. Subsequently ballasted? No; it was ballasted at the time.
 1919. But this line will be quite stable enough to carry all the produce of the district for many years to come? Yes; it will be quite satisfactory, I believe.
 1920. How long would it take to construct a line in the event of its being authorised? I should think a line of this character, if the plans and everything else were ready, ought to be completed in about five or six months.
 1921. Quite in time to carry the produce of the present year—by the end of the year? Yes. First of all the road question must be settled.
 1922. That is a question outside of your Department? Yes; but it stops my work. Until that is settled I cannot get the line permanently staked, and consequently cannot prepare the plans.
 1923. The first thing to be done is to settle the question of the road, so as to enable you and your officers to proceed with the survey? Yes.
 1924. And in the event of authority being given to proceed with the survey, the whole of the work should be completed within six months? Not including the survey.
 1925. How long would it take to survey that short line? The easy nature of the country has nothing to do with it. The surveyors have to pick up their boundaries, and make a proper survey.
 1926. But if amateurs could pick up the boundaries, as the members of the Sectional Committee did the other day, in finding out the deviation, would it be very difficult for the surveyors to do so? I think, the Chairman, who knows something about surveying, will tell you that amateurs could not do the work of surveying.
 1927. Allowing for the survey, the preparation of plans, and the advertising, how long would it take before the work was completed? I should say it would take nine months altogether from start to finish. The line would not really be required before December.
 1928. From your investigation of the proposed deviation you are of opinion that the difficulty of construction would be no greater than in the case of the line surveyed by the Department? No; it would not.
 1929. Would it be any less? It would practically be the same.
 1930. Having now seen the country, are you satisfied that the waterways proposed will be sufficient? Yes, quite.

THURSDAY, 31 JANUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

- H. Deane Esq.
31 Jan., 1895.
1931. *Chairman.*] Will you continue the evidence you were giving when the Committee adjourned yesterday? I should like first to supply some information asked for by Mr. Humphery in reference to the permanent-way materials on the Jerilderie line. Various methods were proposed for utilising the new and old permanent-way on that line. On looking over the papers, I found several different estimates, and this seems to be the right one:—2,000 tons of re-rolled rails at £5 10s., £11,000; 2,790 tons of 60 lb. rails, at £7 15s. 1d., £21,640; 440 tons of fastenings at £16, £7,040; total, £79,680.
 1932. *Mr. Humphery.*] That explains, I suppose, why the estimate is so much greater than in the case of the proposed line from Jerilderie to Berrigan? Yes.
 1933. *Mr. Davies.*] Your estimate for the present line, using second-hand rails, and a portion new rails, is £532 per mile, is it not? Yes; it amounts to £11,237.
 1934. *Mr. Molesworth.*] In answer to a question asked yesterday by Mr. Hoskins, you said this railway work could be carried out for £2,000 per mile if you were left unhindered, in regard to your contracts; will you kindly explain what you meant? I meant that I should be allowed to have everything ready—
 all

all the plans and details ready at one time—and not that part of the work should be left with a promise of something extra to be placed in the contract afterwards; that, for instance, the station plans should be all ready, and the earth-works included in the contract, so that the contractor should have no claim for extra prices through delay in the delivery of the plans. On some of our lines we have had claims on that account, and in some cases have had to pay compensation. I want to avoid that. That was my chief meaning.

H. Deane,
Esq.
31 Jan., 1895.

1935. Then I understand that the only source from which such hindrance could come would be the Railway Commissioners who might be behind hand with their plans for the buildings? I do not think that would be the only source. But I think in this case there would be no delay, because it is already pretty well decided with the Railway Commissioners what the accommodation is to be.

1936. Do you fear any hindrance to your work from any other source? There might be, if we had to purchase land, and the arrangements with the owners were not completed.

1937. You do not think that there is likely to be a hindrance of any serious nature to materially delay the line? No; I do not think so.

1938. After the work of construction was placed in your hands, how long would it be before the 60-lb. rails could be imported? We have a stock of rails.

1939. *Mr. Hoskins.*] Sixty-pound rails? Yes.

1940. *Mr. Molesworth.*] How is it that you do not think it possible to construct a line with a less width than 2 chains, considering that some of our suburban lines have not anything like that width? Those suburban lines are not made up from side cutting.

1941. You have not got a full width of 2 chains all the way between Sydney and Parramatta? I could not say what the width is. I do not suppose there is that width all the way for the original line. There may be now with the duplication.

1942. I think you will find that between Sydney and Parramatta, even where there are four lines of rails, there is not, in some instances, a width of 2 chains? I would not like to say. But in this case we are making up the banks from the side. That takes up a good deal of room; and then you want extra width to allow for clearance, and for safety in case of fire. If the trains go too near the fences there will be a danger of sparks from the engines setting fire to the grass on the neighbouring property, and in that case there would be claims for damage.

1943. But does not that occur where there is a greater width allowed for the line? No; I do not think so.

1944. You could not confine sparks within 2 chains? At any rate the danger is considerably less if you have a wider strip. The width mentioned is my recommendation. One could cramp it down, but I do not think it would be wise.

1945. You still adhere to that as a recommendation? I do not think it is absolutely necessary, but it is my recommendation.

1946. To have 2 chains for the construction of the line? Yes.

1947. What is about the width of the roadway in Elizabeth-street from kerb to kerb on which they run two lines of rails for tramway purposes? Generally speaking, in Sydney the width is from 33 to 36 feet between the kerbs; in parts of George-street, of course, it is much wider.

1948. Is there any serious difficulty experienced in working the two lines of tramway in Elizabeth-street in such a narrow width of road? No. It is not a question of the passing of the trains. It is not a question of the actual width required for the carriages and rolling stock. The conditions are quite different.

1949. You do not feel disposed to reduce the width in your recommendation? No; I think it would be unwise to do so.

1950. The Committee are anxious to avoid the resumption of land if it is possible;—do you not think that where the road is now 3 chains wide, it would be possible to carry the road and the railway within that limit? I do not say it would not be possible, but I do not think it would be a good plan to adopt. I think you want about 2 chains for such a road in the country. It is not a made road. You require 2 chains for the road unformed as it is now, and practically 2 chains for the railway.

1951. Is it not a fact that many of our roads in the Colony are not more than a chain wide? Yes; I know there are many roads only a chain wide, but they get cut up very badly in wet weather.

1952. You propose that the railway and the road should run side by side? Yes.

1953. I suppose you would have the road on one side of the enclosure and the railway on the other, you would not have the railway running in the centre? No; I would put the railway on one side. There is another reason why we should have a greater width. If you have the railway running alongside, and you have a wide enclosure, there is a better chance for restive horses to get away from the train. I think that is a very important point. If the railway and the road were enclosed within a width of 2 or 3 chains it might become dangerous. I do not think that a comparison with Sydney traffic and the fact of horses running alongside the trams in Sydney is at all to the point, because we know that fresh horses brought into contact with steam motors are sometimes very troublesome to manage. I have known that from my own experience.

1954. Does not the same danger exist when the horses are brought to the railway station when conveying produce or passengers? Scarcely. In that case they are separated from the line by a greater width; they are often separated by the goods platform or by the goods sheds, or by the passenger platform, or passenger buildings.

1955. But are not most of the railway yards at country stations perfectly open, and do not the drays come right alongside the trucks, the engines passing backwards and forwards occasionally? Yes; there is no division, but they do not pass alongside in the same way.

1956. With regard to the question of fencing you stated in your evidence yesterday that you thought that with the proposed deviation it would be necessary to incur a considerable cost for fencing? Yes.

1957. How does that become necessary? I explained that if it had not been for that I should have proposed a reduction in the fencing on the original estimate, but in this case if the road is made use of, and the road being now fenced, we should have to put up new fencing on one side so that a considerable mileage of fencing would be entailed which otherwise would not be required.

1958. You said the estimated cost of the fencing was £35 per mile? No; the kind of fencing I should put up would cost on the average, including all little bits and corners, and pieces running up to gates and so on, £50 per mile.

1959. What description of fence would that be? A wire fence.

1960.

- H. Deane, Esq.
31 Jan., 1895.
1960. How many wires? Seven.
1961. And the posts 10 feet apart? Yes.
1962. Ordinary split posts? Yes.
1963. Is not that rather an extravagant price? I do not think so. The squatter's fence is mostly made of smaller wire than our fence is made up of.
1964. You propose to use No. 7 wire, do you not? Yes.
1965. In a squatter's fence No. 8 is used as a rule? I have seen No. 10 and No. 12.
1966. For outside boundary fencing? Yes.
1967. But even that would not make such a difference in the cost? Yes; they put in very much smaller posts as a rule, and perhaps more crooked ones.
1968. That estimate, I suppose, covers the cost of all material as well as labour? Yes; it covers everything. It covers the maintenance of the fence, and that is an important thing to remember—the maintenance of the fence during construction.
1969. Will you explain what that means? Take an ordinary railway contract. The railway contractor puts up his fence as soon as he possibly can—as he can conveniently get the men and make the contracts. During the progress of the work the fence is liable to injury from various causes. If the posts are damaged or the wires cut, through the teams coming against it, the contractor is responsible, and he has to put the fence in good condition. He has also to see that the wires are strained at the end of the job before the line is handed over.
- 1970-1. But is not the contractor always responsible for the condition of the work until it is taken over by the owners? Yes; that is just the point.
1972. Then there could be no special advantage such as you indicate? Yes there would. If a contractor erects a fence on a station, as soon as it is completed, the responsibility of it is taken over by the proprietor of the station.
1973. And as soon as the contractor finishes a railway fence it is taken over, is it not? No; it may be finished months before the line is handed over.
1974. That is only part of his contract? But it makes a great deal of difference. These railway fences are very often damaged to a very serious extent, and the damage has to be made good before the Government take over the work.
1975. But the contractor is not compelled to put up the fence until the last thing, unless he chooses? He does the work as it becomes convenient. According to the present Act he is obliged to fence as the work goes on. He is not allowed to run his engine past where the fence goes. That is the provision in the Act, although it is infringed to some extent.
1976. Is it not possible for the permanent-way to be handed over? Yes.
1977. Why does the fencing stand in a different position to the permanent-way? It does not stand in a different position. The contractor has to maintain the whole thing until it is handed over. A station fence is handed over as soon as it is finished, but a railway fence, or a portion of it, may be finished some time before the line is handed over. Supposing the contract for this proposed line takes six months to carry out, the contractor has to erect 25 miles of fencing. He does not do all that in the last fortnight. He begins straight away, and gets the stuff at once. Very likely in the first month there will be something to show, and that first portion of the fence will have to be looked after for five months, and be subject to damage from outside, and if it is damaged it will have to be put in order by the contractor before he hands the work over.
1978. Then you do not think £50 a mile an extravagant estimate? I do not think so, but if the fencing does not cost that the country will get the benefit of the difference.
1979. I understand that you intend to ballast the line in certain tender places? Yes.
1980. You do not contemplate ballasting from end to end? No.
1981. And you propose to get your ballast from Narrandera? From near Narrandera.
1982. Would not the ballast at Berrigan be sufficiently serviceable, and cheaper? That would be at the wrong end for one thing. I do not think it would be cheaper. I think the ballast can be run cheaper along the Narrandera line, and it can be put on the road for that. You might get it at Berrigan delivered cheaper than that, but then you would have to put it into trucks, and deliver it along the road. The amount I have mentioned is the price of the ballast actually put on to the line. The ballast is put straight away from the quarry into hopper trucks, and then it is run out on to the line, and laid down through the hoppers, just where it is wanted, without any labour at all, except for spreading it.
1983. Does your estimate for fencing include the gates that may be required for the various crossings? Yes. The total item of £1,950 includes fencing, cattle-stops, and gates.
1984. And the necessary fencing at the platforms or waiting-sheds? Yes; everything.
1985. You know of no further expenses likely to be incurred in connection with the construction of the line besides those already enumerated? No; I believe I have everything down, except what might be required for land, which I do not anticipate will be much.
1986. You now bring your estimate of the cost of the line to within about £30 per mile of the original estimate? Yes; I recommend that to be done. I do not think it would be safe to leave out the ballasting altogether; but if we left out the ballasting it would make about £100 a mile difference.
1987. You do not recommend that the line should be constructed at a cost less than £2,000 a mile? No; I recommend that £2,000 should be provided.
1988. *Mr. Chanter.*] In your evidence yesterday you estimated that the sleepers would cost 3s. each on the trucks at Narrandera, and you estimated a similar cost for sleepers from the Murray;—did I understand you correctly that in addition to the 3s. on the trucks at Narrandera there would be the cost of carriage from Narrandera to the point on the railway? No; what I said was this: that I had an offer to supply sleepers on the trucks at Narrandera for 3s., but that I considered the price was too high, and was sending to the saw-mill owners a drawing and specification showing the kind of sleepers we want, and which will answer the purpose. I consider that these sleepers should be delivered and put in the road for 3s.
1989. What description of sleeper have you designed? Those would be red gum sleepers; but they would not necessarily be so square, so rectangular in cross-sections, as has been the practice. They would be sound sleepers, and just as durable as the others, but they would not be quite so nice to look at.
1990. Would there be anything gained by the saw-mill proprietor in supplying a sleeper of that kind when it has to be cut with a saw? Yes; because he can go nearer to the outside, and probably use timber which otherwise would be wasted.

H. Deane,
Esq.
31 Jan., 1895.

1991. If the saw-mill proprietor went too near the outside, would he not take in the sap and the worst portion of the sleeper? There is very little sap in the red gum.
1992. Are you acquainted with the evidence given in regard to sleepers before the Committee which inquired into the proposed railway from Jerilderie to Deniliquin? Yes.
1993. Did you note the evidence given by one of the saw-mill proprietors on the Murray to the effect that he could supply first-class rectangular sleepers of the size required by the Department at 2s. a sleeper, if the Government would waive the royalty? No, I do not think I saw that. I reckon that those sleepers would cost 2s. 3d. on the Murray. If you can get them for 3d. less, so much the better.
1994. I presume the difficulty in getting sleepers from the Murray, where first-class sleepers can be obtained, is in consequence of the land carriage to the Berrigan end of the line? Yes.
1995. That would make these sleepers more costly? Yes; it would bring them to about a third more, I suppose, and then, of course, they would have to be run into the trucks on to the line. Another thing is that if you deliver them at Berrigan that is the wrong end of the line. You want them really at Jerilderie, so as to advance with your rails.
1996. It would mean a land carriage of over 40 miles altogether? Yes.
1997. And that would make them too expensive? Yes.
1998. Did you notice the timber reserve about midway between Jerilderie and Deniliquin? Yes.
1999. Is there not sufficient timber there to supply sleepers for this line? No; I think it would be very difficult to get sleepers from there.
2000. It is box timber? Yes. Box is a very good, durable timber if you can get it sound enough, but most of the large trees are pipey.
2001. Then, in your opinion, it would not be possible to obtain sleepers from that reserve? I do not think you could reckon upon more than 1,000 or 2,000.
2002. How many do you estimate would be required for the whole extent of the line? A little over 50,000.
2003. Then if some sleepers were obtained from there you would still have to go to Narrandera or the Murray to obtain sufficient for the line? Yes.
2004. And you think you can get those sleepers delivered where they are to be laid at a cost of not more than 3s. each? Yes; if they can get sleepers on the Murray at 2s., I do not see why we should not get them at Narrandera for 2s. 3d., and if we can get them delivered into the trucks at Narrandera for 2s. 3d., we ought to get them carried along the railway line and put into the road for 3s.
2005. I suppose you are aware that the greater portion of the sleepers laid down upon the railway lines in Victoria have been obtained from forests on the Murray River? Yes; I know they use a great many—red gum sleepers.
2006. Did you ever endeavour to ascertain the contract prices between those saw-mill owners and the Victorian railway authorities? No; I have not inquired.
2007. You might endeavour to make an inquiry which will be useful to the Committee as well as yourself? Yes, I will.
2008. You propose altogether to ballast the railway to the extent of about 5 miles? Yes.
2009. Not continuously for 5 miles, but in parts where, in your opinion, the line requires special care? Yes.
2010. You estimate the cost of that ballast at 5s. per cubic yard? Yes.
2011. Obtained from Cuddell, in the Narrandera district? Yes.
2012. You are of opinion that it would cost about the same if the Berrigan granite were used? I think it would cost more if the Berrigan granite were used. They tell me that the Berrigan granite costs 5s. put on to the road, but it can be more cheaply put on to the road than it could be put on to the line. The Berrigan granite would have to be put into trucks, and then run along the line, whereas the material I have been mentioning would be on the line already, and there would be no extra expense in running it where it was wanted.
2013. Is the ballast you get from Cuddell considered satisfactory by your Department—sufficiently hard stone? Yes; there is a good deal of it used.
2014. It is of a soft powdery character, is it not? No; it did not strike me as such. There is a good deal of it that would have to be screened out—a good deal of soft stuff.
2015. You are not aware from reports, or from your own observation, that a great deal of the stone now used upon the line between Narrandera and Jerilderie is of a soft sandstone character? I saw some of this particular stone at Narrandera. I was looking at it specially, and it seemed to me quite satisfactory for the purpose.
2016. You stated yesterday in your evidence that you thought there was an objection to the Berrigan granite on account of the cementable properties, and its running together too much? Yes.
2017. Is that any great disadvantage to a railway? Well, it is in this way, that it does not admit of the moisture running through, and it keeps the sleepers in a damp state.
2018. But as this decomposed granite, as you termed it, has been proved to make first-class macadam for roads, would it not also have a protective effect upon the sleepers—a chemically preservative effect? I doubt very much whether it would. I do not think that red gum requires that, because it is in all sorts of situations a very durable timber. Ballast that cakes on the line has this disadvantage, that if the road goes down you have to use the pick to open out the road before you can pack the sleepers up.
2019. But you do not contemplate that with the class of engines and the loads that would be taken over this line when constructed there would be any very heavy traffic that would lead to the consolidation of the ballast? There would be as little damage done as with traffic anywhere.
2020. In traversing this route did you observe any appearances on the surface that would indicate a gravelly substance underneath? No. I was on the look-out, but I did not notice any.
2021. Did you give instructions for trial shafts to be sunk along the line of route with a view to test this point? No. I have not done anything of that sort.
2022. If, after test by trial shafts it were found possible to obtain a gravel similar to that used on the line from Moama to Deniliquin, and on the Victorian railway from Echuca to Toolamba would you not recommend that it should be used in preference to the other? If I could get it cheaper.
2023. Of course taking into consideration the cost? Yes.
2024. You are aware that the terminal point on the railway at Moama is only about 40 miles distant from the Victorian quarry at White Hills near Bendigo? I do not know what the distance is.

H. Deane,
Esq.
31 Jan., 1895.

2025. The distance from Narrandera to Jerilderie is about 70 miles, is it not? Sixty-four miles I think.
2026. The contractors for the Moama line would only have to pay half the haulage on their ballast as compared with ballast brought from Narrandera to Berrigan? I do not know; I should have to inquire into the circumstances. There is this difference: The quarries in Victoria belong presumably to the Victorian Government, or at any rate are situated on the Victorian Railways. They would want full carriage rates for running the stuff, and if it is Victorian Government property they would want full rates for the value of the material. In this case, it is one Department of the Government aiding another, and there is no necessity for any profits to be considered at all. There is a saving in this case.
2027. But would there not be a much greater saving taking into consideration the fact I am about to state, that irrespective of the cost of ballasting this private line from Moama to Deniliquin, they are getting a revenue themselves for the ballast from the various municipal bodies. Would not that be a great advantage in a district like this if you had these gravel pits at points along the line from Jerilderie to Berrigan, and could use it as well for ballast on your own lines? I do not know that it would. I do not know that they would be able to deliver it at a less cost than is at present paid for the gravel supplied to the municipalities.
2028. You estimate the cost of this class of ballast at 5s. per cubic yard? The Deniliquin-Moama Railway Company provide the labour for filling the trucks, and deliver this gravel at any point on their railway at 3s. per cubic yard? That is a saving, of course.
2029. If you could obtain that class of gravel, which has had twenty years experience on the private railway, would it not be better and cheaper to ballast the line from beginning to end with this class of material than ballast only 5 miles of it with the material brought from Narrandera—as an engineer, which would you prefer? I should think that the way I propose would be the cheaper, as compared with ballasting the whole line.
2030. If the private railway company provide the labour and sell this ballast at 3s. per cubic yard, is it not fair to assume that they get a profit of 1s. a yard? Sixpence, any way.
2031. That would leave half-a-crown, which would be half the cost of the ballast you propose;—for the same amount of money that would do at least twice the distance? Yes.
2032. Would it not be a decided improvement to obtain that class of ballast and have the extra distance, than to use the broken stone and have only 5 miles? You mean to have 10 miles instead of 5 at the same price—you would have more for your money.
2033. You have no prejudice against that particular class of ballast, have you? No; not for a line of this character.
2034. When you gave your evidence before the Committee, on the proposed line from Jerilderie to Deniliquin, I believe you spoke of Mr. Whitton not having passed the private line from Moama to Deniliquin? Yes.
2035. Was that in consequence of the class of ballast? Yes; he mentioned the ballast.
2036. That was the chief feature in his opposition? It was one important feature.
2037. Has it ever been brought under your notice as an engineer that, as a matter of fact, that ballast is better than the hard ballast because it is more yielding in character, and that the life of a sleeper where it is used is estimated to be at least 50 per cent. longer than where a sleeper is laid down upon hard stone? I cannot see that it would be any better for the sleepers.
2038. What is the size of the stone ballast? It is supposed to pass through a 3-inch ring in all directions.
2039. That ballast does not consolidate, and it forms a hard, unyielding surface below the sleeper? Not altogether unyielding; it is pretty hard, of course.
2040. If the sleepers are resting upon this very hard stone broken to a size of 3 inches, and of an unyielding character, and there is a heavy load passing over the line, the pressure must be upon the bottom of the sleeper? Yes.
2041. Consequently, it wears away the sleeper to a very great extent? I do not think it does.
2042. In your opinion, it does not? No; I do not think it does, because the sleepers get set to a certain position, and there is no abrasion of the sleeper.
2043. Was it ever brought under the notice of your Department that when the Victorian authorities constructed a line of railway about 40 miles in extent from Echuca to Toolamba, some of their officers were specially deputed to report upon the ballast used on the private line from Moama to Deniliquin, and have you taken that fact into consideration? I have not heard of that.
2044. Would you undertake before the Committee finally report upon this matter to have some tests made along the route of the proposed railway in order to discover the quality of the gravel, and how much of the surface would require to be removed? Yes.
2045. I believe evidence was given before the Sectional Committee by an officer having engineering qualifications, and at present in the service of New South Wales, and who has had experience in Victoria and Queensland, and has been located in this particular district for the last four or five years, in which he asserted positively, that it is necessary to ballast the whole of this line—I refer to Mr. Beers? I do not agree with him if he said that. I propose to put in extra sleepers. I do not see that the country along this route is any less favourable than some of the country in America where they do without ballast.
2046. I suppose you are aware that it is a class of country in which, when there is an excessive rainfall, the water soaks or seeps in the surface, and that it would not carry a horse or cow over it in its natural state—that the animal would sink right through the surface on to the subsoil? That may be the case in some places. If a proper embankment is made, and the line is drained, that condition of things will not occur. The water will not be able to soak into it in that way. The rotten condition arises purely from want of drainage.
2047. In traversing the route you would have observed that there is no natural outlet, that there is no fall for the water to get away; it has either to soak through the soil or evaporate? But the embankment would be drained by the side ditches.
2048. But in that case you would only collect the drainage from the line into the side drains; there would be no outlet for the drains? The water would run either one way or the other. It is not such a dead flat as all that.
2049. What is the difference in the levels from one point to the other? There are grades nearly all the way; they are very slight, but quite sufficient for water to run on.
2050. You could only empty these drains into the natural depressions? Yes.
- 2051.

2051. There are no creeks or other outlets for the water to get away? I suppose there must be a fall in the country in some direction.
2052. Passing over Berrigan Creek, for instance, there would only be a current there after a very exceptionally heavy rainfall? Yes; but if you dug a ditch alongside, it would be quite sufficient to carry the water away—to drain the bank.
2053. What size side drains do you propose for this line? I should make them according to the size of the bank to be made up.
2054. Giving them a slope from the line itself down to the bottom of the side drains? Yes.
2055. In regard to the earthworks, I understood you to say, yesterday, that from information you had gathered you now estimated the cost of the earthworks at 6d. per yard, as against your previous estimate of 1s.? Yes.
2056. As far as the earthworks are concerned, should not that decrease the cost of the construction of the line by one-half? Yes; it looks as if it might, but it was explained to me yesterday, and Mr. Firth said he took an average of 6 inches for the height of the bank. I would make it higher.
2057. Then, although the cost per cubic yard will be decreased, you now propose to make the line more stable by increasing the height? Yes; and that would meet Mr. Beere's objection.
2058. There would be no difficulty whatever in using these graders you saw at work, or the scoops, in arranging for the top-dressing of the work, so as to have as level a surface for your sleepers as if the work were done in the ordinary way? Yes; it would be fairly level. It would be trimmed off by the graders.
2059. But could you not get it as level as under the old system;—under the old system of barrow-work or trolly, is it not always the practice to keep a man there specially for levelling? Yes; but afterwards there is what is called the forming gang. They go along and trim the lines from end to end, some distance in advance of the permanent-way.
2060. Could not that be arranged for in your specification? Yes; it would be.
2061. Do you now estimate the cost of the fencing at £50 a mile, as against your previous estimate of £75? I do not think I gave an estimate per mile before.
2062. The cost in the case of the proposed line from Jerilderie to Deniliquin, where the country is similar in character, was estimated at £75 per mile? Yes; very likely.
2063. In your evidence yesterday you reduced the cost to £50 per mile? Yes; because it can be done for that.
2064. So that in the event of the line having to be fenced, your estimate would now be reduced by £25 per mile? Yes.
2065. And that would be a considerable saving? Yes, as compared with the Jerilderie line.
2066. The original estimate of the cost of this line was about £1,800 per mile? The original estimate was £2,060.
2067. And then evidence was given reducing it to £1,800? On the assumption that the prices and figures were correct, I stated that a reduction of £280 could be effected by leaving out the ballast and putting in more sleepers.
2068. And you now estimate the cost of this line at £2,000 per mile? Yes.
2069. The only increase in your previous estimate has been in connection with the item of sleepers? Sleepers and ballast.
2070. There has been a considerable reduction in regard to earthworks and fencing, although you now explain that you propose to put in more? Yes; I propose to put in more of each.
2071. Can you explain why this difference of £200 per mile is made up;—Is that wholly on account of the increased cost of sleepers? The ballasting comes to £2,200 for the 5 miles, and that is about £100 per mile. Distributed over the whole length of the line it is rather more than £100 per mile.
2072. I understand that you have never travelled over the country between Jerilderie and Deniliquin? I have not.
2073. I suppose you are prepared to accept the statement that, as a matter of fact, the country between Jerilderie and Deniliquin is similar to that between Jerilderie and Berrigan? If you say so I am quite prepared to believe it.
2074. There is such a difference between your estimate of the cost of earthworks comparing one line with the other;—For instance, you estimate the cost of the earthworks for the proposed line at £250 per mile? £225.
2075. Your estimate for similar works on the Deniliquin to Jerilderie line was £300 per mile? I do not think they were quite similar.
2076. Is not this line of the class recommended by the Railway Commissioners, called light lines? Yes.
2077. And was not the class of line proposed from Jerilderie to Deniliquin also a light line? Yes.
2078. Where old rails were to be used as in this case? Yes.
2079. Wherein lies the difference in the cost of earthworks as between this line and a similar class of line from Jerilderie to Deniliquin? It was proposed to have more earthworks on the line to Deniliquin.
2080. The country is of the same level character? There are one or two creeks, and there is the Edwards River. There would be the approaches to the Edwards River at Deniliquin.
2081. That would be the only bridge, and there would be the Tuppal Creek;—as a matter of fact, your estimate of the cost of earthworks for that line was £300 per mile? Yes.
2082. Your estimate for the line from Jerilderie to Deniliquin, practically the same class of line as this, was £3,300 per mile, and your estimate in this case is £2,000 per mile;—can you explain the difference? I have explained that in my former evidence in answer to questions by Mr. Humphery.
2083. As a matter of fact, has not your personal inspection of this country between Jerilderie and Berrigan led you to reduce your estimate, and satisfied you that a light line of railway to suit all purposes can be made there for £2,000 per mile? I think my recent experience has done a great deal towards causing the estimate to be reduced.
2084. Consequent upon your personal visit? My visit to America has enabled me to recommend a class of line which, perhaps, otherwise I should scarcely have suggested.
2085. Has not your personal inspection led considerably to that end? Yes; I believe in inspecting the lines before giving evidence on them.
2086. Then, had you made a personal inspection of the proposed line from Jerilderie to Deniliquin, you might also have been able to have reduced your estimate of the cost of that line? If I were to make a new

H. Deane,
Esq.
31 Jan., 1895.

new estimate of the Jerilderie to Deniliquin line, I should make it considerably less than £3,300 per mile, but I should not reduce it down to £2,000 per mile, because the earth-works would still be in excess, I believe, and the culverts and bridges would be in excess. The level crossings and fencing would be reduced, and the permanent-way would be considerably reduced, because the prices for material have fallen.

2087. The only difference in the earth-works would be in connection with the bridge over the Edwards River, would it not? Yes, I suppose so; and the other creek, the name of which I forget—chiefly those.

2088. If it can be proved that this line from Jerilderie to Berrigan can be constructed at a cost of £2,000 per mile knowing the character of the country as you do, would it not be safe to assume that a similar line could be constructed from Jerilderie to Deniliquin at the same cost irrespective of the bridge over the Edwards River? I should prefer to see the country first and examine the levels; but it would be approximately the same I should think as far as I can tell. There would be an additional expense owing to the crossing of the Edwards River, and perhaps the other creek.

2089. You have seen the line of railway from Deniliquin to Moama? Yes.

2090. You are aware of the class of traffic it carries—heavy traffic? Yes.

2091. You are aware that on that line they use the same class of engines that are used on the main lines in Victoria—the same weight? They have so many different classes of engines on the Victorian lines. They have some very light engines which do very good work.

2092. Do you know what the cost of that line between Deniliquin and Moama was twenty years ago? Yes, I got the particulars of it when I was there.

2093. Can you say from memory what it was? The cost, including rolling-stock and everything was about £3,500 per mile.

2094. Can you state the cost without the rolling-stock? I think the rolling-stock cost about £500 per mile, and that would leave about £3,000 per mile.

2095. Including station buildings? Including everything. As regards the running line the cost no doubt would be less, but including station buildings, and everything else it would be about £3,500.

2096. Do you know the cost of the line from Echuca to Toolamba in Victoria where the country is of the same level character? No, I do not.

2097. The cost is about £2,000 per mile contract price? But that did not include the rails.

2098. Your estimate now includes the rails? Yes.

2099. Have you ever seen a line of railway—tramway it is called—from a point on the Murray River on the Victorian side called Koondrook to the town of Kerang, where there is a junction with the Victorian railway line? No, I have not.

2100. Have you made inquiry or have you any knowledge of that short line? No, I have no particulars.

2101. In your evidence yesterday I understood you to say that in your opinion it would not be wise or safe to adopt the route from Jerilderie to Berrigan recommended by the Sectional Committee unless you had a width of 4 chains for the railway and 2 chains for the road? Yes, I said I thought it would be wise to have 4 chains. I recommended that.

2102. Was one of the considerations which influenced you in recommending this great width the fact that you thought it desirable to prevent danger of fire from sparks from the engines? That was one reason.

2103. That is not a very great reason, is it? I think so.

2104. What width would you actually require for your side drains and your roads? That would vary with the height of the earth-works.

2105. Take an average width—I mean from the outside or the extremes of the side cuttings or drains, measuring over your road? If you take 24 feet for the width of the bank at the bottom,—6 feet on each side, then 20 feet on each side for the excavation of the material, and 6 feet outside again, that gives 88 feet of net width required.

2106. Is there not a much less width than that on many of your main lines;—is there not a less width on the Albury line in parts? I do not think so. The general practice has been of late years to take 3 chains in width.

2107. Are not your railway lines very often confined between the fences within a space of a chain? No; I do not think so. I do not remember any place even on the suburban lines where the width is less than 99 feet. There may be some—I would not say, but not on any of the new lines.

2108. The railway to which I alluded just now, from Koondrook to Kerang is running on an open 3-chain road. The stock, the vehicles, the waggons, the railway, and everything is running within a space of 3 chains, and it is found to work well. If it can be done there, why cannot it be done here? Is the railway on the side of the road there?

2109. Yes? As I have explained, a certain width will be taken up for the railway. You yourself will agree that it is better to make an embankment all the way along to keep the rails well off the surface of the ground, and that would involve probably more width than is the case in connection with the particular tramway referred to. Perhaps the country there is firmer.

2110. If you had your regulation distance of 80 feet, would not that give your line ample accommodation, as well as give stock and vehicles sufficient width on a 2½ or 3 chain road to meet all requirements? I could make the line on a chain and a half very likely throughout except at the stations.

2111. What is the average width of the road at present recommended by the Sectional Committee for this line? It varies from between about 1½ to 3 chains.

2112. If that were made up to 2½ chains, would not that be quite sufficient in your opinion—2½ for road and railway? No; not in my opinion.

2113. There is no difficulty where the tram line and the road from Campbelltown to Camden run alongside each other? The conditions are different there. Where a road is properly formed and metalled the traffic can run on a narrow width all right, but in the country to which we are referring the roads are not metalled, and you require a considerable width to enable the teams to look for sound ground.

2114. But if the line were constructed the road running parallel with it would not be used to the same extent that it is now? No; it would not be used so much.

2115. The traffic would be more upon the roads which feed the railway, and not upon the road running parallel with the line? There would not be so much traffic on the main road.

2116. You are aware that the Railway Commissioners in their report upon this line have recommended that the railway shall be constructed contingent only upon private owners granting the land required? Yes.

2117. You are also aware that the Sectional Committee have taken evidence, and that with one exception the private owners refuse to grant the land? Yes.

2118.

H. Deane,
Esq.

31 Jan., 1895.

2118. If on the deviation proposed by the Sectional Committee, and approved by you, the width required will, in your opinion, be about 4 chains, would not that necessitate a resumption of a large area of land along the whole distance, and a large consequent payment? It would necessitate a resumption amounting to 8 acres to the mile.

2119. There would be no severance, but there would be a resumption? Yes.

2120. And you are not in a position to tell the Committee what the cost of that resumption would be? No.

2121. It would not be possible to ascertain at this stage? It would be possible, I suppose, to ascertain what is the general value of the land there. But I have generally avoided looking into land matters.

2122. But in this case it is forced upon the Committee that the line, if built at all, can only be undertaken if there is no land to be purchased—that is really the Commissioners' report? Yes.

2123. In considering the proposed deviation, would it not be possible to meet their wishes by running along the roads of the ordinary character? If they were 3 chains wide. I will say this: If I am told to occupy a chain and a half of the road I will do so, and leave the other free for road traffic.

2124. Referring to the line as surveyed, and speaking of severance, you said yesterday the stock would be able to cross the line backwards and forwards, and that unless the line were fenced, in your opinion there would be no claim for severance? Yes.

2125. Supposing this line were constructed in the centre of the road, would not the stock travelling backwards and forwards on the road be able to cross and re-cross the line just the same as if the line were taken as originally designed by your surveyor? Yes; but the road is fenced.

2126. Supposing it is fenced, cattle, sheep, and horses could cross it;—would it not be possible, at a very small additional cost, to enable heavily loaded teams to cross the line from one point to another by putting up little timber approaches? Yes.

2127. That would not materially increase the cost? Crossings would be provided and gates erected wherever they were wanted.

2128. At reasonable intervals? Yes.

2129. As a matter of fact, if the public convenience and traffic were satisfied, and you had sufficient space to run your line on this width of 80 feet, that would meet your requirements as to the railway? Not 80 feet. I think 80 feet is too little, say a chain and a half. If you divide a 3-chain road at the middle and give me half of it I will make a railway along it. I could not undertake to do that on a 2-chain road.

2130. Supposing you had a 2-chain road, and you put your line on the side of the road as nearly as possible would not that give a reasonable width for ordinary traffic? No; I do not think so.

2131. It is considerably more than is provided in many other cases? But in those cases the road is formed and metalled.

2132. Where your lines go through a township there is considerably less width, and horses and cattle are able to use the road? I think you will find that on the main roads in townships where there is much traffic, the roads are formed and metalled or gravelled.

2133. In regard to the question of fire, is it not possible to use spark-arrestors on your engines, so as to render danger from fire very remote? I do not think the danger is very great now, but still there is a danger.

2134. You are aware that the engines running on the private line from Deniliquin to Moama are fitted with spark-arrestors? I suppose they use wood as fuel.

2135. And you use wood as fuel on some of your lines—for instance, on the line from Narrandera to Jerilderie, and on other lines in remote parts of the Colony? I could not say to what extent wood is used. The American engines are always provided with an arrangement in the smoke-box for catching sparks.

2136. In countries such as that under consideration, would not the use of spark-arrestors obviate the necessity of getting so far away from the adjoining properties? You could only use these spark-arrestors on the wide funnels, where wood only is being used.

2137. I allude more particularly to the class of spark-arrestors used on the Deniliquin to Moama line? That is a point as to which I think it would be better to ask the traffic officers of the Commissioners' Department. They would give you better information than I could.

2138. You have stated that a certain width of land is required for the road and the railway, and one reason given is that it is desirable to keep the railway as far as possible from the adjoining property, to avoid any danger from fire;—would it not be wise, under those circumstances, to see if you could not remove the danger from fire, and thus be enabled to bring the railroad nearer to the private property, so as to lessen the necessity for resuming land along the route? I do not know what could be done to minimise the danger. It is not very great now.

2139. Supposing the Committee, in its wisdom, arrive at the decision that a width of 2 chains is sufficient for your railway and the ordinary road traffic, you could not work the railway on that space? Not to make the proper embankment for the line.

2140. Not on 2 chains? I think not, and have a railway and road too.

2141. If the railroad were running along the ordinary highway used by the public, and any accident happened, the Department would not be liable? No; not if the Department were protected by an Act.

2142. Then, in your opinion, the least width you could do with would be 3 chains, to make ample provision for the railway and provide for the ordinary road traffic? What I say is, that I would recommend that 4 chains be devoted to the road and the railway, but I certainly could get the railway in upon 1½ chain, leaving the other 1½ chain, or whatever the width might be, for the road.

2143. I press this point, because the Railway Commissioners have given their opinion, and although you estimate the cost at £2,000 per mile, that is exclusive of resumption, and if land has to be resumed the cost of the line will be made so great that possibly the Committee might not recommend it, or Parliament agree to it? Supposing you had to resume, the cost would not be more than £20 or £30 per mile for the land, without severance.

2144. Have you had much experience of the prices people generally ask for land? I know that sometimes they ask about ten or twenty times as much as they ought to get.

2145. I understand you to say that, in your opinion, 4 chains is required, but that you think adequate provision could be made upon 3 chains—fairly adequate, we will say? That sounds rather ambiguous.

2146. In other words, you would like to have 4 chains? I recommend 4 chains, but I could do with 3—that is to say, I could do with 1½ chain for the railway alone.

2147. *Mr. Roberts.*] Have you travelled over the line from Yarrawonga to Benalla, in Victoria? Yes.

- H. Deane, Esq.
31 Jan., 1895.
2148. Did you notice the style of fencing adopted along that line? I did notice the fencing when I was there, but I forget exactly what it was like.
2149. It struck me as being a very inexpensive fence, and if it would answer on a line like that I should think it would answer on the projected line from Jerilderie to Berrigan. The posts were very light, and I think there were only three rows of wire, certainly not more than four. I think you said you intended putting seven rows in your fencing. Perhaps you would consider whether a cheaper fence than that contemplated might not do for this proposed line? I am afraid you would not keep sheep and other stock out with less than seven rows of wire. A fence along a railway line should be sufficient to keep sheep and other stock in the paddocks, and prevent them from getting into the paddocks.
2150. The fence of which I speak goes through similar country to that under consideration? At one time there was a great deal of discussion, and many opinions were obtained as to the style of fencing we should adopt. The present wire fence, in regard to the number of wires and the spacing of them, is the result of the experience of many. It is not an invention of the Railway Department, but it was adopted as the result of a consensus of opinion on the part of people who could speak authoritatively in various parts of the country. I should not, therefore, like to suggest any alterations.
2151. Perhaps you might ascertain particulars in regard to the fence along the line to which I have referred? Yes; I will write to the engineer.
2152. *Mr. Humphery.*] In the event of the resumption of a chain of roadway becoming necessary in order to carry out your view that a width of 4 chains should be provided for the railway and the road, would not that lead to claims on the part of the owners of property for loss of frontage? No; I think not, because they would have the frontage just the same.
2153. Do you propose to construct the railway in the middle of the road? No; on the side.
2154. By constructing the railway on the side of the road close to the fence, would you injure the property along which the railway would pass? No; because where they had openings in their fences we should construct proper crossings for them.
2155. What advantages would there be in constructing the railway close to the fence instead of in the middle of the road? The advantage would be that where stock were travelling they would not trample the line so much.

Percy Scarr, Esq., M.I.C.E., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and examined:—

- P. Scarr, Esq.
31 Jan., 1895.
2156. *Chairman.*] What are you? I am Principal Assistant Engineer in the Roads and Bridges Department.
2157. Have you a knowledge of the country between Jerilderie and Berrigan? Yes; a fair knowledge. I have been over it several times.
2158. A sufficiently intimate knowledge to express an opinion in regard to the roads in the vicinity? Yes; I think so.
2159. You see on the map behind you a red line indicating the present main road from Berrigan to Jerilderie? Yes.
2160. And you see also, a dotted line showing a deviation from the road? Yes.
2161. Is there any objection to the road being moved so as to take the route shown by the dotted line? I think not. From my knowledge of the country, I think it matters very little where you take the road there.
2162. You believe that position would be suitable? I think so.
2163. Is there much difference in the length of the two roads? There would be about $1\frac{1}{4}$ mile. The proposed route would be fully a mile shorter.
2164. Do you regard that as an advantage? Undoubtedly.
2165. In the cost of construction? Not only in the cost of construction, but also in the saving of time, and in maintenance.
2166. Supposing there were no consideration at all of a railway in that vicinity, and it was brought under your notice as the head of the Department, that a road through country of that kind for no engineering reason had been made as circuitous as that road has been made, would you be justified in straightening it? Certainly; and had I known there was such a bend in the road it would have been attended to before now. I knew there was a bend there when travelling over the road, but I had no idea until I looked at the map some time ago that it was so great.
2167. Have you power to close the old main road, and make a new road as suggested? The Lands Department have certain powers under one of the old Acts—4 William IV, No. 11.
2168. And they work with you? Yes.
2169. In point of fact, you make the suggestion, and the Lands Department have power to carry it out? Yes.
2170. So that if the road be made direct from point to point as suggested, there can be no doubt as to your legal power to do it? No. I think in that case there would be no difficulty at all. The land is all freehold, I think, and that being so, we could proceed under that Act. If it were conditionally-purchased land, the Lands Department would have power under the 42nd clause of the Land Act.
2171. Irrespective of any consideration as to the construction of a railway, you would regard it as an absolute benefit to adopt the route indicated by the dotted blue line? Yes; as far as my knowledge of the country goes, and certainly because of the directness of it.
2172. *Mr. Lee.*] In resuming land under such circumstances, is it usual for the Department to pay compensation? I think in this case there would not be much compensation to pay, if any, because the land is all freehold, and there are rights reserved in the grants.
2173. The right, on the part of the Crown, to take as much land as may be required for road purposes? Yes.
2174. Have any cases occurred in your Department where you have taken one road and given an old road in exchange? We do not do that—it is done by the Lands Department. There are any number of cases where it has been done by the Lands Department at our request.
2175. And, as a matter of fact, it is being done to-day? Yes; continually.
2176. There is no legal difficulty in the way that you are aware of? No.

2177. Neither as regards old purchases or recent purchases? No; I think not. In the case of some of the old grants difficulties have arisen, but those have been very old grants—early in the century. P. Scarr, Esq.
31 Jan., 1895.
2178. There are no such grants in respect of the country under consideration? No; these are later grants.
2179. So that, if it were necessary, your Department and the Lands Department together would have no difficulty in putting this road wherever you thought proper? I do not think there would be any difficulty in the case.
2180. And would that involve the State in any heavy expenditure for severance? No; I think not.
2181. Do these Departments ever pay for severance under such circumstances? Severance has been paid for in some special cases where it has been shown that special injury has been done. In some cases, where damage could not be claimed legally, it has been given, rather as a matter of equity than as a legal obligation. In this case, however, I do not think anything of the kind would arise, and I do not think there would be any legal difficulty in the matter.
2182. As a matter of law and as a matter of custom, the State has the power to take any land it thinks proper for road purposes? Yes.
2183. *Chairman.*] You told us it would be a benefit to save a mile and a quarter in the length of the road? Yes.
2184. You said, also, that had it been brought under your notice, in all probability you would have straightened the road yourself? Yes.
2185. If you had straightened it you might have had to bring the fence from the old surveyed road and put it upon your new road? Yes.
2186. And, therefore, it is reasonable to believe that your Department would pay the cost of the fencing of the new road? Yes; it has been done in a good many cases. The general rule is, that where the new road severs an enclosure—that is, land enclosed by a permanent and substantial fence,—they pay the cost of re-fencing, either the moving of the old fence or the erection of the new.
2187. Would you, speaking for the head of the Department, recommend the removal of the road and the fencing on both sides? I think so. From my knowledge of the country I think it would be a desirable alteration.
2188. *Mr. Hoskins.*] The Act under which the Roads Department are empowered to take private lands for the deviation of a road is termed 4 William IV. No. 11? Yes.
2189. Supposing the party from whom it is proposed to take the land is not disposed to give it up readily; has he not an opportunity to interpose great delay in the Government getting possession of the land? He has power to make objection. According to the Act there is a certain time given to send in objections. If the objections are not considered of sufficient force to binder the matter much delay is not caused. It is only where there is a serious objection that delay is caused. If a man sent in a frivolous objection that would not cause delay.
2190. Still, as a matter of fact, occasionally considerable delay arises in the Government acquiring legal possession of land? Only on rare occasions.
2191. *Mr. Gormly.*] Objections can only be made where there are certain improvements on the lands proposed to be resumed—where there are nurseries, homesteads, and improvements of that character? Yes; they are provided for in the Act.
2192. It is only in the case of such improvements as those that substantial objections can be made? Quite so.
2193. On looking at the map you said that the existing road was about a mile and a quarter longer than the proposed road? Yes.
2194. Therefore, there would be a greater extent of the same width in the existing road than there would be in the resumed road? Yes, taking the same width, say 1 mile, that would be 8 acres a chain wide.
2195. Therefore, in getting the new road, it could be resumed at a greater depth to contain the same quantity of land as that which would be given in exchange? Yes; in proportion.
2196. *Mr. Humphery.*] You said a chain wide in answer to Mr. Gormly? For the purpose of comparison.
2197. What is the width of the present road? Some portions of it are 3 chains wide, and other portions 2 chains.
2198. Having in view the construction of a railway, would you resume for road purposes 1 chain? No; I would not recommend a 1-chain road there under any circumstances. I only mentioned 1 chain for the purpose of comparison, to show what the difference would be in regard to the quantity of land taken.
2199. Assuming that you made a road the width of the present road what would be the increased area that would be thrown into the land through which the present road runs? It would be 8 acres for every mile, saved in length, 1 chain wide; so that if you made it 3 chains wide it would be 24 acres for every mile saved in length.
2200. As a matter of fact the owners of the land through which the new road would be made would gain 24 acres? Twenty-four acres with a 3-chain road for every mile saved in length.

John Kneeshaw, Esq., Acting Secretary to the Railway Commissioners, sworn, and examined:—

2201. *Chairman.*] What are you? I am Acting Secretary to the Railway Commissioners.
2202. Do you come here at their instance? Yes.
2203. To give us some information in regard to the new route proposed for the railway from Jerilderie to Berrigan;—have you any statement to make with regard to that matter? No; I have no statement.
2204. You see the map behind you—you see the red curved line extending from Jerilderie to Berrigan? Yes.
2205. That was the proposed route—the dotted line is the route the Committee favour;—have the Commissioners any objection to the alteration of the route? No; the Commissioners have no objection to the proposed deviation.
2206. It meets their views? Yes; they think favourably of it.

J. Kneeshaw,
Esq.
31 Jan., 1895.

WEDNESDAY, 27 FEBRUARY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. JOHN DAVIES, C.M.G.
JAMES HAYES, Esq.

JOHN MOORE CHANTER, Esq.
CHARLES ALFRED LEE, Esq.
JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Jerilderie to Berrigan.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane,
Esq.
27 Feb., 1895.

2207. *Chairman.*] Mr. Firth gave some evidence showing in detail the cost of various parts of the proposed railway from Jerilderie to Berrigan. Your statement appeared to vary from that a little, and I understand that you now desire to substitute another statement for it? I did not think it was necessary; but, on your suggestion, I am pleased to hand in an estimate which I revised after going over the route, and which I referred to in my previous evidence. [*Vide Appendix.*] In most points it is practically the same as the first estimate, though there is some difference in regard to ballasting and sleepers.
2208. There is no vital difference, but you believe that the details are more correct than in the previous statement? Yes; I now make the length 21 miles 19 chains, instead of 21 miles 10 chains.
2209. You desire this statement to take the place of Mr. Firth's? I think it would be better.
2210. According to this statement the average cost of the line would be £2,000 per mile? Yes.
2211. What will the running road cost? Deducting the cost of station buildings, ballast, earthworks at stations, and the amount put down for contingencies, engineering office, and supervision expenses, we have £1,441 a mile for the running road. That is what the Government would have to pay the contractors, including cost of permanent way.
2212. You put down £100 per mile for ballast? Yes.
2213. Is it possible to let the ballasting stand in abeyance;—may you not find that you will be able to do without ballast? I think it is possible; still, in my opinion, the money ought to be provided.
2214. Leaving it with you not to spend it unless absolutely necessary? Yes; I could undertake to do that. If, during the progress of the work, it should be found necessary, it would be very awkward not to have the money.
2215. That would make the running road £1,541 per mile? Yes.
2216. In letters which we have received from various landowners, although they acquiesce in the proposal, they point out that they should like various alterations made in the route as marked out, and the Committee would be glad if your surveyor would meet their requirements as far as possible, so long as that could be done without injury to the public interests. You realise, no doubt, how it may be possible by slight deviations to avoid improvements, wool-sheds, tanks, and so on? Yes.
2217. With regard to the cost of fencing here and in Victoria, you have sent in a plan—will you tell the Committee the difference between the cost of such works in the two colonies? The latest design for fencing which has been prepared by Mr. Rennick is, I believe, that shown on the small sheet before me.
2218. Will you describe it briefly? Yes. The posts are 3 feet 9 inches out of the ground, and 1 foot 10 inches in the ground, and are placed 10 feet apart. There are five lines of No. 10 wire, and on the top of the posts is a barbed wire, No. 12, which is fixed by means of staples, the other wires going through the posts. These posts have 21 square inches of section. There are straining-posts shown at certain intervals—probably from 4 to 5 chains. I also sent in a plan showing a fence designed by myself, with posts 4 feet 6 inches out of the ground, 7 wires of No. 6 gauge, and straining-posts every 4 chains, the ordinary posts being 10 feet apart. This design has been adopted for some years past.
2219. What is the cost of your fence? The estimate I gave to the Committee was £48 a mile.
2220. And of the Victorian fence? £45 a mile.
2221. Practically there is not much difference? No; my wires are stronger, and there are seven of them instead of six as in the Victorian fence; but Mr. Rennick's fence has a barbed wire on the top, which I have not. They are both effective fences.
2222. With regard to the samples of ballast in the four boxes before you, I understand that No. 1 was found at a depth of 11 feet, No. 2 at a depth of 15 feet, No. 3 at 11 feet, and No. 4 at 4 feet. Is not that very heavy stripping? Yes, but No. 3 is marked as having been found at a depth of 5 feet 6 inches.
2223. It is only inferior gravel at that depth? Yes; the only gravel that is really good in quality is No. 2, which has 15 feet stripping.
2224. Does 11 feet of stripping render it practically impossible to use the gravel? It is a good deal of stripping.
2225. Would it be cheap gravel? No.
2226. What about a stripping of 5 feet 6 inches? The sample found at that depth shows a very poor class of gravel. It is very dirty. I should not like to use it except as a makeshift.
2227. *Mr. Hoskins.*] When you were last here you stated in reply to a question which I put to you that you preferred to use ballast along this line in some of the soft places. There are, I believe, several places where, after heavy and continuous rains, such as we have had lately, and as we have often had previously—if heavy engines were used, although there might be a large number of sleepers upon the ground, the rails would not get their proper bearing, and the trains might run off the line? That is what I think.
2228. But I gather from your answer to the Chairman just now that you wish to have money for ballast, not with the view of actually expending it, but simply to have it at hand supposing it should be required. Before, however, you said that you would put ballast over these soft places? That was my intention. I could not tell that 5 miles of ballasting would absolutely be required—that was merely an estimate, which probably is on the safe side.
2229. Therefore, if the line is made, you intend to use ballast on those places where there is a great amount of soakage, and where the water in wet seasons cannot get away readily? Yes.
2230. This line is termed a pioneer line? Yes.
2231. The Narrabri to Moree line was also called a pioneer line? Yes.

2232.

H. Deane,
Esq.
27 Feb., 1895.

2232. Do you not propose to use 6 inches of ballast upon that line? I did at the time intend to use 5 inches.
2233. Your estimate of cost was how much per mile—£1,800? I cannot say from memory what it was; but I do not think that I have hitherto proposed any line costing less than £2,000 a mile.
2234. *Chairman.*] I think it was £2,400 a mile? I think it was about that.
2235. *Mr. Hoskins.*] That includes a large bridge, and several large culverts? Yes.
2236. Why did you propose to ballast the whole of that line while you intend to ballast only a portion of this line? I think it is very likely that when we come to carry out the Moree line a large quantity of ballast may be dispensed with. I shall certainly do without it where I can. But there is this difference between the two lines, that there is a great deal more black soil between Narrabri and Moree than in the Berrigan district.
2237. Then it is your opinion that you should be permitted to ballast some of the weak spots along the proposed route? Yes.
2238. *Mr. Humphrey.*] Have you seen an estimate of the cost of a line, somewhat similar to the proposed line, which is now in course of construction between Wycheproof and Sea Lake in Victoria? Yes; I think Mr. Rennick showed me that estimate.
2239. The difference between your details and the details shown there would appear to lie principally in the fencing, bridges, and earth-works? It is not a good line to make a comparison with.
2240. Why? It passes through mallee country where the rainfall is very small. I think Mr. Rennick said that the rainfall was only about 14 inches.
2241. The rainfall is from 15 to 18 inches, which is similar to the rainfall in the Berrigan district? —
2242. *Mr. Gormly.*] But mallee country is very porous, and the water soaks away through it? That is a very important point. Mr. Rennick's estimate does not differ very much from mine.
2243. *Mr. Humphrey.*] I suppose, he would be charged the full price for rails, and not get them at the reduced price at which you propose to purchase from the Railway Commissioners. That would increase the difference? That would be something.
2244. Is there any reason why a similar line should not be made in this Colony in similar country? There is really not very much difference between the two estimates. Mr. Rennick has less for earth-works, but then the country is more suitable.
2245. Being mallee country instead of clay? Yes; and as Mr. Gormly has pointed out, the water soaks away much more quickly.
2246. You have made provision for culverts and bridges? Yes. Mr. Rennick allows only £9 a mile for bridges and culverts.
2247. As against £115 allowed by you? It is £110 in the estimate which I furnished to the Committee.
2248. Where will those bridges be placed. We were told that no bridge would be necessary except at Berrigan Creek? We will want openings and drains every half-mile or so. They will be absolutely necessary.
2249. Speaking generally, do you think such a line as that between Wycheproof and Sea Lake would be suitable in similar country here? If it were modified to suit the different conditions.
2250. But I said, in similar country—in mallee country? Supposing we had similar country—mallee country—here, my estimate would probably be about the same as Mr. Rennick's.
2251. You think a pioneer line could be built which would be similar to that to which I have called your attention? The conditions of the country being absolutely the same.
2252. I suppose there are some parts of New South Wales very similar to the country through which this line passes? Yes; I should think so, though I have never been through exactly similar country.
2253. *Mr. Davies.*] Having visited the country, and having made a cursory investigation of the deviation recommended by the Committee, are you still of opinion that the line would cost £2,000 a mile to construct? I said that I recommended that £2,000 a mile should be available; but that I would save money where possible. I would not expend money on ballast if I found that it was unnecessary to do so. Had I stated that the line would cost £2,000 a mile, that would mean that it might cost more; but I do not think that this line will cost more. I think that it will cost less, and that we shall be able to make a saving.
2254. Are we to understand that £2,000 would be the outside cost, including the usual 10 per cent. addition? Yes; unless unforeseen circumstances should render extra work necessary.
2255. After seeing the country, do you think there is any possibility of that? I do not think so. I think that we shall be able to construct the line at the estimated cost.
2256. You would not recommend that the line should be built absolutely without ballast from end to end? No; I consider that ballast will probably be necessary in certain places.
2257. Have you made further inquiries with regard to the cost of sleepers since you were last before the Committee. Are you in a position to state whether you can get them supplied more cheaply than you at first thought? I wrote to the saw-mill company at Narrandera, sending a specification and sketch showing what was required, but I have not yet received any reply.
2258. *Mr. Lee.*] Have you thought any more over the question as to what width of road is necessary to carry the proposed line? I am prepared to make it on a 3-chain road.
2259. That is what you would prefer as an engineer? Yes; I recommended that the road should be 4 chains wide; but if 3 chains are given, I will take care that the line is placed as close as possible to the fence on one side, so that the rest of the road may be left for traffic.
2260. Considering that when the line is constructed all the heavy traffic will be taken off the road, do you not think that 1½ to 2 chains will be a sufficient width? It may be so.
2261. It must be remembered that this line is a pioneer line of a cheap character, and it is therefore necessary, where possible, to avoid the resumption of land. Therefore, inasmuch as there is a road now in existence from 2 to 2½ or 3 chains wide, will it not, in your opinion, be sufficient to carry the railway as well as the ordinary road traffic? What width do you ask about—do you refer to a width of 1½ chain or to a width of 2 chains.
2262. I am speaking of that portion of the road from Jerilderie station to where you turn in to go to Wilson's property? As you go across Jerilderie Common you are not restricted by fences at all; but as soon as you get to the Peterson and Sargood property you have a road which is only 1½ chain wide. That I think is clearly not sufficient. You could, of course, make the railway along such a road, but the road traffic would have to run as it best could and it would be very dangerous. It would also be a bad thing for the railway, because stock going along would trample upon the line and spoil it.

H. Deane,
Esq.
27 Feb., 1895.

2263. You think there should be at least 1 chain left for the ordinary road traffic? I think that where a road is not properly formed so as to confine the traffic, there ought to be at least 2 clear chains. If the road were formed, and metal and ballasting put upon it, you could confine the traffic to a very narrow width. But where the surface of the ground was untouched, you would require a good width. When one part of the road is cut up, the teams and other conveyances must have another track to travel over.
2264. But it is contemplated that the railway will take all the heavy traffic, so that the dangers you forecast are not likely to arise? To a certain extent that is so, but the old main road will serve as a road of approach to the stations, especially where the cross-roads come in.
2265. Would the Committee then be correct in understanding that it is your intention to resume along the road frontage in some cases $\frac{1}{2}$ a chain, and in other cases 1 chain, as circumstances may require? I think it will be necessary in all cases to resume enough to give a total width of 3 chains.
2266. Would not a maximum width of 2 chains be sufficient? It is perhaps a matter that should be left for others than myself to decide. If I had instructions to make the railway, I would put it as close to one of the fences as possible. But the question remains, would what was left of 2 chains be sufficient for the ordinary road traffic, and would not complaints arise about the railways monopolising the road.
2267. But supposing you adopt 2 chains as the maximum width, and it is afterwards found that that is not sufficient, do you know of any objection to resuming more land then? No, except that more favourable arrangements might, perhaps, be made in the first instance. Land could probably be purchased more cheaply in the first instance than if it had to be taken as an after consideration. In the first instance, it would be purchased under the Public Works Act, but afterwards, I take it, it would be a different matter, and excessive claims for compensation might come in.
2268. Supposing the Committee were to recommend the maximum width of 2 chains, would you be able to construct the line? Yes. Of course I should have no responsibility in the matter.
2269. Could you construct it in such a way that the ordinary road traffic would be perfectly safe? That is a point upon which I should not like to give a strong opinion. I do not think that if you put a railway line along a 2-chain road, it would be exactly safe for the road traffic. The traffic would be very close to the line sometimes, and that might be a source of danger.
2270. How are you having that portion of the line surveyed now;—are you providing for a 1-chain resumption? I am not providing for any resumption at all at present; I am only having a centre line laid out at a certain distance from the fenced line, so as to permit of the widening of the road where necessary on the other side. I am simply waiting for further instructions.
2271. In regard to resumptions? Yes.
2272. Is that delaying the work of your field survey? No.
2273. In the event of the Committee coming to a determination somewhat in opposition to your own views on this matter, would it in any way necessitate a re-survey? —
2274. *Mr. Chanter.*] Which do you consider the best of the four samples of ballast? No. 2, it being the cleanest. Nos. 1 and 3 are dirty, and No. 4 is at the wrong end of the line and, although it is clean, it would probably cake too much. It is very good material for ordinary roads, but it is not so good for railway ballast.
2275. You think that cement which it contains would make it unsuitable for railway purposes? Yes.
2276. Would the same objection apply to No. 2 sample? No; that looks as if it would answer very well.
2277. Your estimate of the cost of procuring gravel from Cuddell was 5s. a cubic yard, placed on the line? Yes, by means of the ballast waggons.
2278. But I notice from your report that gravel can be supplied at Berrigan at 1s. a cubic yard at the pit? It is Mr. Jamieson's report to which you are referring. The 1s. a cubic yard is royalty.
2279. Would the Department have to bear the cost of procuring the gravel in addition to paying 1s. a cubic yard for it? Yes; 1s. a cubic yard is what the proprietor wants, without doing anything for it.
2280. Sample No. 4 was obtained from Mr. Badcock's paddock, which is about the same distance from the line as the granite quarries? About $1\frac{1}{4}$ mile from Berrigan.
2281. You visited the spot? Yes, I went there.
2282. What do you estimate the cost of that ballast, and the cartage from the quarries to the line? At Berrigan they told me that it cost 5s. a yard to put it on to the roads.
2283. And it would be no cheaper than to get ballast from Cuddell? No; it would cost more, because it would have to be put into the trucks, and then run along the line. The cost would be less if the ballast waggons could be run right into the quarry.
2284. Would anything be saved to the Department by obtaining No. 2 gravel, and paying the royalty of 1s. a cubic yard? I am afraid not—there would be a great deal of stripping.
2285. You think that it is absolutely necessary on the ground of safety to ballast those parts of the line where water is likely to lie? Yes.
2286. You think you have provided sufficient for that? Yes.
2287. As I was travelling back home recently my attention was particularly drawn to some first-class sleepers which were being supplied to the Victorian railway authorities. They were hewn sleepers, and were being carted 7 miles, and put on to the trucks for 2s.—that was at Rushworth? I have communicated with Mr. Rennick on the subject of sleepers, and, in reply, I received the following letter from him:—

Dear Sir,

Board of Land and Works (Railway Construction Branch), Spencer-street, Melbourne,
21 February, 1895.

I beg to acknowledge receipt of your letter of the 14th inst., and as requested to inform you that the prices at present paid for sleepers at Echuca are 2s. 4d. for $9' \times 10' \times 5'$, and 2s. for $9' \times 9' \times 4\frac{1}{2}'$, in quantities from 250 to 500, direct from the cutters, delivered in trucks or stacked at the option of the superintending officer. The above prices have been the standard rates for small quantities for about two years.

The Murray River Saw Mill Co. tendered (unsuccessfully) for 10,000 sleepers, $9' \times 9' \times 4\frac{1}{2}'$, in August last, at 2s. 9 $\frac{1}{2}$ d. each.

Yours, &c.,

F. RENNICK,
Engineer-in-Chief.

H. Deane, Esq., M.I.C.E., Engineer-in-Chief, Sydney.

2288. *Mr. Hayes.*] This is what you said when you first gave evidence before the Committee:—

From your experience in America of lines laid without ballast, are you prepared to advocate that practice here in the case of pioneer lines worked at a low rate of speed? If I recommend them, it is scarcely because I prefer them. I should feel inclined, in all cases of new lines, from what I have seen in America, to put in a couple of sleepers more than we have been in the habit of doing. I believe it would relieve the maintenance of the line very much. But where you can get ballast easily I should always recommend its use. However, if it is desired to make as cheap a line as possible—a cheap and workable line—I would say leave out the ballast and put in more sleepers. You will make a satisfactory job and you will test the method.

* * * * *

* * * * * You

You think it will be perfectly safe to try the experiment at Jerilderie? Yes; looking at it as an experiment no harm would be done, because if afterwards you wanted better support to the road you could ballast it. After the line is once opened you can go on improving it just as they do in America. Then, as I have already explained, they lay their lines in a very primitive way in the first instance, and go on improving them from the day the traffic starts running.

H. Deane,
Esq.

27 Feb., 1895.

* * * * *
What would be the cost supposing it were necessary at some future time to strengthen the road by adding ballast? I suppose it would not cost more than is put down in the estimate at the present time.

Would the estimate of £308 for ballasting be sufficient to give about 6 inches of ballast? Yes, quite that, and the ballast could be run along more cheaply by the Commissioners' trains.

In view of that statement, would it not be advisable to make the line in the first place wholly without ballast, adding ballast afterwards, supposing it were found to be necessary; that would not be more costly than to put the ballast down in the first instance? I have explained that my first evidence was, of course, subject to any modifications which I might think necessary after travelling through the country. I still adhere to the opinions expressed on the occasion to which you refer, with such slight modifications. I believe in doing without ballast generally, but there are one or two places where I think the line should be ballasted, and I think money should be provided for 5 miles of ballasting.

2289. Practically then, you require so much extra in case ballast may be needed? I want to have a little in hand.

2290. But it is your intention not to use ballast where you can possibly go without it? That is my intention.

2291. *Mr. Gormly.*] Are you of opinion that it would not be worth while stripping to the depth at which the samples before you were obtained, especially since the gravel when procured would be inferior? Yes.

2292. *Mr. Chanter.*] If No. 2 gravel could be obtained at intervals along the line, might it not be wise when the line is made to ballast it all along with it? It may be found near the surface somewhere or other.

2293. I believe it would be if trial-shafts were sunk, and one or two quarries would then ballast the whole line, and could be kept always open? Yes; I think it would be better to ballast the line if there should be enough money available.

2294. Then would it not be wise to try and ascertain, as early as possible, where this gravel is to be found, with a view to reserving the land for railway purposes? Yes; if the Committee will recommend that.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Jerilderie to Berrigan.

APPENDIX.

A.

[To Evidence of J. Barling, Esq.]

PRECIS OF PAPERS RELATING TO THE PROPOSED RAILWAY.

AGITATION in favour of this proposal was first made in April, 1888, when the residents of Berrigan forwarded, through the Colonial Secretary, a petition urging the construction of a tramway or railway from Jerilderie to Berrigan.

The papers were referred to Mr. Whitton (Engineer-in-Chief for Railways), who reported in December of the same year that the construction of this tramway would have the effect of taking traffic from New South Wales to Victoria. The distance from Jerilderie to Berrigan, he stated, is about 28 miles, and from Berrigan to Yarrowonga, a station on the Victorian Railways, about the same. From Yarrowonga to Melbourne is 162 miles, and the total distance from Jerilderie to Melbourne 218 miles, while to Sydney it is 412 miles. Moreover, he pointed out that the construction of the proposed line from Jerilderie to Deniliquin would place Berrigan in nearly as good a position with reference to Melbourne as it would be if the tramway were made, and, therefore, he could not advise its construction.

Messrs. Chanter and Barbour, M's.P., in April, 1889, forwarded a further petition from residents of Berrigan, urging the construction of the tramway, and asking for a survey;—they also stated that in consequence of a promise made by Sir Henry Parkes, that the line would be constructed, the area under cultivation had been largely increased, the district being admirably adapted for agriculture. No record of this alleged promise can be found with the papers.

In the Legislative Assembly, Sir Henry Parkes, in reply to Mr. Chanter, on the 17th April, 1889, stated that the Engineer-in-Chief had reported adversely on this proposal; but that if any fair reasons for its construction were discovered, the work would be proceeded with. The papers were then forwarded to the Railway Commissioners for report; none, however, was received at that time,—the matter having been subsequently taken up by the Examiner of Public Works Proposals, and dealt with in his report on Riverina Railway Proposals.

No further action appears to have been taken until January, 1891, when a deputation representing the Berrigan Progress Association and the Berrigan Tram League, introduced by Messrs. Lyne, Hawken, and Creed, M's.P., waited upon Mr. Bruce Smith, and urged that a survey of the line be made. Mr. Lyne suggested that the old rolling-stock (used on the trams) be utilised for the work, and also pointed out that the output of wheat had been increased from 5,000 to 40,000 or 50,000 bags in two years. It was stated that the price of special areas in the district had been raised by the Minister for Lands from £2 to £6 (about 14,000 acres). Mr. Lyne also said that there was a proposal to have a railway from Coonong, *via* Urana and Daysdale, to Corowa, and he would not advocate the Berrigan one in opposition to it, because he considered the Berrigan line a very necessary one, and one work would not interfere with the other, as the whole of the country required development.

Mr. Bruce Smith, in reply, regretted he could not give the deputation a decisive answer, as the Examiner of Public Works Proposals had not yet sent in his report on the proposal. The Minister, however, was strongly impressed with the fertility and productiveness of the soil in the Berrigan district. If the facts were as stated by the deputation, and they had such a vast quantity of wheat awaiting an outlet, it was an index of what the country could do. If there were no engineering difficulties, and the Public Works Examiner's report was favourable, Mr. Bruce Smith said he would lose no time in recommending the proposal to his colleagues. He wished the deputation, however, to understand that no definite answer could be given until he considered the reasons adduced by the Tocumwal people in favour of a line in another direction, *viz.*, from Jerilderie, *via* Wait-a-while, to Tocumwal.

Mr. Alexander (Examiner of Public Works Proposals), was instructed to report upon the railway proposals for the development of the Riverina district, and in his report of the 30th March, 1891, he favours the construction of a line from The Rock to Murray Hut, which passes through Berrigan township.

Mr. Lyne informed a deputation representing the districts of Jerilderie and Berrigan, which waited upon him in February, 1892, that he had received a protest from Savernake and Murray Hut against the Jerilderie-Berrigan proposal, which showed that the people were not unanimous, The Rock to Murray Hut line being favoured. He promised, however, that if no absolute determination had been arrived at within a reasonable time with regard to constructing The Rock to Murray Hut line, he would recommend that the Jerilderie-Berrigan route be carried out.

In compliance with a request from Messrs. Chanter and Barbour, the Minister (Mr. Lyne), on the 23rd August, 1892, approved of a survey being made between Jerilderie and Berrigan, and also a survey from Coonong to Urana, and on to a junction with the Culcairn-Corowa line at a point near Quat Quaita.

Mr. Burge made an examination of the latter route, and stated that the works would not be so light as might appear from the flatness of the country, as the formation must be kept well above the surface for a great part of its length (64 miles) on account of flooding. Seven wide creeks would also have to be crossed. This line would pass through Urana, Clear Hills, and Daysdale, terminating at Hopefield. The survey was never completed. Mr. Bullard completed the survey of the Jerilderie-Berrigan Railway in January, 1893. The length is 21 miles 10 chains, and the country a dead flat throughout; the land through which the line would pass is nearly all alienated; the estimated cost of a light line of railway being £43,543 9s. 9d., or £2,061 4s. 7d. per mile, exclusive of land and compensation.

The last deputation on the subject was in May, 1894, when the residents of Berrigan urged that the proposal be sent before the Public Works Committee as soon as possible, and the Minister said it would be impossible to refer the matter to the Committee that Session, but if he (Mr. Lyne) were Minister after the election he would certainly advocate the reference of the line to the Committee.

Mr. Lyne was also asked if, in the event of the Government not undertaking the work, there would be any objection to a private company carrying it out, and the Minister replied that there were sure to be objections, but he certainly would have none.

On the 4th December, 1894, the Railway Commissioners, in accordance with the provisions of the Public Works Act, forwarded their report. They strongly advise the construction of the line, and urge that it be put in hand without delay, and completed within six months from the time of commencement, on condition that all landowners give the land required, free from compensation of any kind. The Commissioners consider that the district to be served would be capable of considerable development if supplied with railway communication. The line would also enable a good deal of traffic which passes through Victoria to be retained in New South Wales. The annual cost is estimated at £3,073, and the annual revenue at £3,083.

The final action taken was on 18th December, 1894, when Mr. Secretary Young moved in the Legislative Assembly that the proposal be referred to the Parliamentary Standing Committee on Public Works; and the motion was passed.

J. B.

B.

[To Evidence of C. O. Burge, Esq.]

COST OF EARTHWORKS.

Dear Sir,

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 22 December, 1894.

In reference to my evidence yesterday in reply to Mr. Chanter, I doubt if I made myself sufficiently clear regarding the apparent discrepancy brought out between actual cost of earthwork forming by municipalities and that estimated for the above line. The latter includes cost of widening out for stations and sidings, of cutting drains to and from culverts, of approaches to level crossings, all clearing of timber for two chains wide and grubbing, proportion of contractor's establishment and his risk of damage by floods, &c., and of fluctuation of wages, most of which matters do not apply to the other case.

Yours, &c.,
C. O. BURGE.

The Secretary, Public Works Committee.

B1.

FLOOD LEVELS AND BALLAST.

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 28 December, 1894.

AFTER my evidence before the Works Committee on 21st instant the Chairman requested me to have the following information supplied to it, viz. :—

No. 1. Flood levels.

No. 2. As to any other source of supply of ballast than that mentioned near Berrigan.

No. 1. I saw Mr. Bullard who states that he did not find any reliable flood marks, but that his information while on the ground, was against the idea that there was any general flooding of the country.

No. 2. Mr. Bullard states that he could not get any information of the existence of any ballast other than that, as already reported, near Berrigan.

C. O. BURGE.

C.

[To Evidence of H. McLachlan, Esq.]

SUGGESTED NEW LINES OF RAILWAY.

Office of the Railway Commissioners of New South Wales, Sydney, 29 December, 1888.

In sending forward our reports upon the various new lines of Railway we have been requested to report upon, we wish to place before the Government a few general remarks upon the whole question of the construction of branch lines.

None of the new lines that have been inspected by the Commissioners can be expected to be a commercial success from their opening, but we have been obliged to look upon the subject of constructing branch lines as a necessity for opening up the country, and the light in which we have dealt with the whole question has been to see whether working expenses can be covered by the traffic likely to accrue to the branches during the first two or three years, with a probability later on of a surplus being obtained to meet the interest on the capital outlay. We think it is only just to deal with the question in this way when only short lines are concerned, as in a new country it will not be possible (except under most peculiar circumstances) to construct any branch lines which can from the outset pay their working expenses and interest on capital; and as they will act as feeders to the parent line, we consider it will be a reasonable thing for the capital expenditure in connection with such lines to be borne by the main lines for a time as a set off against the additional traffic placed thereon.

With regard to the working expenses, we have placed these on as low a basis as possible, simply debiting against the respective branches the actual additional cost incurred to the Department by the opening, and not bringing any general charges to bear against them, such as a proportion of the expenses of the head quarters staff, traffic manager, locomotive engineer, permanent way engineer, &c., as these standing charges must be maintained whether the new lines are opened or not.

Looking at the fact that in nearly all cases in which reports have been made upon suggested railways the land has passed into the hands of private individuals whose property will be largely enhanced in value by the making of the railways, and that the lines in themselves will not be self-supporting for a long time to come, we are of opinion that the land owners in the respective districts should join together and arrange for the necessary land, free from all question of compensation of any kind, to be conveyed to the Government for the construction of the railway. This, in our opinion, should be a *sine qua non* in connection with the making of lines of this character.

E. M. G. EDDY,
Chief Commissioner.

W. M. FEHON,
Commissioner.

CHAS. OLIVER,
Commissioner.

D.

[To Evidence of A. J. Stopps, Esq.]

TENURE OF LANDS AFFECTED BY THE PROPOSED RAILWAY.

SCHEDULE showing tenure of land within the following holdings, which are wholly within coloured diagram on map; also two holdings, viz., Boomanoomana and Jerilderie which are mostly within the coloured area.

Name of Holding.	Freehold.	Conditional Purchases and Leases.	Reserves.	Roads.	Crown Land.
	acres.	acres.	acres.	acres.	acres.
Barooga.....	56,793	2,406	7,204	1,861	143
Boomanoomana, within coloured area	55,205	21,142	10,179	1,632	525
Boomanoomana, outside coloured area	5,680	710	2,308	123	.....
Boregerry	1,882	1,860	.....	160	15
Jerilderie, within coloured area.....	58,270	1,651	14,695	863	4,361
Jerilderie, outside coloured area	6,600	980	3,000	170	100
Lalaly South	680	2,274	730	64	63
Momalong.....	88,859	57,928	10,806	3,439	1,509
Myall Plains.....	1,019	4,284	1,278	40	.....
Murray	16,540	9,789	6,285	590	3,726
Nangunia and Warmatta	18,397	10,825	1,909	442	138
Narrow Plains	9,684	16,105	3,278	970	510
Triangular Plains.....	6,800	6,260	250	330	.....

NOTE.—The above areas exclude all lands within town and suburban boundaries.

E.

[To Evidence of R. R. P. Hickson, Esq.]

Department of Public Works, Roads and Bridges and Sewerage Branch,
Sydney, 11 January, 1895.

MINUTE PAPER.—Subject:—Jerilderie to Berrigan Road.

THE total amount spent up to the end of 1894 on the Jerilderie to Berrigan road was £2,042 19s. 5d.

The road has only been scheduled since 1888, and for the three years—1888, 1890, and 1891—the total amount voted was £650.

The vote for 1894 was £1,000, and for the half-year of 1895, £550.

ROB. HICKSON.

F.

[To Evidence of H. Deane, Esq.]

BALLAST ALONG THE PROPOSED RAILWAY.

EXTRACT from Report of Mr. Surveyor Jamieson, Jerilderie, 6th February, 1895.

Also am forwarding two (2) small boxes showing the quality of sand and gravel obtained in the district for your information, to see whether suitable for ballast. The number painted in black on the side of the boxes is to distinguish the nature and location of same:—

- No. 1. Light sand, obtained at the brickyard situated in Berrigan, and about 25 chains to the west of trial line, and almost on the surveyed line to Finley (Murray Hut). This sand is obtainable at 11 feet below the surface through stiff red clay.
- No. 2. Is from the same yard and of a much coarser nature, obtained 15 feet below the surface.
- No. 3. Is from a shaft I had sunk in Mr. Gregory's paddock near Berrigan, and on surveyed line. The gravel is obtained at 5 ft. 6 in. As this is on private property and near the entrance which leads to his house, did not sink to ascertain the depth of gravel. I have no doubt that on the 11-foot level the gravel would be the same as Nos. 1 and 2, as it appears to be running in an easterly and westerly direction.
- No. 4. Is a decomposed granite obtained from the gravel pit situated in L. Badcock's holding, about 1½ mile south of Berrigan. There is also a Government reserve there of about 30 acres, containing an unlimited supply. The only other place that ballast could be obtained from is Cuddell, situated near Narrandera, and from which place the ballast on the line Narrandera to Jerilderie was obtained.

The gravel marked 1 and 2, which I obtained in the brickyard at Berrigan is owned by W. Grenell. He has 1½ acres, and could obtain another ½ acre adjoining. He informs me that the depth of the sand, to his knowledge, is 10 feet, and if the Department thought it would be suitable he would, for a small remuneration, sink a shaft and ascertain for certain the depth. I believe the sand becomes coarser as it descends. Also, he would require 1s. per cubic yard for same, but I feel convinced he would take considerably less.

APPENDIX.

83

F 1.

JERILDERIE TO BERRIGAN RAILWAY.

Estimate of Cost—Length, 21m. 19c.

		per mile.
Earthworks	£4,754	£224
Culverts and bridges	2,345	110
Fencing 25 miles, at £50	1,250	59
Cattle stops, gates, &c.	700	33
Permanent way materials	11,237	529
Ballasting 5 miles, at 5s.	£2,200	
Laying, 1s. 6d. = £132 per mile	2,803	
Sleepers, 14s. per rail.		
Say 2,500 per mile 3s. = £375 per mile	7,964	
21m. 19c., at £375 per mile		
	12,967	611
Platforms, signals, &c.	£500	
Station buildings	750	
Goods and grain sheds	450	
Wool banks and sheep yards	400	
Sidings, 50c., at £18	900	
Turntable, £400	400	
Weighbridge	552	
Water supply	760	
Metalling	500	
	5,212	245
	38,465	1,811
Engineering, &c., 5 %	1,923	91
	40,388	1,902
Contingencies (say)	2,087	95
Total	£42,475	£2,000

Average cost per mile, £2,000.

G.

A CHEAP RAILWAY IN VICTORIA.

Board of Land and Works (Railways Construction Branch),

Spencer-street, Melbourne, 14 February, 1895.

Sir,

In compliance with your request of the 4th instant, for particulars of cost of, and information respecting, the Wycheproof and Sea Lake Line, I have the honor to forward particulars of cost and plan and section of this line. The country through which the line runs consists of plains covered with mallee. The soil is generally sandy loam, is porous, and absorbs ordinary falls of rain. The average rainfall is 15 to 18 inches. No creeks or rivers are crossed. Sand for ballast is obtained along the line, and is answering well, and sleepers are brought from an average distance of 100 miles nearer the coast.

I have, &c.,

F. RENNICK,
Engineer-in-Chief.

The Secretary Parliamentary Standing Committee on Public Works, Sydney.

Wycheproof to Sea Lake Line.—Length, 48 miles; nearly ready for opening.

Estimated cost per mile at opening based on expenditure to 31st December, 1894.

Description of works.	Cost per mile.
Land	Nil
Clearing and grubbing	£ 10
Fencing	3 unfenced
Cattle-pits at crossings	2
Earthworks (including stations and approaches)	135
Bridges .....	...
Culverts	9
Gravelling roads and approaches	7
Ballast (main line and sidings)	95 sand
Sleepers (red gum, ironbark, or box, main line and sidings)	333
Rails and fastenings (main line and sidings, including freight and laying)	692
Temporary station buildings (including platforms)	34
Water supply (temporary)	22
Signals	2
Telegraph	16
Engineering and surveying	105
Miscellaneous items	21
Interest on capital during construction	30
Total cost per mile	£1,516

Estimated total cost when additional works and equipment are completed—£1,800 per mile.

Office of Engineer-in-Chief, Railway Department, Melbourne, 14 February, 1895.

H.

JERILDERRIE TO BERRIGAN RAILWAY.

Book of Reference.

Name of Parish.	No. on Plan.	Description of Property.	Names of—	
			Owners.	Occupiers.
County of Urana.				
Parish of Jerilderie.....	1	Coonong & Kennedy Sta.	Crown .....	.....
"	2	Town allotment	L. McLean .....	.....
"	3	"	F. Paul .....	.....
"	4	"	Jas. Docharty .....	.....
"	5	"	E. Horgen .....	.....
"	6	"	J. Carroll .....	.....
"	7	"	Jas. Docharty .....	.....
"	8	"	P. M. Carragan .....	.....
"	9	"	T. W. Wise .....	.....
"	10	"	Wm. Davis .....	.....
"	11	"	Ellen Horgen .....	.....
"	12	"	E. J. Spriggs .....	.....
"	13	Suburban land	Crown .....	.....
"	14	Algdugerie Creek .....	" .....	.....
"	15	Temporary Common .....	" .....	.....
"	16	Portion 75.....	Wm. Peterson and Frederick Th. Sargood	.....
Parish of Wunn	17	Road	Crown .....	.....
"	18	Portion 66.....	Wm. Peterson and Frederick Th. Sargood	.....
"	19	" 65.....	" .....	.....
"	20	" 64.....	" .....	.....
"	21	Road	Crown .....	.....
"	22	Portion 76.....	Wm. Peterson and Frederick Th. Sargood	.....
"	23	" 77.....	" .....	.....
"	24	" 78.....	" .....	.....
"	25	Road	Crown .....	.....
"	26	Portion 87.....	Wm. Peterson and Frederick Th. Sargood	.....
"	27	" 87.....	" .....	.....
"	28	Road	Crown .....	.....
"	29	Portion 86.....	Wm. Peterson and Frederick Th. Sargood	.....
"	30	" 85.....	" .....	.....
"	31	" 85.....	" .....	.....
"	32	Road	Crown .....	.....
Parish of Mairjammy.....	33	Portion 45.....	Wm. Peterson and Frederick Th. Sargood	.....
"	34	" 46.....	" .....	.....
"	35	" 47.....	" .....	.....
"	36	" 1	James Connell	James Connell.
"	37	" 1, cultivation pad- dock.	"	"
"	38	Road	Crown .....	.....
"	39	Portion 98, cultivation pad- dock.	James Connell	James Connell.
"	40	Portion 69.....	A. C. Wilson.....	A. C. Wilson.
"	41	Road	Crown .....	.....
"	42	Portion 66.....	A. C. Wilson.....	A. C. Wilson.
"	43	" 65.....	" .....	.....
"	44	" 27.....	" .....	.....
County of Denison.				
Parish of Berrigan	45	Road	Crown .....	.....
"	46	Portion 32.....	A. C. Wilson.....	A. C. Wilson.
"	47	Road	Crown .....	.....
"	48	Portion 32.....	A. C. Wilson.....	A. C. Wilson.
"	49	Portion 36.....	" .....	.....
"	50	Road	Crown .....	.....
"	51	Portion 26.....	A. C. Wilson.....	A. C. Wilson.
"	52	" 23.....	" .....	.....
"	53	Berrigan Creek	Crown .....	.....
"	54	Portion 23.....	A. C. Wilson.....	A. C. Wilson.
"	55	Road	Crown .....	.....
"	56	Portion 92.....	John Dickie	John Dickie.
"	57	" 63.....	" .....	.....
"	58	" 78.....	" .....	.....
"	59	" 92.....	" .....	.....
"	60	Road	Crown .....	.....
"	61	Portion 42.....	A. C. Wilson.....	A. C. Wilson.
"	62	" 43.....	" .....	.....
"	63	" 45.....	" .....	.....
"	64	Road	Crown .....	.....
"	65	Portion 69.....	R. McDonald	R. McDonald.
"	66	Road	Crown .....	.....
"	67	Portion 69.....	R. McDonald	R. McDonald.
"	68	" 79.....	" .....	.....
Parish of Gereldery	69	" 71.....	" .....	.....
"	70	" 72.....	Greggery	Greggery.
"	71	Road	Crown .....	.....
"	72	Portion 72.....	Greggery	Greggery.
"	73	" 70.....	" .....	.....
"	74	Road	Crown .....	.....
"	75	Portion 75.....	Greggery	Greggery.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM JERILDERIE TO BERRIGAN.

REPORT.

THE Sectional Committee, appointed on Tuesday, 8th January, 1895, to inspect, take evidence, and report with reference to the proposed railway from Jerilderie to Berrigan, have the honor to report to the Parliamentary Standing Committee on Public Works:—

Your Committee, consisting of the Hon. John Davies, C.M.G., Thomas Thomson Ewing, Esq., James Gormly, Esq., Charles Alfred Lee, Esq., and the Hon. Charles James Roberts, C.M.G., left Sydney at 9 p.m. on 11th January, and arrived at Jerilderie at 7 p.m. on 12th January.

The Committee opened its inquiry at 10 a.m. on 14th January, at the Court-house, Jerilderie, where, in the first instance, evidence was taken from the owners of the township allotments through which the surveyed route of the proposed railway at present passes, as to their willingness to comply with the suggestion of the Railway Commissioners as a condition precedent to the construction of the line, namely, that the required land should be handed over to the Government free of charge by the respective owners. The owners of the allotments were unanimous in their refusal to give their land. The Committee then examined Mr. Beere, the resident engineer of the Roads Department in the district of Deniliquin. This officer gave the Committee some important information as to the local contract prices of earthwork and macadamised roads. He was of opinion that the proposed 6-inch formation on the railway would be insufficient, and under no circumstances would he recommend the construction of a railway without ballast on the description of country under consideration. The Committee examined, at considerable length, Mr. W. D. Drummond, practical farmer of the Berrigan district, as to the probable grain traffic on the proposed line, and also as to the profit derived by the farmers in his district from the growth of wheat under existing conditions as to price and market.

The Committee, after hearing this evidence, proceeded to inspect the junction of the surveyed line to Berrigan with the present terminus at Jerilderie, with a view of determining, from personal observation, the value of the improvements upon the allotments traversed by the proposed railway, and to ascertain, as far as possible, the practicability of a starting point which would avoid the allotments:

The hearing of evidence was resumed at the Jerilderie Court-house on Tuesday, 15th January, at 10 a.m. The principal witness examined was the Mayor of the Municipality and the owner of the only mill in the Jerilderie district. He was in a position, from his business experience, to confirm the representations already made to the Committee regarding the immense growth in the agricultural produce of the district within the influence of the suggested railway; but speaking of the probable returns from the line, he inclined to the opinion that the departmental estimate of traffic was in some particulars excessive. He was also of opinion that the estimate of the Railway Construction Branch that the cost of the earthwork formation would

average £225 per mile would prove capable of considerable reduction; an expenditure of £50 per mile would provide a formation 6 in. in depth by 18 ft. in width. The railway station-master furnished returns showing a great increase in the carriage from Jerilderie of both wool and wheat. Mr. Rochfort, the acting inspector of stock of the district, handed in a return showing the number of sheep in the area likely to be affected by the railway.

The Committee completed the taking of evidence at Jerilderie on the morning of the 16th, and left immediately afterwards by special conveyance for Berrigan, accompanied by the Surveyor of the Constructing Branch of the Railway Department, and the District Engineer of Roads, and proceeding as nearly as possible by the route of the proposed railway. The country traversed was in the first 10 miles for the most part open plains, followed in the remaining distance by lightly timbered land. Nearing Berrigan the soil was of a loamy character, and more adapted to agricultural settlement than that a few miles to the northward. Depressions referred to by various witnesses as likely to hold sufficient water to imperil the stability of the proposed line were found to be inconsiderable. Berrigan Creek, the main water-course on the route, will not offer any engineering difficulties whatever. The Committee had practical demonstration of the difficulty of transportation of large quantities of grain along this, the only road from Berrigan to Jerilderie. The difficulty and expense of constructing a road suitable for such heavy loads did not seem to have been over-estimated by the Engineer-in-Chief for Roads. On the route, the Committee inspected a Government well on travelling stock reserve No. 10,111. The well had a double shaft to a depth of 114 feet, through sand and clay, and there was a reservoir with a capacity of 7,000 gallons. The expenditure upon the supply had been comparatively small; but there was apparently grave doubt as to whether the water would be suitable for railway purposes. The Committee were satisfied that the departmental representations as to the existence of a large supply of timber on reserve No. 2,587 were well founded. In such lightly-wooded country this valuable reserve would probably yield to the railway the anticipated revenue from the carriage of firewood. At a point a short distance on the Jerilderie side of Berrigan Creek the Committee inspected some earthworks in process of formation by the Roads Department. The width of the formation was 66 ft. from water-table to water-table, the centre being 20 in. above the natural surface; the contract price was 21s. per chain. In view of this information afforded to them by the District Road Engineer it appeared to the Committee that the departmental estimate of £225 per mile for earthwork was in excess of the necessary expenditure, that opinion being confirmed by the information already given to the Committee by the Mayor of Jerilderie in connection with the cost of municipal earthworks.

The Committee examined witnesses in the public hall, Berrigan, shortly after their arrival from Jerilderie, and also on the following day. Their testimony was entirely favourable to the construction of the railway. The chief reasons adduced were the rapidly increasing area under cultivation, the extreme difficulty in obtaining cartage to the Jerilderie terminus, and the probable increase of production generally if easier means of transit were afforded. It was explained that under existing circumstances, the whole of the cartage to Jerilderie, the only point of direct railway communication with New South Wales markets, had to be done within about four months, *i.e.*, the months of December, January, February, and March, the road at other periods of the year being practically impassable. The present means of transit frequently exposed producers to losses attendant upon an adverse market, and deprived them of the opportunity to avail themselves of a favourable one. The cost of haulage was also considerable. Possibly a fair instance of this would be that while the present freight under favourable circumstances from Berrigan to Jerilderie was 9s. a ton, the Commissioners propose to carry grain over the same distance at 2s. 6d. a ton. The saving to the agriculturist upon vast quantities of grain is at once apparent.

The whole of the witnesses expressed a desire to send their produce to and obtain their stores from their own Colony, if the rates for carriage permitted. The Committee completed at Berrigan the branch of their inquiry relating to the suggested transfer to the Government, free of charge, of the land required for the railway.

railway. Mr. Greggery, a farmer in the immediate neighbourhood of Berrigan, was the only landowner upon the route of the railway who expressed his willingness to give the required area free of charge. In connection with the leasing or sale of land for agricultural purposes, some valuable information was gathered from the Hon. Rupert Carington, who with Mr. John S. Horsfall is a joint owner of Momalong estate, and from Mr. Patrick McFarland, the owner of Barooga. The former had already sold 8,000 acres to agriculturists at an average price of £4 2s. 6d. per acre, and had prepared a further area of 9,000 acres for sale. The wheat yield of the estate this year would be 23,000 bags. Mr. McFarland had under cultivation upon his estate 10,000 acres, partly upon the system of "halves." He intended next season to increase this area by means of leasing. It was abundantly evident to the Committee from the statements of the two witnesses referred to, that but a very small proportion of the land in the district suited to agriculture had yet been cultivated. The witnesses, generally, were of opinion that the Railway Commissioners' estimate of the traffic upon the projected railway would be realised.

During their stay at Berrigan the Committee were shown a single shaft well, 190 feet deep, with 40 feet of good water, upon the property of Mr. W. J. Greggery. The well is situated about half-a-mile from the last peg of the trial-survey. The Committee also satisfied themselves of the existence of a very extensive granite formation about a mile distant from the town upon the Mulwala road.

The Committee proceeded to Finley at an early hour on the morning of the 18th, and there examined a large number of witnesses in the public hall. They were invariably of opinion that an extension of the railway to Berrigan would be almost valueless to those farmers who regarded Finley as a centre. The Committee were furnished with a list, which is printed as an appendix to Mr. Faulkner's evidence, showing the farmers now in occupation of land who would not use Berrigan as a loading place, but would continue to make either to the Jerilderie terminus, or, in a few instances, over the border into Victoria. Mr. Faulkner also emphasized the fact that the owner of Tuppal was prepared to lease to agriculturists a large area of excellent arable land in the vicinity of the area already leased on the estate, about 15,000 acres. When questioned as to the probability of their using the railway if constructed to Berrigan, the witnesses pointed out that it would not pay them to do so, inasmuch as the cartage to Berrigan, combined with the proposed railway charges thence to Jerilderie, would be almost equal to the present heavy freight for road carriage to Jerilderie. The Committee were impressed with the general fertility of the district through which they travelled on going to and returning from Finley; the road passing through what may be fairly described as a continuous wheat-field. It is clear from the evidence brought forward, that not only is the land extending far to the west of Finley suitable for agricultural settlement, but that there is a large number of genuine settlers already in occupation there.

The Committee left Berrigan at 8 a.m. on the 21st inst., and proceeded by special conveyance to Savernake, where further evidence was taken. The evidence generally was to the effect that the settlers to the west of Savernake would be benefited by the railway, and would utilise it for the conveyance of their produce. Beyond that point, the settlers regarded the construction of the railway as a matter of little importance to them. The farmers generally expressed the opinion that, in the matter of railway construction, they would be best served by the surveyed line from the Rock to Murray Hut. Seeing that Savernake is distant about 18 miles from Berrigan, 20 miles from Yarrowonga, and about 30 miles from Corowa, it is obvious that the districts to the eastward would not be directly interested in the construction of the proposed railway.

The inquiry of the Committee terminated at Savernake, and they returned to Sydney, *via* Yarrowonga and Benalla, on the 22nd inst.

It will be seen from the evidence that a large area of land suitable for farming settlement extends approximately from 9 miles south of Jerilderie, passing thence in a westerly direction to within a few miles of the present surveyed line from Jerilderie to Deniliquin, thence with a southward trend to within about 12 miles of the town of Deniliquin, reaching to the Murray on the south, and to the east embracing Clear Hills and Savernake and extending eastward to the Rock. Although it is apparent that

that a large extent of this country would not be served by the proposed railway, still within these roughly defined boundaries a vast quantity of grain is already produced, and it may fairly be expected that in the near future, with improved means of communication, the present output from agricultural pursuits will be very largely augmented. The soil may be generally described as a red loam, the timber consisting principally of box and pine. The rainfall appears to be generally sufficient for the growth of cereals and fruits.

The question, therefore, for the Committee to decide was, whether the proposed railway would be the most suitable way of affording immediate relief to those already in occupation. Incidentally the Committee also considered the question as to whether the railway would eventually be antagonistic to a general scheme for the development of the whole wheat-growing area referred to. It will be apparent from the return which appears as an appendix to the evidence of Mr. Lysaght, the hon. secretary to the Berrigan Progress Association, that Berrigan is at present the centre of a large area of agricultural settlement, and that a very large development of cultivation is yet possible in its vicinity. Further, it will be seen from the return appearing as an appendix to the evidence of Mr. Faulkner, the manager of Tuppall Station, that Finley is also the centre of a large area of land at present under cultivation, and that there is a possibility of considerable agricultural development in that direction if proper means of communication be furnished. Considering the nature of the soil and the great weight of grain produced, the Committee are of opinion that a terminus at Berrigan would be scarcely adequate to meet the legitimate needs of that portion of the district to the westward of Finley.

Agreeably with the wish expressed by members of the full Committee, the Sectional Committee used every legitimate means to obtain evidence from the whole of the landowners along the surveyed route of the line as to their willingness to give free of charge the land required for the railway. The whole of the owners with the exception of Messrs. Petersen and Sargood, of Wonnamurra, through whose estate the survey passes for a distance of 7 miles, and Mr. A. C. Wilson, of Berrigan, appeared before the Committee. In regard to the former of these, their local representative informed the Committee that he was not in a position to afford them any information as to the intention of his principals in regard to the gift of land. Mr. Wilson was not in the district, but he informed the Committee, by telegram, that he was prepared to give the land. At the same time he thought that, as the severance involved would be such a serious matter to him, it should receive consideration. [*Vide Appendix.*] With regard to the allotment holders adjacent to Jerilderie, they were, as already pointed out, unanimous in refusing to comply with the suggestion of the Commissioners. From the termination of these allotments the route passes, for a distance of about $2\frac{1}{2}$ miles, over the Jerilderie common. From the southern boundary of the common to the southern boundary of portion 47, parish of Wonnamurra, the line passes through the property of Messrs. Petersen and Sargood, from whom, as explained, no information was forthcoming. From this point the line passes through a small portion of the property of James Connell, who refuses to give the required land. It passes thence through Berrigan Station, the property of Mr. A. C. Wilson, from whom also the Committee had no definite information as to the gift of land. Still the evidence of the hon. sec. of the Berrigan Progress Association, together with the contents of the telegram above referred to, would leave it to be inferred that no great difficulty will probably be experienced in regard to this holding. The next property owner on the route is Mr. John Dickie, who also refuses to give the required land. Mr. McDonald, the next owner, although apparently inclined to give the land required, makes some stipulation as to platform accommodation as an equivalent. The last landowner on the route, Mr. Greggery, was prepared to give the land. The difficulty the Committee experienced in obtaining any evidence of uniform compliance with the suggestion of the Railway Commissioners will be at once apparent. They have, however, arrived at the conclusion that a district so well deserving of the advantages of railway communication as is Berrigan should not have its development arrested through an illiberal spirit which might be displayed by any of the large landowners on the route of the proposed work. It was clear that although the residents of the Berrigan district had done all in their power to obtain the gift of the land in question they had

had failed, and it appears almost impossible to obtain that cohesion among them which would furnish the large sum that might be required to cover the probable large demand for resumption and severance on the part of the large landowners. In their reference to the reluctance of some of the landowners to give the required land free of charge, the Committee do not desire to include several small owners whose properties would apparently be subjected to worsement rather than betterment. As indicating the value to the large owners of railway extension, and the disposition of some of them to recognise that fact, it may be mentioned, that in giving evidence at Berrigan, the Hon. Rupert Carrington said that had the line passed through his estate he would have given the area required, but that as that was not the case he intended to send the whole of his wool and grain by the railway, although at some loss in comparison with Victorian rates.

The Committee endeavoured to devise some scheme, which, while giving the district the required means of communication, would remove the necessity for a large area of resumption. With this end in view, the Chairman of the Committee and Mr. Gormly, accompanied by an officer of the Construction Department, were deputed to inspect the suggested deviation shown by the blue line on the plan which appears as an appendix to the Committee's Report. From the plan it will be seen that this route passes from Jerilderie in a south-easterly direction till it intersects a road 1 chain wide in possession of the Crown between portions 61 and 62. Following that road in its continuation south it passes across the main road at the south-east corner of reserve 2,587, thus almost wholly avoiding resumption upon the Wonnamurra Estate; following the eastern boundaries of portions 80, 75, 74, and 93; thence by reserved roads and the main road to the point where a junction is effected with the original departmental survey near portion 98. Although the road for most of the distance is but 1 chain wide, still the Committee are of opinion that, having regard to the nature of the country and the character of the proposed work, that width would be sufficient. As a further result of the inspection, another route, shown by the dotted blue line upon the plan, was discovered, and it eventually commended itself to the Committee as the better of the two. A description of the route, and the reasons for its acceptance, will be found in the next paragraph of the Report. The Committee placed before the Engineer-in-Chief, by letter, particulars of the suggested routes and their views thereon.

The Committee, seeing that Berrigan is the centre of a very large and undoubtedly genuine settlement, and that it will eventually be the depôt for a vast quantity of produce, are of opinion that a railway should, as soon as practicable, be constructed to the district from Jerilderie at a cost not exceeding the estimate of the Engineer-in-Chief for Railway Construction, namely, £1,830 per mile. The route recommended by the Committee, which is practically the same length as the departmental survey, would be that approximately following the road and shown upon the annexed plan by a dotted blue line from points C to D; thence by the route of the departmental survey into Berrigan. The Committee are of opinion that the main road at present in existence would be placed contiguous to the railway, thus doing away with any further severance. Such alteration would be of great benefit in the location of the road itself and of permanent benefit to the railway.

It is abundantly evident to the Committee from their investigation that a good deal of traffic which now passes through Victoria from this district will be retained to New South Wales if the proposed railway be constructed. The Committee are further of opinion that the railway can be constructed within the final estimate of the Engineer-in-Chief, engineering difficulties being totally absent; that no better district in the Colony could be selected for the construction of a pioneer line of railway; and that the work offers every prospect of furnishing a return equivalent to the estimate of the Railway Commissioners from the date of its completion.

Having regard to the fertility of the soil and the general settlement, extending from Berrigan to Finley, the Committee are of opinion that the immediate construction of a cheap line of railway between these two points would be justifiable, either by utilising the road, or upon land which would be given by the local landowners free of charge, it being apparent that such a line might eventually form part of a railway for the fuller development of the previously described agricultural area.

22 January, 1895.

THOS. EWING,
Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM JERILDERIE TO BERRIGAN.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

MONDAY, 14 JANUARY, 1895.

[The Sectional Committee met at the Court-house, Jerilderie, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

CHARLES ALFRED LEE, Esq.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES GORMLY, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Jerilderie to Berrigan.

Mr. Gerald Butler Beere, Resident Engineer, Deniliquin Road District, sworn, and examined:—

1. *Chairman.*] What position do you hold? I am resident engineer of the Deniliquin road district.
2. Have you been long in the district? Something over four years.
3. What has been your previous experience? A long course of rail-road engineering, principally in other parts of the world. I have done a good deal of work in Victoria and in New Zealand.
4. Have you carried out extensive rail-road and other works in other parts of the world? Yes; I was assistant engineer in the province of Auckland for some years.
5. And you are competent to express an opinion, not only as to the roads of the district, but also as to the railway under consideration? Yes; I consider myself competent to do so.
6. The area under consideration in connection with the proposed railway is bounded on the west by Murray Hut, on the south by a line running 6 or 8 miles from Berrigan, and on the east and north-east by Savernake and Clear Hills;—can you tell us what is your present road expenditure within that area? I could not say definitely without reference to my books, but speaking roughly I should say it would be about £3,000 a year.
7. What would be your main roads within that area? The road from Jerilderie to Clear Hills, from Jerilderie to Berrigan, from Berrigan to Corowa, from Jerilderie to Finley, from Berrigan to Cobram, from Berrigan to Mulwala, from Jerilderie towards Urana.
8. Portions of all those roads would be within the area under consideration? Yes.
9. You are aware of the line which it is proposed to construct from Jerilderie to Berrigan? Yes.
10. Would the construction of that line do away with the need for maintaining any of these roads? I do not think it would do away with the maintenance of any road, although it might diminish the maintenance expenditure upon the road from Jerilderie to Berrigan.
11. As the district became more settled would not the settlers be likely to use portions of the main road very much, in order to reach the railway stations? The road, of course, would be very serviceable for approaching the railway.
12. Therefore, the main road itself would not fall absolutely into disuse? No; I think it would be still very much used.
13. As population became denser the road might become as much used as ever? Yes; and I think there is every probability of a great increase of population within the area of which you are speaking.
14. Can you suggest any way in which your road expenditure would be affected by the construction of the proposed line? Well, it would obviate the necessity for keeping the particular road to which you refer in what might be termed first-class repair, but at the same time the railway would add materially towards the cost of other roads—that is, in making them sufficiently good for use as approaches to the railway.
15. Would the tendency of the construction of the line be to increase or lessen the road expenditure of the district? I think the expenditure would have to go on just the same. The amount which you would save on this particular road would be expended on by-roads.
16. *Mr. Davies.*] Did you furnish the data of the estimate of the Engineer-in-Chief for Roads of the cost of constructing a road from Jerilderie to Berrigan, dated 8th January, 1895? Yes.
17. What is your estimate? My estimate was pretty close to the estimate to which you direct my attention.
18. What were the details of your estimate? I see that the Engineer-in-Chief has 25 miles of formation at £66. I think my estimate was £100. There is a difference there. Then, as against that, there are 50 miles of side drains, estimated at 4d. per lineal yard.

Mr.
G. B. Beere.
14 Jan., 1895.

- Mr. G. B. Beere.
14 Jan., 1895.
19. Did you furnish that estimate of 4d. per lineal yard? No; my estimate was nil. You can get the work done for practically nothing.
20. You think that item could be struck out? Perhaps the better way would be to take the estimate as a whole. The Engineer-in-Chief has made reductions in some instances, and has added to my estimate in others. The total works out pretty much the same as mine.
21. What is your total estimate per mile? £2,062.
22. For what width of road? Sixty feet.
23. What is the metal formation? Eighteen feet.
24. With a depth of how much at the crown? Eight inches throughout.
25. What height will the centre of the road be? About 20 inches. The crown of the road would be altogether 4 feet above the bottom of the side drains. The formation would cost about £1 0s. 4d., and I do not think the formation required for a railway would cost more. We have let contracts for work of this kind at 20s. a chain. I think you ought to get your railway formation at that price, unless contractors generally became dearer in their prices.
26. Have you any contracts let at that price now in the vicinity of the proposed railway? Yes; at about that price.
27. What would be the average price? £1 0s. 4d. per chain is the price in one case. In another case £1 1s. 7d.; in another, £2. Those prices will give you an idea of what kind of work can be done for the money.
28. What, in your opinion, should it cost them to carry out the earthworks in connection with a cheap line of railway 22 miles long, such as that proposed? I should put it down at 30s. a chain, or £120 per mile.
29. Supposing the Construction Branch of the Railway Department had submitted for earthworks £225 per mile, would you regard it as an excessive estimate? I think it would be ample, but, of course, I do not know what basis they are working on.
30. From your experience in connection with your own contracts in the district, you are satisfied that the earthworks for the proposed railway could be carried out at £120 a mile? I am quite satisfied that the earthworks could be done at that price by contract.
31. You have come to that conclusion after having let many contracts in connection with the roads of this district? Yes.
32. Have you any road in your district costing £2,060 a mile? There are little bits of metalled road which have cost at that rate—some at Tocumwal, and some in the Berrigan streets.
33. Was that work carried out under your supervision? Some of it.
34. Could you send us the details of the expenditure? Yes; from records in the local office when I obtain them.
35. Where did you get your metal ballast? There is splendid granite metal within 7 miles of Tocumwal.
36. What gauge is it broken up to? A 3-inch gauge.
37. I suppose you use 3-inch ballast? Yes.
38. What would the 3-inch ballast cost in the case of a road of £2,060 a mile? It would cost 11s. 1d. Tocumwal, broken and spread on the road. At Berrigan we could get it broken and spread at 7s. per cubic yard. Here at Jerilderie we could get Cuddell gravel from the railway for about 11s. per cubic yard. Then there is the cost of carting, which would bring the amount up to 13s.
39. What is the cost of the blinding of a road of this character per mile? We can get sand blinding at 1s. a yard.
40. With metal so easily obtainable, how do you arrive at the expenditure of £2,060 per mile? It is not only the metal, but there are other details to be considered. I have already explained that the total estimate works out at the amount you have given. Of course, if a railway were constructed it would not be necessary to expend £2,060 per mile, but as I pointed out to the Chairman, there will be no saving in the annual cost for maintenance.
41. *Mr. Lee.*] Which do you think would be the preferable work—a metal road at a cost of £2,060 per mile, or the proposed railway? My private opinion is that the road would be better.
42. Why do you arrive at that conclusion? Supposing the railway were constructed to-morrow, the farmers living 6, 7, 8, or 10 miles away from here would invariably drive their own teams. They would bring their own produce to Jerilderie. Even going down as far as Murray Hut, I do not think they would be likely to travel for 13 miles across to Berrigan.
43. How far is it from Finley to Jerilderie by the travelling stock reserve? About 24 miles.
44. Do you expend any money on that road? We have expended some. We are having a good bit of work done on that road.
45. You think that if the teamsters once had heavy produce such as wheat upon their drays, they would be more likely to come to Jerilderie than to go to Berrigan? Decidedly.
46. Is the travelling stock road available for dray traffic all the year round? It is bad in winter time; still they make use of it—they bring waggons along it at all times.
47. What are the usual loads they put on the waggons here? From 7 and 8 to 14 tons.
48. What is the width of tyre? Two and a half inches.
49. Do you manage to keep the roads in sufficiently good order to carry 14 tons on a 2½-inch tyre? No; it would be simply a waste of time.
50. I suppose the metal simply goes out of sight? Yes; until it is thoroughly bound.
51. You think there would be a chance of the farmers using their own drays in competition with any railway which might be constructed from Jerilderie to Berrigan? Yes. I do not think you would get the Murray Hut traffic to Berrigan. You might get some of the traffic to the south and to the east, because the roads to Mulwala and Corowa are not very good roads. I think that most of the trade which now goes in that direction would, if there were a railway, come towards Berrigan.
52. Do you think that if the Finley farmers could get their wheat carried from Berrigan to Jerilderie at 2s. 6d. a ton, they would bring it into Jerilderie in a dray? Yes; I think the distance and the nature of the road between Berrigan and Murray Hut would prevent their coming across with the traffic.
53. Even with the low rate I have named you think they would still bring their wheat to Jerilderie by dray? Yes.
54. The quantity of wheat grown in that locality is very great, is it not? Yes.
- 55.

Mr.
G. B. Beere.
14 Jan., 1895.

55. Supposing a main road would serve the people better than a railway, it would be necessary to metal that road from Jerilderie to Berrigan, and from Berrigan to Finley would it not? Yes.
56. And it would cost £2,060 a mile to make such a road? Yes, but the metal would last some time.
57. In your opinion either a metal road or a railway in this district will become a necessity? An absolute necessity.
58. If it could be shown that a railway could be made for about the same cost as a road, which would you suggest, having in view the benefit of the whole district? I think the railway would be the best.
59. No revenue is derived from roads? No.
60. No matter how much more money is expended upon roads no revenue is derived from them? No.
61. On the contrary, whenever a railway is made it produces a certain amount of revenue immediately it is open for use? Of course.
62. It is estimated that the cost of maintaining a road costing £2,060 per mile, would be £150 per mile per annum? That is at the first start off, but as the roads became consolidated you would not require to expend that amount in maintenance.
63. If it can be shown that the railway, taking all charges into consideration, can be maintained for a less sum than that, upon what do you rely for your argument that a metal road would be the best for the district? I think it will afford better accommodation to the public.
64. But viewing the matter as one of £ s. d.? From that point of view the railway would be best, but looking at the matter from the point of view of public convenience, I think the road would afford greater accommodation.
65. Quick communication is a great advantage to the public, is it not? Undoubtedly.
66. You know the route of the proposed railway; do you think the 6 inches of earthwork formation would be enough to carry it? Not on the average. The water lies about at different points along the route. At certain times there is an immense amount of water on the country between here and Berrigan. A great deal of water settles in basins and passes down over old water-courses. The depth will vary from a foot to 18 inches.
67. And you think that a 6-in. formation would be under water? At times.
68. And the traffic would have to be suspended for the time being? The line would be endangered.
69. After the water had subsided would there be any danger of the line sinking? There is always a danger of that, when water rises above the formation, and where embankments are subjected to its influence.
70. You think from the nature of the soil that there will be a good deal of erosion? Yes; the soil is red and blue loam, and is very sugary; water will erode it very rapidly.
71. Supposing that it were proposed to build a line with a 6-in. formation with no ballast at all, but with the sleepers laid close together, do you think there would be any danger of any portions of the line sinking? In country of this nature it does not matter how many sleepers you put down, you want ballast. An engine of 38 or 40 tons, if the sleepers were laid down without any ballast, would fairly drive them into the soil.
72. You think it would not be possible to construct the line without ballast with any degree of safety? Yes; I should not like to see it done.
73. You say that after four years of road-making in the district? Yes.
74. You know that in this particular instance there is a departure from the ordinary method of railway construction in this Colony, and that it is proposed to make the line on a cheaper principle than any heretofore constructed? I am aware of that.
75. That being so, one of the objects of the Committee is to ascertain whether ballast could be dispensed with? Of course, there would be a saving in the first instance, but I am afraid when you came to work the line you would find it very expensive. If an engine came to grief, and if lives were lost, you would very soon have to pay more than the cost of the ballast.
76. You think there is no doubt that a portion of the line would be submerged at some time or other? Yes.
77. Have you yourself seen water on the portions of the country to which you refer? Several times.
78. Do you know the proposed route? I have seen some of the pegs.
79. Is there any point you can suggest where the line should be deviated and taken along the main road? I could not say without making a personal inspection.
80. Is there much stock coming along the stock route from Finley? I do not think so. I have seen the road with cattle and flocks of sheep upon it, but not to any great extent.
81. Do you have to put many culverts in your roads? Four to the mile.
82. Third-class culverts, I suppose? Yes.
83. Do they answer the purpose? In some cases they do, and in a great number of cases they do not. I do not believe in box culverts at all in this country. Persons see the country when it is dry, and they think that a box culvert will do; but when the winter rains fall you want culverts of a much larger capacity. I would put in third-class culverts, and would keep them from 10 to 12 feet wide.
84. Has there been any current in the flood-waters to which you have referred? It depends upon the position of the water. If it is an old river-bed, of course there is a good current; if it is open country of course it is still water.
85. Where does the water come from? From the higher country. There are slight undulations. For instance, there is an overflow from the Billabong, and the Yanko floods a large extent of country.
86. Would that affect the particular country through which the railway passes? As I have already said, I have seen water lying at different points from a depth of 1 foot to a foot and a half. The water comes from various directions.
87. During flood time is the ordinary dray traffic suspended? To a great extent it is. Sometimes they flounder through, but oftener the traffic is completely stopped.
88. Mr. Roberts.] Where are your head-quarters? At Deniliquin.
89. What are the boundaries of your district? It extends on the east to Urana to close to Mulwala on the south-east; on the west it extends close to Swan Hill; on the north for about 20 miles, north of Wanganella; and on the south to the river Murray.
90. You have had an opportunity of acquainting yourself with the whole of that district? Yes.
91. It is pretty well all the same class of country? It varies. Some parts are far richer than others. The tract from Clear Hills to Deniliquin is rich wheat-growing country. In other parts, although the country will produce cereals, it will not produce them to the same extent.

Mr.
G. B. Beere.
14 Jan., 1895.

92. It is all level country? Fairly level all through.

93. The present cost of the construction and maintenance of the road between Jerilderie and Berrigan amounts to £1,000 per annum? Last year was the first year we got £1,000.

94. What did you get previous to that sum? Sums varying from £200 to £500.

95. But an increased expenditure became necessary on account of the increase in the traffic on the road? I proposed that the road should be made a third-class instead of a fourth-class road so as to give us more per mile. I saw that it was absolutely necessary to have more money for the road, and to keep it in working order for the traffic.

96. What state of repair is it in now? Medium. It is very bad in parts.

97. Is it ever rendered impassable? Whenever there are heavy rains it is rendered absolutely impassable for heavy traffic.

98. During the four years you have been in this district have you noticed a constant increase in the traffic between Berrigan and Jerilderie? Yes. When I first came here Berrigan was nothing, but it is really something now. There is a good big population there, and there are good buildings in the town. It is a much more prosperous place than it was.

99. What has been the cause of the increased settlement during the last few years? The large land-owners have either sold or leased portions of their estates for agriculture. For instance, Mr. Faulkner, the proprietor of Tuppal has leased a portion of his estate with the option of purchase. The men who have taken it up appear to be doing very well. The price of wheat has been very much against them lately but still they seem to be comfortable well-to-do people.

100. From your knowledge of the production round about Berrigan you think that the Government should afford the settlers some better means of getting to market, either in the shape of a first-class road or in the shape of a railway? Yes. I may say as a man professing to be a railway engineer I do not like the idea of constructing these small cockspurs; I do not believe in them anywhere. In this instance I should prefer to see a line made from the Rock through Clear Hills and onwards through the whole wheat-producing country. A line like that would be sure to pay. Take a short line such as that which it is proposed to make to Berrigan: The Berrigan people may use it, but the outside settlers will not.

101. Do you not think there would be a large traffic on the railway? I think a good deal of the wheat in the district would come upon the line, but I do not think it would serve the radius you think. I do not think a cockspur to Berrigan would serve the Murray Hut district or the western part of the wheat-growing area.

102. Is there not a large number of farmers to the south of Berrigan? A good deal of wheat is produced there but there is nothing like the number of farmers there that you find in the west.

103. And you think the settlers there would still continue to send their produce along a very indifferent road instead of upon a railway *via* Berrigan? Yes, they would prefer to come to Jerilderie direct unless there were a good macadamised road connecting them with Berrigan.

104. And you are bearing in mind that the road from Jerilderie to Murray Hut would be in the same position that it is in now? Yes.

105. If a railway were constructed would it still be necessary to expend £1,000 a year upon the road between Jerilderie and Berrigan? I think so.

106. Do you not think there would be a certain amount of saving which might be expended upon new cross-roads? Some money might be expended in that way.

107. *Mr. Gormly.*] In regard to the contracts you have let. You have mentioned a contract price of £1 0s. 4d. per chain for earthworks;—how many cubic yards of earth per chain were used in the formation of that road? About 50 or 60 cubic yards.

108. That is not much over 4d. per cubic yard. Do you expect the contract to be completed at that price? Yes.

109. You have stated that at times there would be a good deal of water lying on the proposed route of the railway between here and Berrigan, and that it would be necessary to make more than a 6-in. formation on the proposed railway? Yes.

110. If there were only that formation, you think the line would be damaged by the water? Yes.

111. Do you know the rainfall of the district? I believe it is a little over 20 inches.

112. You know the country between here and Berrigan? Yes.

113. It is moderately level, is it not? Yes.

114. What proportion of the 20 inches of rainfall would be likely to fall in one or two months at any time of the year? There might be a fall sometimes of from 2 to 3 inches in twenty-four hours. That would be a heavy downfall in a level country, where there is no get-away.

115. If there be a fall of only 3 inches in twenty-four hours on level country, how can that cover large areas of it, as you have suggested, with flood-waters, up to 18 inches? There are slight undulations in the country, and the water runs down into basins.

116. Does any of it run away? It gets away eventually.

117. Have you travelled over the country at times when, as you say, there has been a depth of water upon it of from 12 to 18 inches? I have not been over the country when there has been that depth; but I have seen large areas covered with a depth of from 6 inches to a foot.

118. Is it not the practice, in constructing railways, to fill up the depressions so as to obtain an uniform surface? Yes; but if you can make the gradient, conforming to the natural surface, so much the better; it takes away expenditure upon earth-work.

119. Supposing the formation was to be 6 inches, would not an engineer fill up the depression, so as to have an uniform surface? Yes; in this country you would fill them all up.

120. Then what makes you anticipate that there is any danger of the line being flooded? There are places where, if the line were only constructed 6 inches over the present natural surface, it would at times be flooded.

121. Where do you think the flood-waters will come from? From the Billabong and other creeks. There are ana-branches of the Billabong.

122. Do the flood-waters of the Billabong cross the route of the proposed line? I could not give you the exact details without taking the levels of the country. But take the Berrigan Creek. There is a heavy lot of water coming down in a wet season.

123. Are there any other depressions between Jerilderie and Berrigan? Yes; there is one at Wonna-murra. It extends over $\frac{1}{4}$ of a mile.

MINUTES OF EVIDENCE—RAILWAY FROM JERILDERIE TO BERRIGAN.

57

124. What height of embankment would be necessary there? Perhaps from 3 to 4 feet.
125. You said there was a danger of an engine coming to grief and an accident occurring if the line were flooded? I do not think the engines would be able to run over the kind of line you propose in wet weather, even if you were to double the number of sleepers.
126. But even supposing engines could run over the line, would there be any danger of a serious accident? Yes; an engine might run off the line if it were higher on one side than on the other.
127. If this railway were not constructed, it would be necessary to make well-formed metal roads for the accommodation of the traffic coming into Jerilderie from Murray Hut and other places? Yes.
128. The present roads, in certain periods of the year, are almost impassable for heavy loads? Practically impassable.
129. It would cost a considerable amount of money to provide different roads in the direction of Berrigan, and also to provide a road to bring the produce from that point to Jerilderie? Yes; you would want to spend a good sum upon these roads. In some cases it would cost a little more than in others, because there would be increased cartage of the metal.
130. There would be need, I suppose, for about three good metalled roads, equal in length to the suggested road from Jerilderie to Berrigan? Two, at any rate.
131. Probably three? Probably.
132. I suppose you do not contend for a moment that a metalled road would provide the same accommodation for the traffic of a large extent of country as would be provided by a railway? If anything the railway would serve a larger extent of country than the metalled road.
133. Then does it not follow that if a railway can be constructed at a less cost than a metal road, it would be more beneficial both to the country and to the district? For heavy freight it would, but not for light freight.
134. There is also the consideration that the railway would be available for every period of the year, whereas a road might not? Yes.
135. *Chairman.*] You have been in the district four years? Yes.
136. Have you seen the country between Jerilderie and Berrigan flooded? Yes.
137. Seriously flooded? Badly flooded.
138. How much water have you seen on it? In places it has been up to the hubs of our wheels, say for 200 yards.
139. Up to 2 feet? Yes, and sometimes over. In other places it might not be more than 3 or 4 inches.
140. I suppose it would be still back water? No; running in some instances.
141. Did you see any heavy run? No serious run.
142. That is your personal experience? Yes.

Mr.
G. B. Beere.
14 Jan., 1895.

Mr. Frederick Paul, carpenter and joiner, Jerilderie, sworn, and examined:—

143. *Chairman.*] What are you? I am a carpenter and joiner living at Jerilderie.
144. Are you the owner of allotment 14 of one acre, through which the proposed extension of the railway to Berrigan passes, at the corner of Kennedy and Coonong Streets? Yes.
145. Are you aware that the Railway Commissioners have suggested that the land required for the railway should be given free of charge by the landowners? I do not know anything about that.
146. Are you prepared to allow the Government to resume, without cost, the portion of your land they require for the proposed railway? I am not prepared to do so.
147. What do you value your land at? At 5s. a foot for building allotments. I am ready to put up some cottages at the present time.
148. What is the value of the acre? £30.
149. And you have come to that conclusion because of the value of other land in the vicinity? Yes.
150. Apparently you will be left with about 2 chains frontage, with a depth of a little over a chain to Kennedy-street? The value of the land left would be a mere nothing; you might perhaps put up one cottage.
151. You would require compensation if the Government took your land? Yes.

Mr. F. Paul.
14 Jan., 1895.

Mrs. Ellen Horgen, Jerilderie, sworn, and examined:—

152. *Chairman.*] You reside at Jerilderie? Yes.
153. You are the owner of an acre of land adjoining Paul's allotment, and facing Kennedy-street? Yes, I own one-half of that acre. I have sold one-half of it to Margaret Harvey.
154. You are a widow? Yes.
155. Are you willing to give your land for the purposes of the proposed railway? No.
156. What do you consider your acre would be worth? I think the half acre would be worth £10.
157. All that would be left, after the land required for the construction of the railway had been taken, would be a chain frontage to Kennedy-street, running back about two chains on the south, and a chain and a half on the north? That would be of no use to me.
158. If the Government took any at all, you would expect them to take the whole of the acre, and give you £10 for it? Yes.

Mrs.
E. Horgen.
14 Jan., 1895.

Mr. James Docharty, clerk, Jerilderie, sworn, and examined:—

159. *Chairman.*] What are you? I am a clerk residing at Jerilderie.
160. You are the owner of allotment numbered 17 on the village map, containing one acre and fronting Kennedy-street? Yes.
161. The extension of the railway from Jerilderie to Berrigan will pass through your land. Are you prepared to give the area required to the Government? No.
162. What do you consider the land worth? £20.
163. If the Government took the land they require, your frontage to Kennedy-street would be left intact, and you would have about 2½ chains in depth; what would the area taken be worth? I think it would be worth about £10.

Mr.
J. Docharty.
14 Jan., 1895.

- Mr. J. Docharty.
14 Jan., 1895.
164. And you would require that amount from the Government if they took the rest of your land? Yes.
165. You would take nothing less? No.
166. You also own block No. 13, adjoining F. Paul's allotment to the west? Yes.
167. What do you consider that worth? £20.
168. Imagine a line going from where your allotment joins Paul's allotment in Coonong-street, passing straight across to your south-western corner where you adjoin William Clark's allotment, cutting your allotment in half, and leaving you with a triangular piece? I do not think the balance of the land would be worth anything to me if it were cut up in that way.
169. If the Government cut up your land approximately in that way, you would require from them £20, the full value of it? Yes.
170. You would insist upon their resuming the whole allotment if you could? Yes.

Mrs. Ellen Horgen, Jerilderie, sworn, and further examined:—

- Mrs. E. Horgen.
14 Jan., 1895.
171. *Chairman.*] You own allotment 45, fronting Kennedy-street, with an area of $2\frac{1}{2}$ acres? Yes.
172. What do you value it at? At £50. I would not take less than that from anyone.
173. Have you any buildings on it? No.
174. Have you any cultivation from it, or do you get any return from it? No.
175. Is it fenced? No; I have only had it twelve months.
176. Did you buy it from the Crown then? Yes. I gave £32 for it, and I now value it at £50.
177. The railway passing through your property would leave you all your frontage to Kennedy-street on your northern boundary, and where you join William Davis you will have a length of about 3 chains; on your southern boundary you will have a length of about 2 chains;—what would you value the portion taken at? At £30.
178. You estimate that the remainder would be worth £20? Yes.

Mr. Thomas Walter Wise, Mayor of Jerilderie, sworn, and examined:—

- Mr. T. W. Wise.
14 Jan., 1895.
179. *Chairman.*] You are Mayor of Jerilderie, and you are also a miller here? Yes.
180. You own allotment 47, through which the proposed railway would pass? Yes.
181. What do you value it at? At £10 per acre.
182. The railway would take off the eastern portion of your land about a chain and a half, right along the back line, leaving you, apparently, 3 chains;—what would you value that land at? I would let it go at the rate of £10 per acre.
183. I suppose you would not be prepared to give the land for the purpose? No; not for nothing. But I would point out that if it could be arranged to keep the line to the east side of Kennedy-street, it would be a great advantage. I think the curve might be taken so as to escape Kennedy-street. If the whole of the land interfered with by the railway were resumed, and the residue, after the railway had been constructed, were re-sold, I think the Government would be recouped their resumption money.

Mr. William Douglas Drummond, farmer, Berrigan, sworn, and examined:—

- Mr. W. D. Drummond.
14 Jan., 1895.
184. *Chairman.*] What are you? I am a farmer residing at Berrigan.
185. Do you know the route of the proposed railway? Yes.
186. You have a good knowledge of the district? Yes.
187. How long have you been resident at Berrigan? For about 7 years.
188. You have a good knowledge of the products of the district? Yes.
189. *Mr. Lee.*] Did you give evidence before the Sectional Committee which visited this district in 1892? Yes; in connection with the proposed railway from Jerilderie to Deniliquin.
190. You supplied that Committee with certain statistics? Yes.
191. I believe you gave the Committee among other things a list of the number of acres under cultivation? Yes.
192. Are you prepared to give us data to-day showing whether there has since been an increase or decrease in the number of acres under cultivation? Approximately. The area extends, taking Berrigan as the centre, towards Jerilderie about 8 miles to the west, about 10 miles to the south, and about 8 or 10 miles to the east. In that area there would be about 30,000 acres under cultivation this year. Just outside that area and between Berrigan and Finley there would be about 6,000 acres more, the produce of which would come to the Berrigan line. I have not taken the land on the other side of Finley into consideration at all. You may say that the produce of 40,000 acres, approximately, would come on to the railway if it were constructed.
193. The wheat growing country would be more directly tapped by an extension to Berrigan than by an extension to Finley on the one side, or to Savernake on the other? Yes; I consider that Berrigan is about the centre of the wheat-growing area.
194. How does this increase of cultivation area come about. Is it due to additional land being taken up, or to the original holders increasing their area under cultivation? It has come about from the original holders increasing their area under cultivation, and also from other persons coming to the Colony and leasing land at 5s. an acre with the option of purchasing it.
195. From whom have these persons leased or purchased their land? From the owners of Momolong, Barooga or Tuppal estates. From 7,000 to 8,000 acres are under cultivation upon what is called the "halves" system.
196. At any rate there has been a considerable increase in the cultivation in the district since 1892? Yes.
197. Can you assign any reason for so great an increase in so short a time? I think the increase has been caused mainly through farmers coming over from Victoria. Land was dear over there, and they could get it for so much less here. They could make a good deal more by growing wheat on this side also. Speaking for myself, I expected to see a railway made long before this. That was one of my reasons for putting in a crop there.

Mr. W. D.
Drummond.
14 Jan., 1895.

198. Do you wish the Committee to understand that a large proportion of the increase in the cultivated area is due to the fact that the residents of the district anticipated that a railway would be taken to it? I believe that is one reason. Another reason is that the price of wool has gone down, and many settlers saw that more was to be made out of wheat than wool. They have therefore combined wheat-growing with sheep-farming. From these causes the area under cultivation has been considerably increased.
199. What was the price of wheat in 1892? I think it was about 4s.
200. And in 1893? About 3s. 1d.
201. In 1894? From 2s. 3d. to 2s. 8d.
202. And in the present year? From 1s. 9d. to 1s. 11d. The price has gone up to 2s. in some cases.
203. To what extent has the cultivation increased since 1892 proportionately? There is about three times as much land under cultivation now.
204. Do you really think there has been an increase of from 40,000 to 170,000 bags of wheat produced in the district? Yes; there must be that increase.
205. Notwithstanding that the price of wheat now is less by one-half than it was in 1892? Yes.
206. Do you think the fact of wheat being at so low a price this year will cause a quantity of land to go out of cultivation? I hardly think so, as the cultivators at the present time cannot turn their attention to anything which will bring them in any more.
207. Can they make a living out of farming with wheat at 1s. 9d. or 1s. 11d. per bushel delivered here? I think that if they are not too much involved they can make a fair interest yet at that price.
208. Supposing there is no immediate prospect of an increase in price, do you think the acreage under wheat will continue to be what it is? If the price goes much lower than it is at the present time, I do not think there will be any increase in the area; but I think that at present prices there will be fully as large an area, if not a greater area, under crop next year. I know of several instances in which farmers have cleared more land with a view to cropping it next season.
209. There is still a large area of wheat-growing land in the district which has not yet been brought under cultivation? A considerable area.
210. Have many of the farmers in the locality sold out lately? None.
211. Does any portion of the wheat raised in the district you have named find its way to Victoria for shipment? Not of the area I have stated.
212. What is the distance from Berrigan to the nearest railway station on the Victorian side? I suppose it would be about 22 miles to Cobram.
213. Wheat grown nearer the river would naturally cross the Murray for disposal? It depends. If the millers were giving what they should give, wheat should come here this year instead of going to Victoria.
214. Is any wheat finding its way to Victoria for sale? No; the duty is too high.
215. Supposing there is no prospect of an increased price, and the quantity produced is largely increased, the only outlet would be shipment through Victoria to Great Britain? If there were a railway to Berrigan, I do not think it could go through Victoria at the present rates.
216. Supposing you had a railway to Berrigan now, and the price of wheat remained the same, would you be able to send it along our lines, and ship it from Sydney to Great Britain, or would it be cheaper to send it by way of Victoria for shipment? If there were a railway to Berrigan it would be cheaper to send it to Sydney.
217. Have you gone into the cost of carriage? I know the rates between Jerilderie and Sydney, and between Cobram and Melbourne. The rate from Jerilderie to Sydney is 15s. 6d., and from Cobram to Melbourne, 13s.
218. Is there not a decided balance in favour of the Cobram route? As against that, the wheat going to Sydney goes down to Darling Harbour, and can be shipped from there direct. In Melbourne, it costs 1s. to cart the wheat from the railway to the ship. Then there is the cartage from Berrigan to Cobram—that would be from 1s. to 1s. 3d. per bag. The price is about 10s. per ton roughly.
219. You think that would decidedly close that route? Yes. Then for the last two years the road before you reach Cobram has been in a very bad state. It is sand-hilly, and the punt there will not carry large waggons. If you had a load of 15 or 16 tons you could not get across at Cobram.
220. You know the Finley district? Yes.
221. Do you know the stock route from there to Jerilderie? Yes.
222. If the proposed line is extended to Berrigan do you think the farmers in the direction of Finley will cart their wheat, as at the present time? Those on the western side of the stock route may do so, but all those on the eastern side of the route will come in to the line—either at sidings or at the terminus.
223. Does the country on the western side of the stock route include the whole wheat-growing area of Finley? No; there are from 7,000 to 8,000 acres grown between Berrigan and Finley, but outside of the line I have already given you.
224. Once they have loaded their drays there you think they would come in direct to Jerilderie? Some of them may do so.
225. What is the rate of carriage per ton from that district to Jerilderie? About 10s.
226. Do you think they will continue to cart at 10s. per ton if by carrying it to the Berrigan terminus they can get it taken on the railway to Jerilderie for 2s. 6d. per ton? They could get it taken to a nearer point on the Berrigan line than Berrigan itself. Many farmers on the west of Finley would not be more than 12 miles to the west of the proposed railway.
227. If the price of wheat were very low do you not think there would be some danger of the farmers themselves competing with the line? None whatever.
228. You think the Government would get the whole of the produce of the district on the railway? So long as the road from Berrigan to Jerilderie is left as it is.
229. But supposing the road were improved;—it does not follow that because the railway is made the road would fall into disrepair? No. Still the rate from Berrigan to Jerilderie is from 9s. to 10s. a ton. Many farmers will not cart their grain here even now at that price, for the simple reason that it does not pay them. If the railway were constructed and they could get their wheat carried at 2s. 6d. per ton they certainly would not cart it here themselves.
230. Will the wheat stand 2s. 6d. per ton? It has to stand from 10s. to 12s. 6d. now; surely it will stand 2s. 6d.
231. Is all your wheat sold in Jerilderie at the present time? Some of it is sent on to Sydney or to Cootamundra for storage.

Mr. W. D.
Drummond.
14 Jan., 1895.

232. Is all your wheat gristed here? No; a lot of it goes to Sydney. The bulk of it goes to Brunton and Gillespie. I think Mr. Wise himself took about 25,000 bags. The balance goes to Sydney.
233. In 1892 the farmers offered to pay 2d. a bushel for produce from Berrigan to Jerilderie until the line paid;—how much would that be per ton? It would be 6s.
234. If you were willing to pay 6s. a ton when the price of wheat was 4s. a bushel are you prepared to pay 2s. 6d. now that the price is 1s. 11d. a bushel? We are better able to pay 2s. 6d. at the present price than we were able to pay 4s. at the price we obtained in 1892.
235. I suppose the price of wheat fluctuates from day to day and from week to week? Yes.
236. And it would be a gain to the producer to be able to take advantage of a rise in the market, if he could get cheap and safe transit by railway? Yes; at the present time we are compelled to send in our grain whatever the price may be, before the roads get bad, or it would cost us half as much more again to get it in. We are compelled at the present time to send it in and to pay for storage. If we had a railway we could hold it at home on our farms and save storage, being able at the same time to send it away with certainty when prices suited.
237. The railway would give you the advantage of all the intermediate markets between here and Sydney? Yes, as well as up Hay way.
238. What else is produced in your district besides wheat? The produce there is principally wheat. Oats, barley, and wool, of course, are produced. We could produce large quantities of fruit and butter, but the absence of a railway is a great drawback.
239. Is it suitable country for dairying? Yes.
240. Have any creameries been established there? No; on account of there being no railway.
241. On account of the warm climate you could not get your butter to market in time? Just so.
242. You will notice that the proposed railway passes through a number of selection holdings in the vicinity of Berrigan? Yes.
243. Do you think the owners of those selections would be prepared to give the land required for the railway? I do not know whether the whole of them would be prepared to give the land required, but there are other farmers who are served by the railway who would be prepared to buy the land from the others at a reasonable price. In that case, of course, it would cost the Government nothing.
- 243½. On what authority do you speak? Has there been any public meeting or organisation of which your statement is the outcome, or does it amount to merely a surmise? A good many farmers have thought the matter over, and they have arrived at the resolution of contributing towards the purchasing of the required land.
244. That is to say the farmers through whose land the line does not pass, but who would be benefited by the construction, will be prepared to contribute towards the cost of the land which is taken? Yes.
245. Is that so far as the farmers only are concerned? Of course the purchase, if it became necessary, would include the station property as well, within a reasonable distance of Berrigan.
246. What is the average value of land in the Berrigan district? From £3 10s. to £4 per acre.
247. Has any land changed hands lately at that price? Yes; it changed hands last year at £3 15s.
248. If the extension of the line is conditional upon the owners giving the land, and if neither the owners nor the farmers benefited can arrive at any arrangement, you see what a predicament you may be in? Of course, when you go to Berrigan you will be able to interview the landowners themselves and the farmers of the district, and they will tell you what they are prepared to do.
249. So far as your knowledge goes there is a disposition among the farmers to make an arrangement for the purchase of the required land, so that it may not cost the State anything? Yes; when Mr. Eddy was down here he said that that would be one of the conditions attaching to the construction of the line. There were a good many farmers present that day, and they talked the matter over. It was then understood that if the landowners along the line wanted compensation it would be contributed in shares, and made it up in that way. I understood from what was said that that was the intention.
250. Were you present at the interview between the farmers and Mr. Eddy? Yes. As it happened some of the farmers who had land along the route were in Melbourne at the time. For instance, there were Mr. Gregory, Mr. McDonald, and Mr. Wilson, but I think you will receive their evidence at Berrigan.
251. From your knowledge of the district, do you think the best route has been selected for the proposed railway? I know where it goes at the other end, but I have not been over it at this end.
252. *Mr. Roberts.*] How long have you lived at Berrigan? About seven years.
253. What is the size of your holding? Five hundred and fifty acres. We purchased the land at from 30s. to £2 per acre about seven years ago.
254. And now you think that the land in the district is worth from £3 15s. to £4 an acre? That is the average price. Places close to the town would be worth more.
255. What has caused this increase in the value of the land? Persons who were previously on it were not putting it to purposes to which it is now put. Since farming has been started it has been found that the occupiers are able to make more out of it than they were making previously.
256. What is the average yield per acre? About 17 bushels, taking it over a number of years.
257. What is the largest yield you have obtained? The largest average yield I have obtained has been 22 bushels.
258. Where is your holding? It adjoins the township to the south-west.
259. In which direction from Berrigan is the largest number of farmers? Berrigan is surrounded by farmers.
260. You estimate fully 30,000 acres under cultivation would be served by this railway? Thirty thousand acres under crop at the present time.
261. Is the land easily cleared? It costs from 7s. to 14s. an acre, according to the timber on it.
262. Is there much clearing going on now? Generally people do clearing just after harvest, and in the winter time.
263. If this line could be constructed, you think it is likely that more of the large landed proprietors would throw land open to agriculture? Mr. Wilson himself told me that he would split his station into two, and that all the land on the west side of the line he intended to sell.
264. What is the area on the western side? Probably 10,000 acres.
265. Increased cultivation there would materially increase the traffic? Yes.
266. Supposing a first-class metalled road were constructed between Jerilderie and Berrigan, do you think it would be received with more favour by the farmers than a railway? Not at all.
267. They would much prefer a railway? Certainly.

268. Do you think it likely that the farmers living towards Murray Hut would make much use of the railway? Some of them may say that they would not, but, speaking for myself as a resident of Berrigan, I know that if a railway were taken from here to Finley I should make use of it.
269. What is the exact distance from Berrigan to Finley? Thirteen miles. The advantage that a farmer would have as against the present state of affairs is that he would be able to leave his own home in the morning with his load of wheat and get back at night. Farmers much prefer a distance which would admit of their getting home on the same night. Speaking for myself, I know that if I lived within 14 miles of a railway I should take advantage of it, and I think most other farmers would do the same.
270. You think that a railway to Berrigan would serve a much larger number of farmers than a railway to Finley or Savernake? Yes.
271. *Mr. Davies.*] You are a practical farmer? Yes.
272. You have been following that pursuit all your life? Pretty well.
273. What does it cost to plough, sow, reap, and bag per acre? About 10s.
274. Including the seed? Yes.
275. What would be the cost of haulage from Berrigan to Sydney? About 4d. per bushel.
276. Do you think that rate of carriage, supposing wheat remains at its present price, would be sufficient to induce the agriculturist to stick to farming pursuits? I think that if the present price does not recede, the farmers will continue to increase their acreage under wheat.
277. Supposing a farmer has his holding free, and has to incur the expenditure you name, what profit would be left? He would be left with about 14s. an acre profit.
278. Taking the capital cost of his farm, and all the additional charges you have spoken of, with the present prices of wheat, you think there would be a reasonable profit? There would be a profit.
279. And you think that the farmers at present prices will continue wheat-growing? They cannot do better at anything else.
280. Could they not combine sheep-farming with wheat-growing? Nearly all the farmers combine the two things. One assists the other. Of course many farmers grow wheat alone.
281. To what extent would the railway be of benefit, if it went to Berrigan, as far as carriage is concerned? It would mean 10s. a ton to Berrigan.
282. It would also enable the farmers there to secure the best market? Yes; they would be able to send the wheat away when it suited them.
283. They would be able by direct communication with the metropolis to secure better prices for their products? Yes.
284. Do you think that would lead to a larger area being put under cultivation? If they can make wheat-growing pay at the present prices of carriage, they can surely make it pay with a railway, and that being so, it is pretty certain that more land would be cultivated. Speaking for myself, I should certainly put more wheat in.
285. Does much of the wool grown in this district go from New South Wales to Victoria? Yes.
286. Where does it cross? At Yarrawonga. Cobram is the nearest point, but there is a bridge at Yarrawonga, while there is only a punt at Cobram.
287. How near would a line to Berrigan be to the stations that send wool *via* Victoria? It would run through the property of some of them.
288. And would their wool still go to Melbourne? I do not think so. Some of the clips have already gone to Sydney by special arrangement, and I think that in other cases, even though at a slightly increased cost, the clip would go to Sydney if the railway were made.
289. But that is only a surmise on your part? Yes.
290. What would be the difference in freight? I do not know, but a man would hardly trouble to cart 25 or 30 miles with a railway at his door. Of course, the difference in railway rates is very much in favour of Victoria.
291. How far does the rebâte line extend as regards wool? The line runs between Jerilderie and Berrigan.
292. Is there any wool coming from the Berrigan district to the Jerilderie railway station at the present time? The Woonamurra wool went to Sydney this year, and the Tuppal wool also went to Sydney under special arrangement. There were 2,500 bales at a reduced rate.
293. You think that if the railway were made to Berrigan the squatters would send their wool over it to Sydney? Yes; if the charge were not higher than for taking it by team to Yarrawonga, and thence by rail to Melbourne.
294. You advocate the construction of the line as shown on the plan? I want a line from Jerilderie to Berrigan. I am not particular which way it goes, but I should advocate as straight a line as you can possibly make.

Miss Margaret Harvey, Jerilderie, sworn, and examined:—

295. *Chairman.*] You are a resident of Jerilderie? Yes.
296. You are the owner of half an acre of land, which previously belonged to E. Horgen—part of allotment 16, I think? Yes.
297. The Government desire to construct a railway from Jerilderie to Berrigan, which will pass through that land; do you feel inclined to give to the Government any portion of your land which may be required? No.
298. What do you think your half acre is worth? £25.
299. Are you of age? No; I am 19 years old.
300. Have you any guardians? My mother is alive, but my father is dead.
301. Supposing the Government took one-half of your land, leaving you the half fronting Kennedy-street, what do you think the portion they would take would be worth? The land is so small that if they took one half of it the remainder would be of very little use to me.
302. What do you think the half would be worth? About £18.
303. Are there any improvements on it? If you took the back half we should have to remove some improvements.
304. What did you give for the land? £10.
305. How long ago? Nine months ago.

Miss
M. Harvey.
14 Jan., 1895.

Mr. William Davis, Jerilderie, sworn, and examined:—

- Mr. W. Davis. 306. *Chairman.*] You are a resident of Jerilderie? Yes; at present.
 14 Jan., 1895. 307. You are the owner of allotment 18, containing 1 acre, fronting Kennedy-street? Yes.
 308. What do you estimate the land is worth? It will be worth very little if the railway is taken on to Berrigan.
 309. Are you prepared to give a portion of it to the Government for railway purposes? No.
 310. What do you consider it worth? I will take £10 for it if the railway goes through it.
 311. Supposing the half fronting Kennedy-street were taken, and the other half were left to you? I will give the Government the back half for £5.

Mrs. Eliza Jane Spriggs, Jerilderie, sworn, and examined:—

- Mrs. E. J. Spriggs. 312. *Chairman.*] You are a resident of Jerilderie? Yes.
 14 Jan., 1895. 313. Are you a married woman? Yes.
 314. Is your husband alive? Yes.
 315. Are you the owner of allotment 46, containing 2½ acres? Yes; it is my own private estate.
 316. You can dispose of it as you think fit? Yes; it is my own property.
 317. Are you prepared to give the Government any land they may require for the construction of the proposed railway? No; I could not do that.
 318. What do you think your 2½ acres are worth? I gave £18 for them, and I daresay I should want about £20 if I sold them.
 319. Supposing a "V" shaped piece were taken out of the back of your property, coming about a chain and a half along Mr. Wise's line, what would you want for it;—would you sell it at the same rate as that which you have put upon the whole area? Yes.

Mr. John Carroll, herdsman of Jerilderie Common, sworn, and examined:—

- Mr. J. Carroll. 320. *Chairman.*] What are you? I am the herdsman of Jerilderie Common.
 4 Jan., 1895. 321. You are the owner of allotment No. 15, of 2 acres, fronting West-street? Yes.
 322. The Government have an idea of building a line from Jerilderie to Berrigan, and it appears that a portion of the back of your land will be required;—are you prepared to give the area of that land to the Government? No.
 323. At what do you value the 2 acres? At £30.
 324. Are you prepared on that basis, to sell the Government any portion of your land. Supposing they took ¼ of an acre at the back, would you be prepared to sell it at that rate? If they took any I should prefer to sell the lot of it.
 325. How long ago did you buy it? Twelve months ago.
 326. What did you give for it? £10.

TUESDAY, 15 JANUARY, 1895.

[The Sectional Committee met at the Court-house, Jerilderie, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

CHARLES ALFRED LEE, Esq.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES GORMLY, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. Thomas Walter Wise, Mayor of Jerilderie, sworn, and further examined:—

- Mr. T. W. Wise. 327. *Chairman.*] What are you? I am Mayor of Jerilderie. I also own a mill in the town.
 15 Jan., 1895. 328. Have you been living in the district long? A little over ten years.
 329. Have you a good knowledge of the resources of the district? Yes.
 330. And you have a special knowledge of its wheat trade? Yes.
 331. I suppose wheat would furnish the main traffic for the railway under consideration? Yes.
 332. *Mr. Roberts.*] When you first came to Jerilderie, had the railway been opened to Narrandera? I came here at the latter end of 1884, and the railway was opened early in 1885.
 333. You then erected a mill here? Yes.
 334. It was the fact of the railway coming to Jerilderie, I presume, which induced you to erect the mill? Yes.
 335. Was there much wheat produced in the district at that time? None. In the first year I did not buy 100 bags of local wheat.
 336. But you had an idea that this would become a wheat-producing district? Yes.
 337. How far from here, and in what direction, do you get into the wheat-growing country? The country which is principally used for growing wheat commences about 10 or 12 miles out, in a south-easterly and south-westerly direction. It extends from that to the Murray. The country nearer—that is to say, about 4 or 5 miles out—is also fairly well adapted for wheat-growing, but the land is not available; it is held in large estates.
 338. I suppose you have personally visited pretty well the whole of the wheat-growing country between here and the Murray? Yes; from Tuppall, on the west, to Clear Hills, on the east, right down to the Murray. Of course, there is wheat-growing country further out, but it is outside the reach of this district.
 339. From how far would the wheat come into Jerilderie from the southward? From within about 14 miles of the Murray, it has a tendency to come this way. Further on it has a tendency to go the other way, but it depends upon local conditions—market, and so forth.
 340. Have the farmers much difficulty in getting their produce to Jerilderie? They have. 341.

Mr.
T. W. Wise,
15 Jan., 1895.

341. The roads are at times impassable? Yes; the farmers commence harvesting on the 1st December, and the harvest generally continues till the latter end of January. They get the wheat carted by teams at an average price of 1s. a bag. Further off nearer the Murray they have to pay 1s. 3d. The wheat has to be carted during December, January, February, and March. It must be carted within those months, because if the rain comes on at the latter end of March, the roads become so bad that the farmers cannot get it carted at all; they have to pay as much as 1s. 6d. a bag, and it is often difficult to get it carted at any price. Some are getting their carting done this year at about from 10d. to 1s. a bag; that is about 9s. a ton.
342. From your knowledge of this large wheat-growing district, what locality would you put down as the centre? It would be hard to give a definite answer to that question. One part may be as central as another—anywhere between Berrigan and Finley, or either of those places would be considered central. Berrigan would be considered fairly central.
343. If you will look at the map before you, you will see that the coloured portion embraces a 20-mile radius from Berrigan. Could you tell us from that map where you think the centre would be? The bulk of the agricultural settlement is between Berrigan and Finley.
344. Is there more settlement to the west of Berrigan than to the east and south? Yes; and some of it would be affected by the railway. Of course Berrigan would be more central for Savernake.
345. You think one would be justified in speaking of Berrigan as the centre of this large wheat-producing district? Well, it is well within the mark—you might call it the centre. The conditionally-purchased land is more to the west, but then on the other hand Berrigan is more central for some of the conditionally purchased land in the neighbourhood of Savernake.
346. Does the Berrigan district or the Finley district send most wheat to Jerilderie? I could not say. I think if anything, Berrigan sends most. The figures last year were not so good for Berrigan, because there was no water on the road. The wheat that otherwise would have come from Berrigan, went across to Victoria. The Finley road is a much better road for teams. With the facilities which exist this year, however, there will be a good deal more from Berrigan.
347. Have you in your possession any record of the increase in the production of wheat in this district during the last ten years? When we started ten years ago, there was very little wheat grown here. We imported our wheat from Coolamon and Junee. Next year from 8,000 to 10,000 bags were produced, and the yield has been gradually increasing every year with the exception of one year, when there was generally a bad harvest. We expected in the present year 150,000 bags, and but for the bad weather, that estimate would have been fully realised. I think, however, that the estimate will not be fulfilled because of the rainy weather. It is unfavourable harvesting weather.
348. From your knowledge of the requirements of the district do you think it would be a wise thing for the Government to construct a railway from Jerilderie to Berrigan? I do, certainly. I think it would do a good deal towards helping those already on the land to remain upon it, and to conduct their holdings with some profit.
349. You think it would give a further impetus to farming? Yes; it would enable the farmers to go into other things besides wheat growing. They would not be so entirely dependent on wheat. The land is suitable for other things besides wheat.
350. If this railway is constructed, do you think any of the holders of land would be inclined to either sell or lease it to persons requiring it for farming purposes? I do.
351. In other words you think the construction of the line would tend to open up the country? Yes.
352. And to the settlement of a large farming population upon the land? I do.
353. *Mr. Gormly.* Is there any quantity of agricultural land about Jerilderie except in the direction of Berrigan, Savernake, and Clear Hills? There is any amount. From Deniliquin right up to Albury there is good agricultural land. The land immediately south of Jerilderie is not considered good for agriculture, but immediately you get into the timbered country you find good agricultural land.
354. Has there been a considerable quantity of this land used for wheat growing? Not a great deal, considering the whole area.
355. Are you aware of the quality of the crops produced from the land? It is very good. I think you might put down the average for the last ten years at 16 bushels to the acre.
356. That would be within a few miles of Jerilderie? Yes; we get into timbered country 4 or 5 miles away.
357. If this line is constructed do you think there is a probability of land within 5 or 6 miles from Jerilderie being used for agriculture? The railway would not influence it a bit, but the land at the same time is suitable for agriculture.
358. I presume it would bring traffic to the proposed railway if used for that purpose? A certain amount perhaps, but it is very close to the existing railway terminus.
359. Have any other crops but wheat been produced in the neighbourhood of Jerilderie? Not much has been done, but there has been sufficient to show that other things could be grown. Barley, for instance, has been grown to some extent, no finer barley is grown anywhere in the world than is produced here.
360. But at the present time there is no market for it? No.
361. That I suppose is the reason why barley has not been produced here? Yes; a few thousand bags have been produced this year, but there is no market. We import our malt from New Zealand and other places, and the growers find it impossible to sell their barley.
362. I suppose you know that barley can be harvested some time earlier than wheat? Yes.
363. If the farmers devoted some of their land to barley they would be enabled to get that crop harvested before the wheat crop came in? Yes.
364. Do you not think it would make some of the farms more profitable if the harvest were extended over a greater number of months. Would it not give the farmers much more to do in the months when they are comparatively idle? Of course the one thing necessary is a market. If all the malt in New South Wales were made from local barley, it would put thousands into the pockets of the farmers.
365. Do you know of any other crops which have been grown here besides wheat and barley? Yes; oats—Algerian oats—especially.
366. Are oats produced in quantities in such a dry climate as this? Yes; I have seen as much as 40 bushels to the acre produced.
367. Have any of the farmers grown lucerne or artificial grasses for the carrying on of dairying? To a limited extent some have gone in for lucerne.

Mr.
T. W. Wise.
15 Jan., 1895.

368. Have the lucerne crops been found to be a success? When the crops have been put into new soil they have been a success. I know one farmer who has 20 or 30 acres of lucerne. He reared all his late lambs upon it, and they have come on so well that they are better than the earlier lambs.
369. Do you think that dairying might be carried on here in connection with wheat-growing? Yes; mixed farming would be a great deal better.
370. Do you think that if there were greater facilities for sending produce to market the district would become more productive? Yes.
371. If this line were constructed to Berrigan would it be a means of putting more traffic on to the existing line to Narrandera and other lines extending further on to Sydney? Yes; it is bound to do that.
372. Is the population of the district to the south of Jerilderie increasing or diminishing? It is slowly increasing in the district all round.
373. Is it diminishing in any portion of the district? No; I do not think so.
374. Do you see any indication of the population located in the direction of the proposed railway becoming smaller? I see no such indication.
375. The farmers have not been leaving the district? No.
376. Do you think the area of land under grain in the district of Berrigan, Savernake, Clear Hills, and Murray Hut is likely to increase? I do.
377. I suppose you often come into contact with the farmers and know pretty well what they propose to do? Yes.
378. And you think they are likely to increase the area under cultivation? I think they are.
379. Are the farmers fairly well satisfied with the profits attaching to the cultivation of the land? Not at present prices. They are not remunerative enough. As far as I know the present price is lower than has ever been known in any of the world's markets.
380. Do you think the lower price would be likely to cause the farmers to discontinue the growth of wheat? I do not think so, unless it continued for several years. Of course the farmers are living on in the hope of a change. Some of the farmers who are in a bad way, of course, will have to go down. They cannot continue at the present prices. They may make another start under different conditions. Those who own their land and implements, and who do not owe any one 1s., may be able to keep on for a few years, but those who are in difficulties will not be able to do so at present prices.
381. Since you have been in Jerilderie has the cost of cultivating the land here increased or diminished? It has diminished.
382. Do you not think that cultivation is now carried on more cheaply than in former years? There has been very little diminution in cost during the last ten years. There has not been much improvement in that way.
383. Agricultural machinery has not improved very much? Not more than to the extent of 1s. per acre.
384. And without improved agricultural machinery wheat would not likely be produced at a cheaper price? There is no probability of its being produced more cheaply than at the present time. There is only one way, and that is to cheapen the land.
385. I suppose a farmer and his family who do most of their own work are to a great extent compelled to cultivate a portion of their land in order to find work for the members of the family? Yes.
386. And for that reason they may continue to cultivate at a small profit? Yes.
387. And be fairly satisfied with the result of their industry? They have to be. Of course many farmers are continuing in the hope that the market will improve.
388. I suppose you have a pretty intimate knowledge of the commercial and grazing pursuits of the district, and the profits attaching to them? Yes.
389. Have the profits of those industries gone down as well as the profits from farming? Not to the same extent.
390. You think farming has become more unprofitable than other occupations? Yes.
391. Will not that be the means of diminishing the yield of wheat? It will certainly check it. If the farmers knew for a certainty that wheat would be 2s. 6d. a bushel next harvest, I think the acreage under cultivation would be increased 25 per cent. Many of them would employ labour; but fearing that prices would not be better, they confine themselves to what they can do with their own hands or with as little labour as possible.
392. If the land goes back to grazing again, not only the agricultural population but the population of the towns will be likely to decrease? Decidedly it will. This part of the country will go back into the condition of the western plains.
393. Do you see any prospect, if the farmers do not continue to produce wheat as extensively as they do now, of any other agricultural industry making up for that form of production at a profit? Yes; with facilities to get to market, and to send their produce to the centres of population, such as Sydney and Goulburn, they could grow hay, and they could produce butter at a profit, to say nothing of fruit.
394. Are there any extensive orchards on the farms in the district? There are not very extensive ones here, but some in the Berrigan district have been very successful. Some of them are close to the town.
395. I suppose the fruit will be sold principally in the local market? Yes; it might be sent down to Narrandera sometimes.
396. It has not been proved that fruit could be produced here and sent to Sydney at a profit? I do not know of any being sent.
397. If there were any considerable production the local market might soon be over supplied? Easily.
398. It has not been proposed to carry on the industry of canning or drying fruit? Some of the farmers are proposing to do some drying. The apricots here are very prolific, and I have heard the farmers thought of drying some themselves; but it has not been done yet to any extent.
399. *Mr. Davies.*] How long have you held the office of Mayor? Three years.
400. How long has the borough been incorporated? Five years.
401. What has been the growth of your municipal revenue during the last few years? There has been no material increase. Including the subsidy, the revenue is a little over £700.
402. You get a subsidy of £1 for £1 for the amount raised within the limits of the municipality? Yes; we raise about £350 of ordinary rates.
403. How many ratepayers are there within the municipal area? I could not say. There is a population of from 730 to 750.

404. Has there been an increase in the population here? It has been increased by about 150 since I gave evidence before the last Sectional Committee which visited the district.

405. Your revenue has not increased much? No; it has increased very little. More houses have gone up, but the effect has been to reduce rents and to reduce the amount of the rates.

406. What are your liabilities? We owe about £40 or £50 on the municipal account. We are trustees of the common, and we owe money on account of that.

407. You have a water supply? Yes; we have a liability to the Government in connection with that.

408. What was the cost of the works? About £6,000.

409. What revenue is derived from them? We have not struck a water rate; we are just doing so now.

410. How long have you had a water supply? It was handed over to us a few months ago.

411. You propose to strike a water rate of how much? One shilling in the £. We think that will be sufficient to pay interest and working expenses.

412. I suppose the reason the district has not progressed more is that the land is locked up in the hands of so few persons? Yes. Hundred of persons in Victoria are anxious to come over here and take up agricultural land when it is available.

413. Do you think the construction of a railway from Jerilderie to Berrigan would improve matters in that respect? It may induce some of the larger land-holders to throw their land open. They would throw it open to-morrow if they thought there was a demand for it. Until the price of land comes down, and profits increase, there will be no prospect of the large owners selling much of their land.

414. With the present price ruling for wheat, would it pay the agriculturist to take up land under the terms and conditions upon which it has been taken up at Tuppal and other places? It would not pay on the terms which have hitherto been paid to the landholders.

415. You do not think the agricultural lessees, with the present price of wheat, would be able to continue to pay the estate owners the rental they are now paying? No.

416. Even though the railway may give them better facilities for getting their produce to market? Quite so.

417. You think the whole question depends upon an alteration in the price of the produce? Yes; and in the price of the land.

418. Have you, in your long milling experience, known wheat so low in price as it is now? No.

419. What has been the increase in the production of wheat during the last two and a half years? Within the last two years the acreage has increased from 35 to 40 per cent., and the yield proportionately.

420. Where has that increase principally taken place? Due south on the Barooga country, and also on Tuppal and Momolong.

421. Is the land more suitable for the cultivation of wheat at or near Berrigan than in other parts of the district? I do not think there is a bit of difference in the land between Clear Hills on the east and Tuppal on the west. But as you get further east beyond Clear Hills I do not think the land is quite so good.

422. Will the produce from this additional area of cultivated land find its way by Jerilderie to Sydney? Some of it. The produce of all the land within a certain radius of Berrigan would go on to the proposed line. Of course, when you get a certain distance to the west it will come in by team. Any wheat on the eastern side of the travelling stock reserve would, I think, go to Berrigan, but the wheat produced on the western side of the reserve would come to Jerilderie by team. Of course, a good deal depends upon the state of the roads.

423. What would it cost, in your opinion, to haul wheat from the Berrigan district to Jerilderie? About 9s. a ton on the average.

424. From any portion of the Berrigan district? Yes. As you get further on to Finley it comes to 11s. 3d. per ton.

425. How much a bushel is it? About 3d. a bushel at 9s. per ton.

426. If the farmer can get his grain carried on the railway from Berrigan at 2s. 6d. a ton will that not be inducement to him to send it by Jerilderie and other markets? Decidedly.

427. Would that reduced carriage help to compensate farmers and producers to any large extent for the low price of wheat? It would help those who took full advantage of the rates to a very great extent.

428. How much a bushel would 2s. 6d. a ton be? About five-sixths of a penny. Of course the farmers living alongside the line would be in a better position than those further off, but within a distance of 10 or 12 miles the farmers would be able to cart themselves.

429. You think that the proposed railway to Berrigan will be a substantial advantage to the producers of the district? Yes.

430. How far on each side of the proposed railway do you consider the farmers would be served by it? Till you get out about 10 or 12 miles. As you go to the south the distance would be greater. Of course if a farmer were 5 miles from the railway and 10 miles from Jerilderie, and if we had to pay 2s. 6d. a ton on the railway, he would give cartage to Jerilderie the preference.

431. The railway would be a great advantage to those living to the extreme south of the Berrigan district? Yes.

432. Would any additional wool beyond that already sent on our railways come to them if this line were made? It would depend a good deal upon the local rates. If the Victorian rates were lower the wool would of course go *via* Victoria. I have seen the Yanko wool go to Deniliquin. It is entirely a question of local rates. I think the Momolong wool will go on to the railway, and a good many of the graziers from Berrigan would send there.

433. Is it not a fact that a good deal more wool has gone on to the railway from the present clip than any previous clip? A good deal more.

434. I suppose it is likely that the increased railway facilities might draw other wool on to our line? Yes.

435. I presume a good deal of the wool in the district finds its way over to Victoria? The Wonnamurra clip has always gone to Sydney. The Yanko and Coree clips also go there, but as a rule the clip from stations to the south and south-east of that go to Melbourne.

436. What would be the production of those stations which are sending their wool to Melbourne? I could hardly say, but I should imagine that it would not be less than 5,000 bales.

437. You think a portion of that wool, if liberal rates were offered, would be carried on the proposed railway? Yes.

Mr.
T. W. Wise,
15 Jan., 1895.

Mr.
T. W. Wise.
15 Jan., 1895.

438. Do I understand you to say that the farmers combine wool-growing with wheat-growing? To a limited extent the farmers do so. On some of the farms the wool crop is just as valuable as the wheat crop.
439. What is the primary cause of so much land being put under wheat cultivation during the last few years? You see, when the farmers first go on their land they have only their stock. It takes some time to get the land ready for agriculture. After the timber has been rung for a few years it is comparatively easy to clear. Then there has been the low price of stock and wool. The farmers and graziers want to supplement their produce, and they have increased their agriculture.
440. What is the lowest price wheat should realise to leave a margin of profit to the producer? Two shillings and sixpence delivered at the railway or 2s. 3d. on the farm. That is the lowest price which would give them any fair return for their labour.
441. You know the country through which the proposed line will go to Berrigan? Yes.
442. From your general knowledge of it, you advocate the construction of the line? Yes.
443. You know the character of the railway it is proposed to construct;—do you think such a line with a speed of 15 miles an hour, and with a daylight traffic, will be sufficient to meet the requirements of the district for many years to come? Yes; thoroughly well. If the speed were only 10 miles an hour it would be enough for a great deal of the traffic which would pass over it.
444. You have had some experience in earthwork formation? Yes.
445. Take a uniform rise of 6 inches with about 18 feet in width,—what should that cost? Of course, an ordinary road formation is different from a railway formation.
446. But do you think an estimate of £225 per mile is too much for the earthworks required for the proposed railway? If it were not more than 6 inches in depth it could be done for about 10s. a chain.
447. Have you had work of this kind carried out in the municipality? Yes; we have had much heavier work done for very little more.
448. The country between here and Berrigan is pretty level? Yes.
449. Therefore, no considerable earthworks would be required? No.
450. From what distance by train do you have to bring your ballast? Fifty miles.
451. What did it cost you per cubic yard? Eight shillings. We get screened gravel at 5s., and freight and unloading are about 3s., and it makes very good ballast—much better ballast than you see on the Jerilderie line.
452. If ballast were required for the proposed railways there would be no difficulty in getting a good supply? No.
453. But it would have to come a distance of 50 miles? At this end—yes; but at the Berrigan end you could get an abundance.
454. It has been suggested that the line should be constructed without ballast, but that additional sleepers should be laid, forming practically a wooden floor;—do you think that would stand the traffic? I should think it would answer very well at the proposed speed.
455. You think such a line would be perfectly safe? Yes.
456. And not likely to cause accident? No.
457. I suppose, in your opinion, the construction of a railway from here to Berrigan would be better than the making of a macadamised road? Yes; it would take more in proportion to make a macadamised road than the benefit from its construction would be worth.
458. Do you think a macadamised road between these two points could be made for £1,800 a mile? I do not.
459. And you think that a light railway of the character proposed would be sufficient for many years to come? Yes.
460. *Mr. Lec.*] You gave evidence before the Sectional Committee, in 1892, when it was inquiring into the proposed extension between Jerilderie and Deniliquin;—you then said that the quantity of wheat produced in 1891 was 29,150 bags, and that 6,000 bags went to other buyers, making a total of 35,150 bags; in 1892, you said that 35,000 bags went through your hands, and that 15,000 bags went to other buyers, making a total for the year of 50,000 bags;—those figures showed a large increase in the growth of wheat in your opinion, and you attributed the increase to the fact that the railway had been constructed;—have you seen any reason since then to alter your estimate? No. Of course, the figures I gave represented the wheat which came into Jerilderie. It did not represent all the wheat grown in the district. I suppose that about 20,000 or 30,000 bags went across the Murray through Victoria.
461. For what purpose? It was bought by Sydney millers and went into Victoria in bond, and round to Sydney by ships. The Victorian railway authorities offered special rates, which were an inducement, but they were abolished this year.
462. Mr. Harper, of the Railway Department, was in the district a few weeks ago;—did you see him? Yes.
463. Did you supply him with information? I think I did.
464. He has reported that the estimated quantity of wheat produced in the district this year is 153,000 bags;—do you think that is an exaggeration? It was not an exaggeration at the time the estimate was made—the crops promised it—but since then, on account of bad harvesting weather, I think it would be fair to reduce the estimate to 130,000. I estimate that fully 20,000 bags will be lost owing to the weather.
465. Since the season of 1892 there has been an increase in wheat production in the district of from 50,000 to at least 130,000 bags? You would have to add to the 50,000 bags the quantity which went to Victoria.
466. Mr. Harper's estimate is confined to a radius of about 20 miles of Berrigan? That would be about right.
467. You are aware that the Railway Commissioners rely almost solely on the wheat traffic to give them a return on the contemplated extension? Yes.
468. The Committee would be glad to know if there is likely to be any leakage, which would make the estimate subsequently unreliable? The only thing is this—the quantity of wheat which will pass over the line will depend upon the relative prices in Melbourne and Sydney. New South Wales, up to the present time, has not been producing enough for her own needs. The price in Sydney has been higher than the price in Melbourne per bushel, and it has paid the farmers to take this wheat a long way to the Sydney market. When New South Wales once has wheat for export the farmers within 10 miles of the Murray will send every bag of their wheat into Victoria. The cost of sending to Melbourne will be only about 18s. or 19s. a ton, including all charges, whereas to Sydney, even with a railway from Berrigan, the charge would be about 25s.

469. Under those circumstances, the contemplated traffic by the railway would be almost entirely lost? There would be a certain radius which would not be affected by the Victorian railways, and within that I think you would get the necessary revenue. Before we attain the position of an exporting country, there will be a general increase in the area under cultivation, and in this particular district that increase is more likely to take place in the area affected by the proposed railway than nearer the Murray. Mr.
T. W. Wise.
15 Jan., 1895.
470. Is there sufficient good agricultural land to produce for the extension the revenue expected from cultivation in this direction? Yes.
471. In the event of our having federation and a free border, would that be likely to divert traffic towards Victoria? If once we reach the position of an exporting Colony, whether we federate or not, it will not make a bit of difference. If the duty were off to-morrow it would not make any difference, because the farmers ship their wheat, *via* Melbourne, in bond.
472. Inasmuch as Berrigan is a wheat-growing locality, is it not likely that flour-mills will, in course of time, grow up there;—if the wheat grown in this district were thus dealt with locally, how would that affect the traffic on the line? If the flour were ground at Berrigan, it would still have to be sent this way. In fact, they are more likely to send the flour than the wheat this way.
473. You see no probability of the district finding an outlet in another way? No. Several times last year an attempt was made to send the produce to Victoria, but it has always paid better to send it this way.
474. You are aware of the rebate line fixed in this district by the Victorian Railway Commissioners? Yes.
475. What effect has that line had upon the general traffic of this place? It has caused a good deal of general merchandise to be brought to Sydney, which otherwise would have come through from Melbourne. In the case of galvanised iron and certain heavy goods it might pay to get them from Melbourne, but in the case of other goods it would be cheaper to get them from Sydney.
476. How does the rebate system affect Jerilderie as a centre for store goods? It depends upon carriage. If the storekeepers find that it costs less from Sydney, he gets the goods there. In the first place, he is not bothered by the carriage from the Murray by dray, and he gets the goods straight from the merchants into his shop. He can get the goods, *via* Sydney, at all seasons of the year, and he is not bothered by teams.
477. As Berrigan is no great distance from Cobram, do you think that any great portion of the traffic which has now the benefit of the rebate, would be diverted on to the Berrigan line? Yes; I think so.
478. Do you know whether the construction of the line as far as Jerilderie has had the effect of inducing the large landholders to throw open the land for settlement? No.
479. The landowners close to Jerilderie have taken no advantage of it? No. But it has had the effect of causing wheat to be grown at Tuppal, Momolong, and Barooga. There has been no cultivation on the line itself between here and Narrandera.
480. What is the price of wheat in Jerilderie to-day? From 1s. 9d. to 1s. 10d. per bushel delivered here. Extra good samples would bring 1s. 10d.
481. It costs 3d. a bushel to get it carried from Berrigan here? Yes.
482. So that the farmers are really receiving 1s. 6d. per bushel net? Yes.
483. Seeing that the railway depends upon the continuation of wheat production in this district, do you think that if the present prices continue wheat production will continue here? I do not.
484. Do you see any sign of improvement in the price;—in other words, do you know any outlet which will encourage the farmers to go on? It is the general opinion among people in the trade that prices will harden. Producers in other parts of the world are affected, just as we are, by the low price of wheat, and they cannot afford to grow it cheaper than we can grow it, nor so cheaply. Producers elsewhere would starve at present prices. The probability is that there will not be so much wheat grown. Then, again, wheat may be used for other purposes—stock, for instance. Wheat is the most valuable cereal grown. It is far more valuable than oats and barley, and for the last fifteen years the price has ranged higher than the prices of those things. Now, however, it is very low. Owing to the over-production it stands at present lowest on the list. Of course, when it comes to be so cheap, and when it comes to be used for the purposes for which other grain is used, its price will go up to the price of those grains.
485. You have considered the question from all points of view, and notwithstanding the extremely low price ruling at this moment, you are of opinion that the wheat industry will continue to flourish in this district where the land is suitable for it? Yes.
486. Your impression is that the price will improve? Yes.
487. And looking at it from that point of view, you think the country will be justified in undertaking the construction of a cheap pioneer line in this district? Yes.
488. I suppose the time has come when some improved means of communication must be extended to this particular district, whether by metal road or by railway? Yes.
489. Which do you think the best? A railway would be the best unquestionably from every point of view. Every man with experience of the district must admit that road-making on an extensive scale is out of the question. You might drain the roads a little, and make them better to drive over, but road-making in this district, to carry heavy traffic, is out of the question.
490. It has been estimated that the cost of a metal road in this district would be £2,000 a mile? It would cost fully that. Close to a town you might make a metal road a little under that price. But taking a road, for instance, from here to Berrigan, there is no metal along it, and even supposing they had metal at Berrigan, it would still have to be carted a distance of 20 miles to this end. One of the first things a contractor for the metal would do would be to lay down a line of tramway along the line of the road to bring the metal on to it.
491. It is estimated that it would cost at least £150 per mile per annum to maintain the road;—if it can be shown that a railway can be constructed for less money than a metal road, and that the cost of its maintenance would not be greater than that of a metal road, then there can be no doubt as to which would be the more desirable? No doubt, whatever. And even if the returns were not so favourable to the railway, still the railway would be the best. There would be the interest on the road expenditure, and that would have to be put against the interest on the railway.
492. Would you favour the construction of a light pioneer line in the first place, instead of a line like that from Narrandera to Jerilderie, for instance? Yes.
493. You think it would be sufficient for all requirements, and that this would be a good part of the country in which to make the experiment? Yes. The Government cannot afford to construct railways and run them at a loss. The farmers would be very well satisfied if the Government were to spend very much less money on their railways and to carry goods at a lower rate. 494.

Mr.
T. W. Wise.
15 Jan., 1895.

494. *Mr. Gormly.*] In the case of this particular line, do you think the estimate of 10s. a chain for earthworks would be enough to fill up the depressions? Yes; I think that on the average, £50 a mile ought to be sufficient for the whole distance between here and Berrigan.
495. *Chairman.*] You have referred to the wheat-growing country on the Murray;—how far west does it go from Murray Hut;—will it run in a direct line from Jerilderie to Deniliquin? Yes; wheat can be grown right through that country.
496. Does it go beyond that? I could not say how much further than the Moama line it goes, but it goes a considerable distance. The railway surveyed line from Jerilderie to Deniliquin intercepts the timbered country 6 miles from here, and goes right through it until it enters Deniliquin. It is agricultural country all the way.
497. *Mr. Davies.*] You say the average yield per acre is 16 bushels? Yes.
498. How long would land in the district continue to produce that yield in fair ordinary seasons? Practically for ever with the system of farming which obtains in this district. The farmers fallow the land—they combine agriculture and grazing. They spell the land for a year or two at times, and run sheep upon it. In this way the quality of the land is kept up.
499. You know that the yield of wheat in South Australia has fallen off to less than one-half of what it was? Yes.
500. You do not anticipate the same result in this district from continuous cultivation? Not in this district.
501. Supposing the land were cropped year after year, how long would the farmers be able to keep it up? I suppose that generally in this district you could reckon on an average of 16 bushels for five or six years. The yield would then gradually diminish until it became absolutely necessary to rest the land.
502. *Mr. Gormly.*] An officer of the Roads Department has said that a greater portion of the distance from here to Berrigan is composed of swamps, containing from 1 foot to 18 inches of water in times of rain; do you think that is the case? There is not more than a mile of swampy country in the whole distance, and even where it does exist, I doubt whether the water would be 18 inches in depth.
503. Upon no considerable portion of the line would high embankments be necessary? No.
504. Would your estimate of 10s. per chain for earthwork formation apply to the whole line? Yes; £50 a mile would allow a margin to meet swamps and depressions.
505. That is your conclusion, after considerable experience as Mayor of the borough, in connection with earthwork formation? Yes.
506. What are the appliances you have for road-making? Up to now we have used ploughs and scoops, but we have at the present time the American patent road-forming machinery. My estimate of £50 a mile was not for the use of the American machinery, but for the use of the plough and scoop.
507. If it is necessary to fill up depressions, the earth can be removed by dray to lower portions and the cartage will not increase the cost of the line to any great extent? No.
508. With the use of the plough and scoop the earthwork formation in your borough would not cost 8d. per cubic yard? It used to, but it does not cost that now.
509. *Chairman.*] What does it cost now? Earthworks, 32 feet wide, with a 20-inch water table, would cost 12s. per chain.
510. By how much does the American machinery lessen the expenditure? We have only recently got it, but we can get formation done for about 10s. a chain where formerly the cost was £1.
511. It has lessened the cost of road-making in the district by 50 per cent.? Yes.
512. What is the cost of the grader? £75 in Melbourne.
513. It would cost about £100 here, I suppose? Yes.
514. Is there any other information you can give us? Only as to the probable traffic from firewood. I suppose about 1,000 tons of wood would come into the town, and the rates would amount to about £120 a year. There would be a great saving to people here. The wood would cost them much less than it costs them now. I reckon there would be about 80,000 bags of wheat carried on the line, giving a revenue of about £1,000. That is allowing for a reasonable increase in cultivation by the time the railway is made.
515. You consider that in making that estimate you have taken the minimum amount? Yes.
516. What area would that come from? It would include Savernake, some of the Barooga country, some of the Tocumwal country, the whole of the Berrigan district, and the Finley district, to the east of the stock route.
517. Do you think the estimate of live-stock traffic is likely to be realised? I could not speak as to that, but I should imagine that there would be about 3,000 bales of wool. I think the difference would be made up by general traffic.
518. Do you think it would be made up by wood, live stock, and other produce? Yes.
519. All that you are prepared to definitely express an opinion upon is the wheat traffic and the wood traffic? Yes.
520. Do you think the estimate of £1,522 is too much for goods, live stock, and wool? I think it is, a little.
521. What would you put the amount down at? I should be inclined to put it down at £1,000. It is hard to form an opinion, because a railway creates traffic.
522. You think the Commissioners would be nearer the mark if they estimated a revenue of £2,000 instead of £2,600? Yes.
523. *Mr. Davies.*] You will see that Mr. Harper estimates 400 trucks of live stock at 7s. a truck—do you think that is too much? Yes; I think it is, a little.
524. He also estimated 700 tons of wool at 3d. per ton per mile? I do not think there will be quite as much as that.
525. Do you think there will be 17,000 tons of wheat carried at 2s. 6d. per ton? I do not think so. I think there will not be more than about 80,000 bags.
526. But you think that the difference may be made up in the carriage of other things—in the carriage of general goods, for instance? Yes.
527. Do you think there will be 300 tons of general goods? Yes, fully that.

Mr. Joseph Thomas Mawson, Station-master, Jerilderie, sworn, and examined:—

528. *Chairman.*] What are you? I am station-master at Jerilderie.
 529. How long have you been in charge here? Five years.
 530. Can you give us information as to the traffic on the railway for the last two or three years? I have prepared some returns as to the traffic in wool, wheat, and stock.
 531. For what years? From 1892 up to date.
 532. You hand in a return showing the live stock, wool, and wheat carried from Jerilderie by rail for the seasons ending 1892-3, 1893-4, and 1894-5? Yes. [*Vide Appendix.*]
 533. Does the return show an increase in the railway traffic? Yes; in wool and wheat.
 534. Is the traffic from Jerilderie gradually increasing? Yes.
 535. The freight appears to be coming more profitable to the railway? Yes.
 536. Have you any knowledge from what portions of the district the wool, wheat, and live stock included in the return come from? I think the greater portion will come from the Berrigan district.
 537. Some will come from Savernake, I suppose? From Savernake and Murray Hut, and a small quantity from the direction of Deniliquin. Some also from Clear Hills.
 538. Would much agricultural produce come from the northern side of the Billabong Creek? I think the greater portion of that would go to sidings between here and Narrandera.
 539. Where does the general passenger traffic of the Jerilderie line come from? It is made up chiefly of Jerilderie and Deniliquin residents. Of course I could not account for a good deal of the passenger traffic, because I do not know the residents of the other districts.
 540. Do you know some of the stations from which the wool comes? Yes; Coree would be one.
 541. About what quantity annually? About 2,000 bales.
 542. What other stations send wool to this line? Wonnamurra about 700 bales, Goolgumbra about 1,500 bales.
 543. What stations on the south of the line? We had 2,700 bags from Tuppal last year; we also had Boonoke wool.
 544. Can you tell us of any quantity of traffic coming from the direction of Berrigan and Clear Hills, beside that you have referred to? In addition to the wheat there would be a small quantity of wool, but a large proportion of it goes to Victoria.

Mr.
J. T. Mawson.
15 Jan., 1895.

Reverend John Dykes, Jerilderie, sworn, and examined:—

545. *Chairman.*] What are you? I am a Presbyterian clergyman.
 546. How long have you been resident in the district? Fourteen years and six months.
 547. Have you a full knowledge of it? A pretty good knowledge of it.
 548. *Mr. Davies.*] Do you know the country lying between this point and Berrigan? I know it pretty well.
 549. Are you conversant with the surveyed route of the proposed railway? I do not know it.
 550. You only know the terminal points? Yes, and the country between.
 551. The country is much of the same character right through? Yes.
 552. What is the general character of the country all round;—is the land in the Berrigan district within a radius of 20 miles suitable for agriculture? It is generally superior agricultural land; it is not uniformly so. There are portions on which the water lies in the winter, and which are not so suitable. Then there are portions of soft, cozy clay; that also would be unsuitable for agriculture. In winter time you could hardly cross it in a buggy.
 553. Is much of the area I have spoken of unsuitable for agricultural purposes? Not a large proportion.
 554. What is the greatest depth of water you have seen upon the land here? It would be, perhaps, a foot on stretches of ground for a few weeks after rain. Take the tract between Momolong Station and Berrigan. I have travelled over it in the winter when the sun has been shining and when the air has been clear, and almost one-half the whole distance would be under water.
 555. Then, if it were proposed to construct a railway with an earthwork formation of not more than 6 inches, and if sleepers were placed on the top of that formation without any ballast, do you think it would be safe? I do not think so.
 556. If the sleepers were laid more closely together than upon ordinary railway lines, and if the trains only ran at a speed of 15 miles—the traffic being restricted to daylight traffic; do you think that would be safe? I do not think so. I think it would be necessary to have a higher embankment in many places. In the case of red soil it would do right enough; but there are stretches of low-lying ground where water accumulates. For instance, there is a paddock when you leave Wonnamurra Station, on the road to Berrigan.
 557. Whose paddock is that? It belongs to Berrigan Station. It is beyond Connell's selection. It is now enclosed in a lane. Formerly the whole country was open; I have been over it all picking my way. There is about a mile there where the horses would be above the fetlock in water for the whole way, and that for perhaps 2 or 3 months.
 558. Have you, during your residence in the district, seen water 6 inches deep for months on portions of the road between Berrigan and Jerilderie? Yes; and much deeper than that in places on the country between Berrigan and Jerilderie.
 559. Would it be a heavy rainfall to produce the flooded state you speak of? Somewhat exceptional perhaps.
 560. Do you know the normal rainfall of the district? Sixteen or 17 inches. I have the details of the rainfall at Yanko Station from 1869 to 1884.
 561. Did you observe a uniformity in rainfall there? There is a considerable variation from year to year.
 562. And the flooded roads you have described existed during one of the wet seasons? Yes.
 563. How long ago was it that you saw the country in the flooded state you describe near Connell's selection? About seven years ago previous to the fencing in of the road.
 564. Have you any doubt as to the stability of such a line as I have described between here and Berrigan? Very grave doubts.

Rev.
J. Dykes.
15 Jan., 1895.

Rev.
J. Dykes.
15 Jan., 1895.

565. Supposing there were side drains and that box drains were made to conduct the overflow under the line, do you think that that would be sufficient provision to carry off the water? I should be very much inclined to doubt if it would be sufficient under the circumstances. I should doubt the safety of the line unless there were a very complete system of drainage to carry the water away from the railway altogether to a lower level.

566. Is there a fall to the west? There is a general fall to the westward all over this country, but very slight.

567. Do you favour the construction of a line between Jerilderie and Berrigan? I think if a line is to be constructed into this district a better direction for it to take would be towards Finley.

568. Why do you think that? I think such a line would be more advantageous to the community at large.

569. Is not Berrigan the centre of this great wheat district? I do not know that it is—I do not think so.

570. Do you think Finley is the centre? I think it is; I think that in the near future it is likely to be the more populous and the more productive district.

571. But dealing with the present, would you not regard Berrigan as the centre of some very excellent country? Yes, on the whole.

572. Country which is likely to produce very large crops of cereals? Yes.

573. It already does so? Yes; but I fancy that part of the district has reached its maximum of production, or very nearly so.

574. Why? Because the greater portion of the available land there is already in the hands of agriculturists. That is one of the reasons why I favour a line to Finley. There is a large amount of good agricultural land in that district, which is still available for settlement.

575. You think there is more land available for agricultural purposes at Finley than at Berrigan? Yes, taking a radius of 20 miles. If you take that radius from Finley, it would take in the best part of Berrigan, and a large area of splendid agricultural land to the westward.

576. Would the line you suggest serve the district of Berrigan as well as the proposed line? Not so well, of course, as if the line were taken to Berrigan itself.

577. Would not a line to Berrigan serve a larger number of persons than a line to Finley? I question it very much. I speak from my knowledge of the country on this side of Berrigan. I am not so thoroughly acquainted with it beyond. There is no settlement on this side until you reach Berrigan, and there is no prospect of it. I do not profess, however, to speak with any degree of authority further than, perhaps, 8 miles beyond Berrigan.

578. Then, taking a radius of 20 miles, it would be difficult for you to say whether, from the point of view of serving agriculturists, it would be better for the line to go to Finley or to Berrigan? I give my opinion for what it is worth. I thought it might be a hint to the Committee to obtain more particulars as to settlement, taking the Berrigan district within a radius of 20 miles in comparison with that of Finley, within a similar radius.

579. You know the Finley district much better than the Berrigan district? I know it pretty well. I know it for a distance of 10 miles or so on the other side. In a sort of way I also know it beyond; but I do not profess to speak with any degree of authority about the localities further over.

580. You favour a line to Finley because of your better knowledge of that district? No; because of my comparative knowledge of both districts.

581. Do you think, then, that a larger number of persons would be served if a railway went to Finley? I think there is a larger area of land available for agricultural purposes on the Finley side, for instance, there is the Tuppal Estate. The owners have manifested their willingness to put it into the hands of farmers. They are prepared to make an indefinite amount of land available for agricultural purposes.

582. Do they propose to sell or to lease the land? It is understood to be a sale; it is actually a lease with the right of purchase. A good deal of land has been taken up in that way in the Finley district.

583. Do you know where the wheat brought to Jerilderie has come from during the present season? No, not as to particulars.

584. You do not know whether the bulk of it has come from Berrigan or Finley? No.

585. I suppose the district from which the bulk of the wheat came would be a good criterion as to the direction the railway should take? I daresay.

586. If the bulk of the produce has come from the Berrigan district, taking a radius of 20 miles, as against the Finley district, I suppose you would say that the railway should go where the larger amount of produce would be brought to it? I would not quite say so, because I think there are other considerations to be taken into account. For instance, the general interests of this district, and of the district to the north of the Billabong, should also be considered in connection with any line to the south. I think it would be a great mistake, and I say it advisedly, to construct such a line as proposed to Berrigan, because you could not extend that line so as to bring this large district into touch with the Victorian lines of railway. I hold very strong opinions on this point.

587. Do I understand you to say that you advocate the construction of a line from Jerilderie to Finley, with the view of bringing our railway system into touch with that of Victoria? That would be one reason. The interests of this community, of this large district, are such as to render it a matter of true statesmanship to see that it has the best access to market for its produce, which can be afforded it. To take a line down to Berrigan would be simply to run into a *coul de sac*, and the hope of this district of obtaining access to the Victorian seaboard would be indefinitely postponed.

588. When that happy time arrives the duties will have to be abolished on the Victorian side? That is a matter for the Victorians themselves to consider.

589. You advocate then that the Government of New South Wales should bring its railway system into touch with the Victorian system, in order to divert the traffic of this Colony into Victoria. You advocate that the Government of this Colony should raise loans for that purpose? I do not advocate any such thing as that the New South Wales Government should raise money for that purpose, but I think that the function of the Government is to remove as far as possible any difficulty in the way of citizens carrying out their business and their enterprise successfully and profitably to themselves, and, therefore to the Colony.

590. *Chairman.*] Do you advocate an immediate junction of the railway system of New South Wales with the railway system of Victoria? Not in advance of need.

591. *Mr. Davies.*] You are looking forward to the days of federation? Yes.

Rev.
J. Dykes:
15 Jan., 1895

592. Do you think it will be wise in the meantime to saddle the Colony with large loans for the purpose of constructing railways to divert our trade to Victoria? My opinion is that the matter should not be pushed on too rapidly until federation is further advanced. We should do nothing which would interfere with a more perfect system of intercommunication between the colonies at some future time.

593. In the meantime you would sacrifice your agricultural producers; you would deny them the benefit of communication with the railway system of their own colony? I do not know that the sacrifice would be so very great.

594. Are you aware of the cost of the transit of produce from the Berrigan district, taking a radius of 20 miles to Jerilderie;—do you know that it costs from 10s. to 12s. a ton? Yes.

595. Would you be surprised to know that if a railway were constructed the cost would be reduced to 2s. 6d. a ton? That would be a big difference.

596. Would it not be a great advantage to the producer? There is no question of the advantage from the producer's point of view. I am looking to the benefit of the greatest number, and I think a railway to Finley would serve the larger number, and would be preferable even from that point of view, while it would not have the effect of interposing any barrier to a more perfect system of railway intercommunication when the Governments of these colonies have come to be more in touch with each other, and are working in a federated community.

597. Then, viewing the matter in the light of direct communication between Jerilderie and Victoria, you think Finley would be the best point to which to take the line? I think so.

598. Because you could continue the line on to the Victorian Border? Yes; that is one reason why I would be more favourable to that route.

599. Then, upon the whole, you do not think it would be an advantage to this district to construct a cheap line between Jerilderie and Berrigan? I think it would be a waste of money to construct a cheap railway such as that proposed—I do not think it would last.

600. You would not put your opinion against that of the Engineer-in-Chief for Railways, I suppose? Certainly not; but I know the country, and I know the exceedingly soft melting nature of a great deal of the soil.

601. If the Engineer-in-Chief is of opinion that a railway sufficiently strong for the traffic of the district could be constructed for £1,800 a mile, would you still hold to your opinion that such a line would be insufficient for the district? I do. I believe that an average embankment of 6 inches, without ballast would, in many parts of the country between here and Berrigan, be totally insufficient.

602. You must remember there would be 5 inches of sleeper above that and 5 inches of rails above that? But the sleepers rest on the soil, and I do not think that, generally, the soil is of a suitable character for such a purpose.

603. If it were found that the road was not sufficiently stable, it would be cheaper to ballast it afterwards, would it not, than in the first instance. You could run your ballast trucks along the line, and deliver the ballast where required? No doubt, but that will add largely to the cost of construction. It will no longer be a line at £1,800 a mile.

604. This work is suggested as a pioneer line—the first cheap railway attempted in the Colony. Do you think it is worth a trial? I think it would be an unfortunate thing to make the trial at this particular point.

605. Your idea is that a line of a more permanent character should be constructed to Finley, with a view to the ultimate connection with the Victorian system? I do not advocate the connection at once, but in the meantime I think nothing should be done to hinder the construction of such a railway.

606. *Mr. Lee.*] You described one portion of the road between here and Berrigan, which you said was very bad—can you locate it? It is 2 miles on the other side of Connell's—about 12 miles from here.

607. You do not know the proposed route of the railway? No, except generally.

608. You did not know that it was not proposed to go near that road at all—that the line will not touch the main road until within a few miles of Berrigan, so that the country spoken of will not be touched? I was speaking generally of the paddock through which the main road passes.

609. Do you not think that if there were side drains, and if suitable provision were made for the water passing under the line at various places, that that would be enough to keep the line free of water? I do not think so, unless provision were made to carry the water away from the line.

610. Supposing advantage were taken of depressions at convenient sites to let the water pass away? I daresay that would minimise the difficulty.

611. Have you seen any running water along the road? No; it is mostly still water.

612. Yet I understood you to say that it should be treated by way of drainage? I have stated that that is the difficulty. It would take a long cutting to reach a lower level.

613. You advocate a line to Finley for the ultimate purpose of getting to Victoria. Supposing that line were made, what produce would there be to send to Victoria. This district is at present mainly a pastoral district, and there would be the usual products of such a district—wool and tallow.

614. There is absolutely no wheat-growing just about here? Not a great deal.

615. The wheat-growing commences somewhere in the neighbourhood of Berrigan and Finley? No doubt—still there is a considerable area of wheat-growing country to the north.

616. If that is so, would it not be better to construct a line from Berrigan towards the Victorian border at once? I am not a partizan of Victoria, but facility of access to market tends to produce business, and there is an excellent area of agricultural land to the north of us as well as in the Berrigan district.

617. How far to the north would the agricultural land go? It is found anywhere around us almost. It is not likely to be made available for agriculture in the near future, because already, apparently, we have over-production. But on the Yanko, and spreading northwards towards the Murrumbidgee there is an immense breadth of country capable of being utilised in agriculture more or less successfully.

618. If your idea of building a trunk line to connect this district with Victoria is the right one, would it not be better to connect Jerilderie with Deniliquin at once? I think it would be a most valuable line for many reasons. To begin with, it would pass through a great deal of good agricultural land.

619. How many settlers are there between here and Deniliquin? Not a great number; but there is every reason to think that the settlers who do exist would not under certain circumstances object to have a great many neighbours.

Rev.
J. Dykes.
15 Jan., 1895.

620. Therefore we are not to give relief to those who are already on the land, in consideration of something that might happen in the future? As I have said, I think a line to Finley would be the preferable line.
621. *Mr. Roberts.*] I suppose you are fully aware of the high prices which the farmers of Berrigan have to pay to get their produce carried to Jerilderie? Yes.
622. Having regard to the settlers to the east of Berrigan, do you not think the Government would be justified in constructing this railway in the direction proposed? I question whether the farmers at Clear Hills would cart their wheat to a railway station at Berrigan.
623. Where would they send it to? I hardly think it would go to Berrigan. A railway there might be a slight advantage to them, but it would not be very great.
624. Putting aside the question of uniting our railway system with that of Victoria, from which direction do you think a railway should be taken with a view to afford immediate relief to the agriculturists to the south of this point? I suppose that most of the present agricultural settlement is to the east of Finley.
625. Towards Berrigan? It would take in Berrigan and all the agricultural communities in that direction.
626. At what period of the year did you see the water which you describe as lying between here and Berrigan? During the winter months, from May to September.
627. *Mr. Gormly.*] You are acquainted with the means adopted in level countries to carry water away from depressions? Yes.
628. If those means were adopted in connection with the proposed railway, do you not think they would prove sufficient? If there were side drains, and if advantage were taken of such opportunities as might offer to cut to some distance in order to reach a lower level, it might, perhaps, be adequate. I have noticed, however, that on the Narrandera line the side drains are not very efficient.
629. Will not the side drains be the means of carrying the water to depressions? If depressions exist.
630. Must there not be a depression when the water remains for the length of time you speak of? Certainly there are depressions. The question is whether the water can be carried away from the line.
631. You are aware that the water-courses, although shallow, tend to the westward? Where there is a water-course the water can be carried away without question.
632. In constructing a railway such as this, where depressions exist, embankments will be raised to the height of the higher portions of the country, will they not—there will be an uniform level? Yes.
633. If such an embankment were made in the depressions you have described, do you not think it would be sufficient to prevent the line at that particular point from being flooded? The line itself would be above water. What I should fear would be the erosion or subsidence of the earth upon which the line had been built.
634. Do you know of similar embankments between here and Narrandera which have not melted away? One accident—the most noted accident since the line has been constructed—occurred through that very circumstance.
635. Was not that caused by an extraordinary overflow from the Yanko Creek? No; there was simply a subsidence caused by the rain softening the embankment.
636. Do you know the point where the accident actually occurred? Yes.
637. What would be the height of the embankment? Possibly about 6 feet perpendicularly.
638. Would there be any need for an embankment of 6 feet between here and Berrigan? No.
639. Therefore such a serious accident would not be likely to occur? The mere fact of the embankments not being so high would offer no security against accident, in the case of an unballasted line.
640. Which district, Berrigan or Finley, at present has the larger area under cultivation? Berrigan, I believe, at the present moment.
641. Where is the considerable number of farmers you refer to to the west of Finley? They are mainly on the Tuppal land.
642. What is their tenure? Leasehold, with a right of purchase, also in many cases conditional purchasers.
643. What is the tenure or occupation of the landowners about Berrigan? There is a considerable number of conditional purchasers among them.
644. Is the land at Finley under occupation by conditional purchasers? A considerable area of it.
645. Is there not a considerable number of farmers in the neighbourhood of Savernake? Yes.
646. Would they send their produce to Berrigan? The railway would undoubtedly benefit some of them.
647. *Chairman.*] Your position is this, in the first place you doubt the wisdom of constructing such a line over such country? Yes.
648. Then you doubt whether Berrigan would be the true centre of the wheat-growing district to the south? Yes, distinctly.
649. Further, you doubt the wisdom of complicating the question of railway extension in this part of the country by any minor lines? Yes; at least by this line at the present moment.

WEDNESDAY, 16 JANUARY, 1895.

[The Sectional Committee met at the Royal Hotel, Jerilderie, at 8:30 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Sectional Committee further considered the proposed railway from Jerilderie to Berrigan.

Mr. Joseph Augustine Thomas Rochfort, Inspector of Stock, Jerilderie, sworn, and examined:—

Mr J. A. T.
Rochfort.
16 Jan., 1895

650. *Chairman.*] You are acting inspector of stock in the district of Jerilderie? Yes.
651. You hand in a return showing the holders, areas, and sheep in that portion of the district of Jerilderie likely to be affected by the construction of the railway under consideration? Yes. [Vide Appendix.]

WEDNESDAY,

WEDNESDAY, 16 JANUARY, 1895.

[The Sectional Committee met at the Public Hall, Berrigan, at 2:30 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. Emanuel James Gorman, auctioneer and farmer, Berrigan, sworn, and examined:—

652. *Chairman.*] You are an auctioneer and farmer? Yes; residing principally in Berrigan.

653. The Committee would like you to locate exactly the position of the town of Berrigan? It is as follows:—It commences at the north-west boundary of portion 67, G. Mitchell's original portion of 40 acres, going from thence to the main road from Jerilderie to Yarrowonga, following that road down till it intersects the south boundary of Susan Macdonnell's portion 75 of 279 acres; thence along the south boundary of that portion to its south-eastern corner; thence by a line running north forming the eastern boundary of the said portion 75, and part of the eastern boundary of portion 70; thence by the northern boundary of portion 76 to the north-western corner of portion 77; thence on the east by the eastern boundaries of portions 76 and 79 to the south-east corner of 79; thence on the remainder of the north by a line forming the southern boundary of portion 78 to the road from Berrigan to Momolong; thence by that road south-westerly to the north-eastern corner of portion 20; thence by the north boundary of portion 20 to its north-west corner; thence by part of the boundary west of portion 20 to the south-eastern corner of portion 82; thence on part of the south by the south boundary of portion 82 to the road from Jerilderie to Yarrowonga; thence by that road upward to a point 10 chains south from the south-east corner of portion 86; thence by a line east almost to the east boundary line of portion 87; thence by a line north till it strikes the south boundary of portion 84; thence on the remainder of the south by the south boundary of portion 84 of 65 acres to the south-west corner of that portion; thence on the remainder of the west by a line forming the western boundary of portions 84 and 67, to the point of commencement, embracing portions 67, 84, parts of portions 85 and 86, these being private subdivisions—and embracing also portion 76, which is at present unused Crown land, and also portions 80, 79, and 82, which are the village of Berrigan.

654. *Mr. Lee.*] How long have you resided in this district? I have been resident in this district for about sixteen years, that is, 10 miles to the east of here, at a place called Warmatta. I have been four years in Berrigan.

655. When did settlement first take place about Berrigan? About fifteen years ago.

656. How long is it since the township came into existence? It is between five and six years, since the subdivisional sales took place.

657. Your period of residence covers the progress of the district we now see? Yes.

658. The object of our inquiry is to ascertain from you residents what reasons you have to advance in support of the proposed railway extension from Jerilderie to Berrigan. We should like you, shortly, to offer reasons why the line should be extended here. We should like you to show us that the proposal is a reasonable one, and that it is likely to pay if carried out? In the first place, there is the suitability of the soil for intense culture, including the growth of all cereals, fruit culture, and the dairying industry, with the pastoral industry, of course, added. The district is eminently adapted to all these things. As a further reason, I might point to the large growth of population in this district within the last seven or eight years—that is, the agricultural population. These persons have expended a lot of money in opening up the country and enriching the district. Then there is the necessity for a better means of transit to market than the means at present at our command. There is also the fact that an extension from Jerilderie could be constructed so cheaply that it would not be a great tax upon the consolidated revenue. Those are the principal reasons. I have put them as clearly as I can. This part of New South Wales is capable of much greater development than already exists. We have only started so far on several new lines; but we have proved that the district is eminently adapted to this new departure. For instance, we know that fruit-growing can be carried on successfully. We know that the drying of apricots, peaches, and other fruits would pay handsomely, if we had a means of transit to market. Further, we know that the district is suited to butter factories and creameries if we had a better means of transit. We have already proved that for grain-growing the district is second to none in New South Wales.

659. Are the fruits and vegetables exhibited in this hall to-day all grown in this district? Yes; within a few miles of the township.

660. I see the exhibition includes potatoes;—is this considered a potato-growing district? There are a few sorts of potatoes which grow splendidly here—they sow them twice in the year. The Vermont and Early Rose give very good results.

661. What is the chief product? Wheat.

662. Do you remember the Railway Commissioners being here a short time ago? Yes.

663. Were you one of the deputation who waited upon them at that time? Yes.

664. Do you remember the Commissioners telling the deputation that they would advise as a condition precedent to the construction of the line that the landowners should give the necessary land? Yes.

665. What reply did the deputation give? I do not know that there was any definite reply. We said we would use our best efforts in approaching the landowners, and would see what could be done.

666. Has anything since been done? The landowners have since been approached, but nothing definite has been done pending the arrival of this Committee.

667. Inasmuch as the construction of the line will largely depend upon the settlement of the land question, are you in a position to give us any definite evidence upon the point to-day? I am not; but the landowners, with one or two exceptions, are here and can speak for themselves.

668. Have you had a public meeting with reference to the matter? The secretary of the Progress Association waited upon some landowners who expressed their willingness to be reasonable in the matter. I do not know exactly what they are going to do.

669. The line would not pass through your land? No.

Mr.
E. J. Gorman.
16 Jan., 1895.

Mr.
E. J. Gorman.
16 Jan., 1895.

670. In the event of the landowners giving their land to the Railway Commissioners for the purpose of a railway, what do you propose to do in the case of those persons who may derive benefit from the line although it does not go through their property? Nothing definite has been arranged. It was proposed that they should contribute towards the cost of the land; but seeing that there is no law compelling them to do so, it has been thought that some might contribute and that a number might not feel disposed to do so.
671. We are to understand, then, that the residents have not done anything definite with regard to the gift of the land? Nothing further than waiting on the landowners and pointing out to them the necessity, if possible, of giving the land.
672. I suppose you are aware, in common with the rest of the residents, that the proposed line is to be a pioneer or grain line? Yes.
673. It is an experiment in this kind of line, and it is the first time it has been tried in the Colony? Yes.
674. Do you regard this as a suitable district for the experiment? Yes.
675. Do you know that the line will have to be constructed cheaply? Yes; and I think it can be.
676. One of the questions for the Committee to determine is whether the district will be able to support the line after it has been built? I think it will.
677. The Railway Commissioners, after close inquiry, have come to the conclusion that the chief and almost only source of revenue will be the carriage of wheat;—are we correct in assuming that that will be the chief freight? It will be the chief freight.
678. If there were a line running here at the present moment, there would no doubt be plenty of freight for it? Certainly.
679. What are the prospects of the district in connection with the cultivation of wheat and other cereals? During the last two years the area under agriculture has increased to a wonderful extent, and I see no reason why it should not go on increasing. There is an immense area of splendid agricultural land still uncultivated.
680. What has been the price of wheat while cultivation has been extending? It has gradually fallen from 4s. to what it is at the present time.
681. Within what years has cultivation made the most marked progress? It has made the most rapid strides within the past two years.
682. What was the price of wheat then? This time last year it was worth from 2s. 2d. to 2s. 8d. The year previous it was worth from 3s. to 3s. 2d.
683. As a farmer, you will admit that if wheat falls below a certain price it would be unprofitable to grow it? Yes.
684. Can you fix that price? It depends entirely on the conditions. At the present time wheat is apparently at as low a price as it can be consistently with growth at a profit. We thought that, however, three years ago, when the price was 3s. a bushel, but we have managed to live, notwithstanding the fall, and have gone on increasing the cultivated area.
685. What is the present price? 1s. 9d. in Jerilderie.
686. What will that be net to the growers? About 1s. 6d.
687. What do you think of the price now? I am just as hopeful as I was a few years ago.
688. Supposing wheat went down to 1s. 3d. per bushel? We can grow it at 1s. 3d., as well as it can be grown anywhere else at that price.
689. If the price goes down, will the present cultivated area continue to be placed under wheat? We shall have to put the wheat in this year in the hope of a rise. Quite as big an area will be sown this year as was sown last year, and probably more. People have embarked in agriculture. They have bought horses and machinery, and they have cleared the land. Now there is no other outlet for them. They must go on growing wheat.
690. Do you think they will continue to grow it at 1s. 6d. per bushel net? I think the bulk of them will. At the present price of wool and other products there is no other outlet.
691. What is about the average crop per acre? This year is rather an unfortunate year, and I do not know what it will be, but we consider 16 bushels a fair average crop in this district.
692. What do you actually get? It depends to some extent upon the farming. I had an average last year of 26 bushels.
693. Can you give me the average of the district;—have you any data? It is not possible to get at the exact average locally.
694. What do you think will be the yield this year? If the present weather continues the yield will be lessened very much, but I should say that it would run from 12 to 16 bushels. It will probably be about 14 bushels on the average.
695. Have you gone into figures to find out how many acres there are under crop, and what is the gross number of bags raised in the district within a radius of 20 miles of Berrigan? Not in a radius of 20 miles. I have taken the district for 10 miles round. I reckon there are about 30,000 acres under crop from 10 to 12 miles from Berrigan, going to Finley on the west, embracing portion of Barooga on the south, going a little beyond Warmatta to the east, and 10 miles to the north.
696. What do you reckon you will have from that 30,000 acres? I should say from 120,000 to 130,000 bags. There would have been considerably more, but under present circumstances I should think that it is a fair estimate.
697. How many bags to go to the ton? About nine.
698. In the event of prices improving, and there being more inducements to persons to farm, can the area of wheat cultivation be extended? Certainly; three or four fold, I should say.
699. Do you mean by taking up fresh land, or by bringing under cultivation land already held? The large landowners will, I think, lease or sell their land. There is any number of persons coming over from Victoria for farming land.
700. You mean that the holders of large areas will increase the area under cultivation by means of sale or lease? Yes. In view of the present price of wool, I think the small owners will also increase their areas.
701. Do you think it possible that the Berrigan district has reached its limit of wheat production? I think not. There is an immense quantity of virgin soil here; and there is any number of people who are ready to go on to it if the prices improve at all.
702. What is the population of the Berrigan district? I could not say exactly.

703. What is the average size of the holdings? From 1,200 to 1,500 acres.

704. As a rule how much of that area would the holder cultivate? From one-fourth to one-sixth, and in some cases only one-eighth.

705. I suppose you have a good personal knowledge of the district? Yes.

706. And the evidence you have given upon these points may be taken as approximately correct? Yes; I know every farmer personally.

707. You think that even under present conditions there is a possibility of cultivation being extended? Yes.

708. The next point to consider is that of a market. Situated as persons are at this end of the Colony, so close to the Victorian Border, which do they look upon as their natural and proper market? Sydney is the only market for wheat, because the duty of 1s. 10d. per cental on wheat entering Victoria is practically prohibitive.

709. But in the event of federation and a free border what would take place? With a railway to Berrigan I think the wheat would go to Sydney. With no railway there it would go the other way.

710. Supposing the railway were constructed, and there were at the same time a free border? I think the bulk of the wheat would go to Sydney. It would cost 4d. per bushel to take it to Melbourne from Cobram.

711. Notwithstanding that the produce is so much closer to Melbourne than to Sydney you think that it would go to the latter place? The land-carriage would make up the difference. If the railway were taken right on to Cobram I could not say how it would go.

712. If you wished to ship from Melbourne you could do so in bond? Yes.

713. Are the transit rates prohibitory now? There is a difference of 3½d. per bushel in favor of the Jerilderie to Sydney route, over Cobram to Sydney. But owing to the millers giving the same price on the Victorian border so as to prevent wheat going out of the Colony, the price is equal. The farmers, however, prefer the other road. The punt on the river at Cobram cannot take big loads.

714. What are you paying per ton for the carriage of wheat from here to Jerilderie? It averages 9s. a ton, or 3d. a bushel.

715. If you could get it carried to Jerilderie for 2s. 6d. a ton, in lieu of 9s., there would be a saving of 2d. a bushel? Yes.

716. Do you think that margin of profit would be sufficient inducement to the farmers here to continue producing wheat? I think so—it would be a great assistance to them. It is not altogether a question of rates. There is a difficulty in securing teams in certain months of the year, when the farmers want to get their produce away. We have to send all our wheat away by road between the months of December and March. It has to be done then at any cost. If the teamsters liked to organise, they could ask 1s. 6d. a bag, and we should have to give it.

717. Would not the same thing exist if there were a railway? No; the farmers could then cart their own grain. There would probably be grain-sheds built, in which the grain could be stored. The farmers would either store it at these sheds, or keep it in their own barns until the market suited.

718. At the present time have not the farmers to sell their crop as soon as they gather it? I do not find it so, and I am a buyer of grain.

719. What is the greatest inconvenience to which, as a grain producer, you are put? The want of market. At the present moment I have 4,000 bags of wheat, and I cannot get a solitary offer to cart it away. If the railway were constructed I would cart the wheat to it, choosing my own time.

720. Supposing wheat came down to 1s. 3d. per bushel, would there be any probability of the farmers carting it at their own risk, and in their own drays? No, I do not think so.

721. Drays are competing with the railways in many parts of the Colony? They cannot do it here. There is no grass, there is a scarcity of water, and the roads are not suitable for heavy traffic, except for a couple of months of the year. Farmers do not consider it pays them at the present rate to carry the grain with their own teams.

722. Have you included in your area of 30,000 acres any portion of the Finley district? I have included the district pretty well to the stock route on a level with this; but not very far towards Jerilderie. I have taken about a 10-mile radius.

723. You think that the producers within that radius will bring their wheat to Berrigan as the nearest point on the railway? I think so.

724. Do you think this the most centrally situated portion of the wheat-producing area? Yes.

725. And carrying in proportion the largest population? Yes.

726. It is not probable that there will be any leakage of traffic from this district towards Victoria? I think there will be no leakage.

727. You think that the rate of 2s. 6d. a ton from here to Jerilderie by railway will control all the wheat traffic from here? I think so; but I could not speak in regard to a point further south than 10 miles.

728. In your opinion the proposed extension will give an impetus to wheat-growing? I certainly think so.

729. You think it will afford very considerable traffic to the railway? Yes.

730. And that the estimate of traffic from this source is, if anything, likely to be exceeded? I think so. The railway will remove a number of disabilities and disadvantages from which we now suffer. We have been confined to wheat-growing so far, but I have planted 3 acres of peaches and apricots, and I hope to start in course of time a fruit-canning or fruit-drying industry. I think pigs would do splendidly here, and that bacon could be produced as cheaply as in any other part of the Colony.

731. Have you known the wheat crops to fail in this district? No; I have seen a partial failure in small and isolated cases.

732. Owing to what? The locusts on one occasion. One paddock was badly affected by rust, but these are isolated cases.

733. You are a buyer of wheat? Yes.

734. That necessitates your going among the farmers a good deal; what is your own impression;—are the farmers making a living, or are they only existing, and waiting for some persons to come along so that they may sell out? There is no disposition to sell out. People have great faith in the district. They think that if they cannot live here it is of no use their going anywhere else.

735. Do you think the railway agitation is an honest agitation, or that it has only been got up to enable the landowners to sell? It is an honest agitation, it has been in existence for ten years, and it is admitted even by our enemies, by persons who do not want to see a line constructed here, that we are deserving of railway communication.

Mr.
E. J. Gorman.
16 Jan., 1895.

- Mr. E. J. Gorman, 16 Jan., 1895.
736. In addition to your occupation as a land agent and auctioneer, you carry on a farm? Yes.
737. What is the extent of your holding? I hold at present 5,000 acres.
738. How much of it is under cultivation? About 1,000 acres.
739. Is it all wheat? Principally.
740. What else do you grow? Oats and barley.
741. Do you run sheep? Yes.
742. What quantity of wool do you obtain? I had 120 bales last year.
743. Where do you send it? To Melbourne.
744. If this line were constructed would you send your wool to Sydney? I think so. It would be entirely a question of rates. My place is 12 miles to the east of Berrigan, and it is only 21 miles from the Yarrawonga railway station.
745. I presume you have sent your wool to Melbourne because the freights in that direction have been lower? There has been a prejudice against Sydney as a market up to the last year, but that prejudice is dying away, and a number of persons now think that it was a better market than Melbourne last season.
746. You are not in a position to say which way you would send your wool? If I did not lose too much I would make an effort to send it to Sydney.
747. Is there much wool produced within a radius of 10 miles of Berrigan? Yes.
748. Do you think about 700 tons of wool would be sent from Berrigan if the railway were constructed? I do not think that would be an over-estimate.
749. As a producer of wool, rates being equal, you would send the product to Sydney? Yes.
750. I suppose almost all the wool-growers here send their produce to Melbourne? Principally.
751. Up to what point to the south of Jerilderie does wool now go to Sydney? Wonnaganurra, and most of the places within 5 miles from here send it to Sydney. Wool was sent to Sydney this year from Tuppal Station.
752. Would much wood be carried from Berrigan? I am sure all the Jerilderie fire-wood would go on the line. It would be much cheaper than getting it hauled there as at present, especially in winter time when the roads are impassable.
753. What quantity of live stock would be sent on the line? I could not give you a definite idea. It would depend upon several things. The Sydney market was a little better than the Melbourne market last year. Adding the duty to the Melbourne prices it paid better to send to Sydney.
754. Do you think there would be 400 trucks? That does not seem too large an estimate. It depends very much on the season. I have known sheep to go from Momolong to be trucked at Jerilderie for the Narrandera Chilling-works. I believe a good number would go there.
755. Respecting the carriage of wheat, up to what point to the south of Berrigan would the farmers send their wheat upon the line? I do not think you could go further south than 10 or 12 miles. It would depend upon the rates farther than that.
756. How far is Savernake from here? About 18 miles.
757. Is much wheat grown in that district? A good deal between here and Savernake.
758. That would all be sent to Berrigan? The bulk of it.
759. Does the wheat-growing country extend up to Clear Hills? Yes; but it is more irregular there.
760. Does the country there cease to be as good as it is round about Berrigan? I would not say that, but it is more irregular. There is not the same quantity of good wheat land.
761. Would the people of Clear Hills send their wheat here, or would it pay them to send it to Jerilderie? A portion of the Clear Hills district would be 15 or 16 miles from this point, and it would still be 25 miles from Jerilderie. A portion of the traffic would come to Berrigan, I think.
762. And you say the farmers to the west of Berrigan would send to the line? Up to the stock route, at any rate.
763. There is a supply of granite here suitable for road-making? Yes; it has been used in the streets. It is admitted to be very good for road-making.
764. Probably, that would bring a certain amount of freight to the railway? Yes. The Municipal Council of Jerilderie called for tenders for 100 tons, but the freight from Berrigan was excessive, and it could not be carried.
765. If the freight were reasonable, a lot of road metal would be carried northward? Yes; and I believe that some of the granite could be used for building purposes if it were properly dressed.
766. *Mr. Gormanly.*] The want of camping reserves and of water between here and Jerilderie increases the rate of cartage? Yes; the teamsters do not like the road between here and Jerilderie at all—they prefer almost any other route.
767. What camping reserves are there between here and Jerilderie? There is only one.
768. Is there any great difficulty in obtaining water? Very great difficulty. There is only one well, and at the rate of 1d. per head it comes very heavy. There is a private well which Mr. Dickie sometimes gives the use of.
769. There is a charge for grass, and a charge for water on the camping reserves? There is no charge for grass at present, but when the area is fenced in it is intended to make a charge.
770. What time would it take the teams within a radius of, say, 10 miles of Berrigan to go to Jerilderie? From three to four days on the average.
771. What is the distance from Savernake to Jerilderie? About 35 miles.
772. And the farmers there would have to cart 18 miles to the railway at Berrigan and 35 miles to Jerilderie? Yes.
773. Are there any greater facilities for travelling on the road between Savernake and Jerilderie than on the road between Savernake and Berrigan? The facilities are not much greater. There is a slight advantage in regard to water, but as against that the sand-hills would be a great disadvantage.
774. What facilities in the shape of water and camping reserves exist in the case of those farmers residing 8 or 10 miles to the south of Berrigan? There is a small township reserve which they use at the present time, and there is also a Government tank.
775. How many bags of wheat have you on your farm, at present, ready for transit? 4,000. A lot of persons might have got 1s. 11d. for their wheat a week or two ago, but through not being able to put it on the market at once they lost 2d. a bushel.
776. How will your 4,000 bags compare with the produce of the previous year? It is an increase on the previous year's produce.

777. In what proportion? It is not very great, because I have an average crop this year.
778. What is the average? Eighteen bushels.
779. What is your opinion of the continuous cropping of the land here;—does not the average yield per acre become considerably diminished? I propose to leave out portions each year, and to grow rape upon it. I feel sure that I will be able to keep up the average cropping then.
780. You will replenish your soil by running sheep on it? Yes; I do not believe in taking too much out of it.
781. Can the average of 16 bushels per acre be maintained for any length of time, if some such course as you propose is not adopted? I think you might get it for five or six years. You might get as high an average one year as 30 bushels, and I do not think it would go below from 10 to 12.
782. Has 30 bushels to the acre been produced anywhere here? I myself produced 30 bushels on a certain area.
783. By resting your land in alternate seasons, you think you can make your yield from 16 to 20 bushels? Yes.
784. How many sheep do you run? About 5,000. I shorn 7,000, but I have sold some since.
785. *Mr. Davies.*] I gather from your answers to some questions a short time ago that you send a lot of your produce to Victoria. You are a strong advocate for the construction of this line, while admitting that you send a large proportion of your produce into the other colony? We are compelled to send our wool to Victoria for the present.
786. For financial reasons? Yes. If the Sydney people found we could deal with them, they would send their agents here, and then I have no doubt that a large proportion of wool would go that way.
787. Do you think the proposed rate for wool reasonable? I cannot say, until I have figured it out, but I believe that if the rates quoted for Tuppal last year were quoted here, all the wool would go to Sydney. We have to pay nearly £1 a ton to cart our wool to the Victorian terminus. I think the rate you quote is a fair rate put alongside the road carriage.
788. Do you think the estimate for wheat traffic is excessive? It may be slightly in excess, taking the present season.
789. But it is approximately correct? Yes.
790. If the railway were constructed, a larger area of land would be put under wheat? I think so.
791. When you were last examined with reference to the proposed railway from Jerilderie to Deniliquin, you said that a large proportion of landowners were putting their land at the disposal of agriculturists on reasonable terms, either on sale or lease? Yes.
792. That has been done? Yes.
793. Has Mr. M'Farland sold any of his land? He has sold some, but he found that persons preferred the "halves" system. On Momolong a considerable area has been sold. I think nearly 10,000 acres have been disposed of on that station, and a good part of it is under crop. On Booroobandilly, between here and Finley, a considerable area has also been disposed of.
794. How far would the bulk of this land be from the proposed railway terminus? At Momolong it would not be further than 7 miles away. From Finley the distance would be from 12 to 13 miles.
795. You know the route of the proposed railway and the number of properties through which the surveyed route passes? Yes.
796. Who among the owners will benefit most extensively from the construction of the railway? Of course the large holders will get a greater benefit than the small holders. Every owner will be benefited in proportion to the size of his holdings.
797. The railway will also be of advantage to the whole district? Yes.
798. You think the Commissioners are warranted in expecting a revenue of £3,080 a year from the railway? I think that is a fair estimate.
799. If the Engineer-in-Chief for Roads had estimated that a macadamised road from Jerilderie to Berrigan, 18 feet wide, would cost £2,060 a mile, would you consider that an excessive estimate? I do not think it could be built for that sum, unless it were rushed through in summer time. They could not do anything with it in winter time. It would take an immense amount of money to make a good road there.
800. Coming back to the railway, what do you think of the proposal to construct a line for £1,830 a mile, dispensing with ballast, and with an earthwork formation of 6 inches? I think that estimate should be well within the mark, considering the speed at which it is proposed to work the line. I have been over the railway from Dookie to Kalamatite, in Victoria. That line seems to answer requirements, and it was constructed for about £2,000 a mile, I think.
801. You think such a line as that contemplated would answer all the requirements of the district? At present.

Mr. William James Gregory, farmer and grazier, Berrigan, sworn, and examined:—

802. *Chairman.*] Where do you reside? At Berrigan.
803. What are you? I am a farmer and grazier.
804. How long have you resided here? I have been here off and on since 1881. I have resided here permanently for the last six years.
805. Through what portions of your holding does the surveyed route of the line run? Through portions 72, 70, and 75.
806. You are aware that it has been suggested that the landowners should give the land required for the construction of this line? I am.
807. How are you prepared to act in the matter? I am prepared to give most of the land required for the railway, but I think that some concession should be made in regard to a few acres—I mean the south-west corner of portion 75. Still I should not insist upon it if I found that eventually the construction of the railway would be jeopardised by any demand on my part.
808. The products exhibited in the hall to-day have been grown in the vicinity of Berrigan? Yes.
809. You brought them here as samples of the produce of the district? Yes.
810. Will you state what they are? There are varieties of plums, figs, apples, oranges, grapes, peaches, nectarines, greengages, together with barley, oats, and wheat. Then there are cucumbers, potatoes, carrots, parsnips, tomatoes, water-melons, vegetable-marrows, pumpkins, onions, passion-fruit, turnips, mulberries,

- Mr. W. J. Greggerly.
16 Jan., 1895.
- mulberries, and French beans. There is also a sample of butter made during the very hot days in November, and some specimens of sun-flower seed and flax.
811. *Mr. Roberts.*] What area of land do you hold? 3,500 acres.
812. What part of it is under cultivation? About 600 acres. I produce wheat, barley, and oats, and I use the remaining portion of the land for grazing sheep, cattle, and horses.
813. Do you produce much wool? About 90 bales.
814. To which market do you send it? I have been in the habit of sending it to Victoria, but if this railway were constructed, I should, of course, send it to Sydney.
815. You know the surveyed route between Berrigan and Jerilderie? Yes.
816. How much of your land would be required? About 18 or 19 acres.
817. What frontage to the line would there be? About a mile and a half, I think.
818. Have you felt the want of a better mode of carriage to Jerilderie? Very grievously. We had to enter into an agreement with Victoria last year, owing to the dry season. We had to beg them to give us a chance to use their lines. We had nowhere else to send our produce. We could not get the teams to travel this way. Our only chance was to send through Victoria and ship round to Sydney.
819. If this railway should be constructed to what point south of Berrigan would produce be sent along it? Under present circumstances fully 12 miles to the south, and possibly more.
820. Do you think we may look for much wool in this district? I think you will get some of the wool. It is a question of sending the cheapest way, and, as far as I can hear, the cheapest way would be by the proposed railway. I think the Commissioners are quite within the mark in estimating that there would be 700 tons of wool carriage.
821. Do you consider Berrigan the centre of this fine agricultural district? I have always considered it so. It is generally acknowledged here to be the centre.
822. *Mr. Gormly.*] Have you travelled much over the agricultural portion of this district? I have.
823. You are fairly well acquainted with the different holders? Yes.
824. The coloured map before you shows a radius of 20 miles around Berrigan. From how much of that district do you think agricultural produce would be sent on to the railway at Berrigan? I think you might safely rely for a certain distance upon getting the produce from within 10 miles on each side of the railway. I daresay in some cases you would get the produce from beyond that; but 10 miles embrace the most thickly settled portions of the district.
825. What particular portions of that area would send their produce to the line? The smallest proportion of the produce would come from the north-west. The south and east are so evenly balanced that it would be hard to say which would best support the line.
826. Are there good facilities for carting produce along the route from Jerilderie to Finley? Pretty good.
827. Can they get water? Yes; but I think that so long as the farmers can go and return with their own teams, say a distance of 10 or 12 miles in the day, they will do so in preference to hiring teams. If the railway is made the farmers in the distance I have named will be able to cart their produce to the railway when it best suits them.
828. I suppose to the south of Berrigan farmers would cart to the railway from a still greater distance? Yes; because they would have the border duties to contend with.
829. And there is no other railway in the Colony to which they could send their produce? None.
830. From what distance towards Savernake do the people send their produce to Berrigan? I think the farmers of Savernake have been the strongest supporters of this railway since it was first mooted. I think they would send at a distance of from 9 to 10 miles out.
831. Will not the estates through which the line passes be materially benefited by its construction? Yes. I know that some of the large estate owners are being put to great inconvenience through their fences being cut in all directions by the teamsters.
832. I suppose cross-roads would have to be constructed through some of the estates to reach the railway; what would the owners think of that? If necessary, I suppose it would have to be done.
833. You think, nevertheless, the estates should be benefited? Yes.
834. Do you think they would be benefited to an extent equal to the value of the land taken? Up to a reasonable valuation they would at any rate; but I am not in a position to say whether the betterment would be equal to the value of the land taken. For my own part, I am willing to give the land.
835. Is any other produce besides wheat grown in any considerable quantities in the district? Yes; other things are grown. But in addition to this produce, there would be considerable timber traffic along the line for firewood. There would also be a traffic in road metal.
836. But as regards agricultural produce? Well, there might be potatoes and onions.
837. But they are not produced in tons? Yes, they are in many instances; but they cannot be sold. I myself have produced tons and tons of potatoes and onions.
838. Could you produce pumpkins? Yes; but they all rot on the ground. We cannot dispose of them.
839. Do you send fat stock from this district to the chilling works at Narrandera? Yes.
840. What area of the land round about Berrigan would it take to feed a sheep? It goes about two sheep to the acre.
841. Will your land carry that? Yes.
842. Do you know of other land in the district carrying two sheep to the acre? Yes; I expect Mr. McFarland's land will go a little more.
843. *Mr. Davies.*] You understand agriculture thoroughly? I think so.
844. What does it cost per acre to plough, sow, reap, and bag your wheat? About 12s. 6d. per acre.
845. What does it cost to cart your grain to Jerilderie? Nine shillings a ton.
846. Do you think the present selling price, 1s. 9d. a bushel, leaves a sufficient margin of profit to the farmers to induce them to continue growing wheat? I do not think the present price does.
847. What price would give a fair margin of profit? I think we could grow wheat at 2s. 6d. a bushel. The margin of profit then left would not be very great.
848. With the present charges for carriage? Yes.
849. But unless there were an increase in the price, you could not continue very long growing wheat? When you have gone to a lot of expense in buying the land and the plant you must make use of it. You go on in the hope that things will take a turn for the better. If you attempted to sell your plant you would practically have to give it away.

Mr. W. J.
Greggory.

16 Jan., 1895.

850. Suppose the cost of carriage from this point to Jerilderie were reduced from 9s. to 2s. 6d. per ton, would the difference of 2d. per bushel be a sufficient inducement to you to continue growing wheat? It would be a great inducement to us from the point of view of carriage. The railway would also render us independent, and we should not have to rush our produce in as we do at the present time. The conditions of the road traffic at present compel us to take our produce to market at once, but with a railway we should have barns, and could take the wheat out of our barns as it suited us. That would be a great advantage.
851. You think that would induce the farmers to put a larger area of land under cultivation? It would be the life of the agricultural industry. The promise of Sir Henry Parkes of a railway some six years ago infused new life into the industry. At that time you could have calculated the cultivated area by hundreds of acres, now you have to count it by thousands. We have been induced to open up the country in consequence of the promise of a railway. Every year the area under cultivation is increasing.
852. At what price can you produce potatoes per ton? I am selling at £4 per ton.
853. Would you be surprised to know that in the present season potatoes have been sold at Goulburn at 20s. per ton? No; but our potatoes are grown for the local market.
854. You think, however, that you could produce fruit and all kinds of vegetables in great abundance? Yes.
855. *Mr. Lee.*] You remember a Sectional Committee visiting this district in 1892? Yes.
856. Did you not sign a paper which was laid before that Committee to the effect that you would be prepared to pay 2d. per bushel on your wheat until the line paid, if it were extended to Berrigan? I think I did.
857. That would be about 6s. 6d. per ton? Yes.
858. You know that the rate proposed to be charged on the railway is 2s. 6d. per ton? Yes.
859. You are satisfied with that rate? I think it is reasonable, and that it will give a great impetus to agriculture in this district.
860. You think your fellow residents here will be perfectly satisfied with the rate? They seem perfectly satisfied with it.

Mr. Patrick McFarland, farmer and grazier, Barooga, sworn, and examined:—

Mr. P.
McFarland.

16 Jan., 1895.

861. *Chairman.*] What are you? A farmer and grazier.
862. Where do you reside? At Barooga, on the Murray.
863. *Mr. Gormly.*] How long have you been in the district? Thirty-five years.
864. To within what distance of Berrigan does your land extend? Six miles.
865. Is there land in that portion of your property used for agriculture? Yes.
866. Does your land extend from 6 to 12 miles from Berrigan in that direction? Yes.
867. Is much of that portion of your property under agriculture? About 10,000 acres at a distance of from 6 to 12 miles from Berrigan.
868. What proportion of the produce from that land would be sent to a railway at Berrigan if the rate for its carriage were fixed at 2s. 6d. per ton? All of it.
869. Are you aware of what quantity per acre the land has produced within the last two years? It produced five bags to the acre last year.
870. Have you any other product on your estate likely to be sent to the railway? Live stock. Of course it depends upon the rates. If the rates were favourable as compared with the rates from Cobram to Melbourne, the stock would be sent to Sydney. I have sent away as many as 20,000 fat sheep per annum.
871. The New South Wales railways would get the benefit of those sheep for the whole distance to Sydney if the rates were favourable? Yes.
872. Would you send any wool to Sydney? If I could send it that way more cheaply than by Melbourne, not otherwise.
873. You know the present charges upon the New South Wales lines? Yes.
874. Are those charges sufficiently favourable to induce you to send your wool to Sydney? No.
875. Fat stock and grain are the only products you would send to Sydney at the present rates? Yes.
876. I suppose you have a considerable knowledge of the district outside your own property? I have.
877. Do you consider it a good agricultural district? I do.
878. I suppose you know other parts of the Colony? I know the bulk of New South Wales.
879. What do you think of this district as a wheat-producing district? I think it is unequalled in any part of New South Wales.
880. There has been a considerable increase in agriculture in this district? Within the last two years it has increased rapidly, notwithstanding the fall in prices.
881. I suppose you have a good knowledge of the cost of producing wheat? Yes.
882. What do you consider the cost would be when the wheat is bagged on the farm? Fifteen shillings per acre would include everything.
883. What would be the average yield from your land? Twenty bushels.
884. Then the cost of production would be about 9d. per bushel? Yes; that includes everything but carriage.
885. What is the present price of wheat on your farm? The price is always varying. At the Cobram railway station I can get 1s. 10½d; at Jerilderie I can get only 1s. 9d.
886. What is the cost of carriage from your farm to Jerilderie? One shilling per bag.
887. Then your wheat, delivered at Jerilderie, costs you, for production and carriage, 1s. per bushel? Yes.
888. What price would you get in Jerilderie now? 1s. 9d.
889. Therefore, there would be an actual profit over the cost of production and carriage of 9d. per bushel? Yes.
890. Would that be a sufficient inducement to you to continue the growth of wheat? Undoubtedly.
891. Inasmuch as you produce 20 bushels per acre you derive an annual profit from the use of your land of 15s. per acre per annum? When I say that wheat can be grown for 15s., I am considering that the farmer puts in his own labour, and that he does not employ outside labour. Of course, I only get one-half of the 15s. per acre—the producer gets the other half.
892. For about how many years can you so cultivate your land that it would give a return of 20 bushels to the acre? As long as you like, providing you keep sheep at the same time.
893. But could you cultivate it continuously from year to year? You can cultivate it for five years in succession, then you can throw it out of cultivation for a time.

894.

Mr. P.
McFarland.
16 Jan., 1895.

894. The yield in the five years would amount to a considerable portion of the value of the land? Yes.
Of course, I have not included any interest.
895. Is the interest on the value of the land equal to 15s. a year? No.
896. Then, after paying interest on the value of the land and all expenses, you would be still drawing a considerable profit? Yes.
897. I suppose you have seen returns as to the average yield of wheat in New South Wales and Victoria? Yes.
898. Taking those returns into consideration, do you think your estimate is a high one or a moderate one? I think it is about right.
899. For how many years has your estate been cultivated to the extent of 10,000 acres? Only for two years.
900. Considering the length of time you have known the district, do you think your crop would be affected many seasons by drought? No; I have had as good a crop with 10 inches of rainfall as with 26 inches.
901. You have seen the effects of drought in the district;—does wheat suffer so much as grass? Not so much.
902. I suppose the soil is sufficiently deep to retain a quantity of water which will enable the crops to resist the drought? Wheat does not require so much rain.
903. Do you know what crops suffer from drought in different parts of the Colony? It depends upon when the rain comes. A moderate rainfall will grow wheat, if it falls at a certain time of the year.
904. In a year in which the rainfall would be about one half of the average, would such a drought affect this district as much as other parts of this Colony? I do not think so.
905. What is your reason for thinking so;—is the soil deep? Whatever the reason may be, I think there is no part of the Colony where a better growth can be obtained from a moderate rainfall.
906. Can timber be cheaply cleared in this district? At about 5s. per acre.
907. Does that include the removal of the stumps, making the land perfectly clear? Yes.
908. That is the cost where most of the timber has been ringbarked some time ago? Yes.
909. The timber burns away easily? Yes; that is the reason why it is so easily cleared.
910. Cannot cultivation be carried on more cheaply where the plough can travel long distances, and where the country is not broken up, so as to cause short work? I do not think it makes very much difference.
911. What are the holdings on your estate? 320 acres.
912. Have the working stock to get hay and grain while ploughing or harvesting, or do they feed on the grasses? We feed them on grass and chaff.
913. It is not costly to feed the working stock? No.
914. Is the climate suitable for ploughing and sowing in the autumn and winter months? As a rule.
915. Does the working stock need shelter when it is ploughing? No.
916. Then you think agriculture can be carried on cheaply in this district? Yes; in comparison with other districts.
917. *Mr. Davies.*] What was the primary reason of your giving up sheep-farming, and going in for wheat-growing? To get more money out of the land.
918. Does it pay better to grow wheat than to grow wool? Undoubtedly, acre per acre.
919. What profit would there be on wool-growing in a fair season, taking the cost of carriage and the present prices of wool into consideration? I do not think there will be any profit.
920. You are not likely to go back to wool-growing if you can make 15s. an acre from growing wheat? No; I think sheep return a profit of about 3s. an acre.
921. Would that be the average throughout the district? On good flocks, yes.
922. And the primary cause of the landowners in this district taking to wheat-growing is that it pays best? I think so.
923. You base your estimate on the rate of carriage you have now to pay to reach a railway station? Yes.
924. If there were a railway station at Berrigan, I suppose it would be a great advantage to you and other producers of the district to get your grain carried to Jerilderie from that place at 2s. 6d. a ton? It would.
925. It would increase your profit per acre from 15s. to 21s. 6d.? Yes.
926. Would that be an inducement to a larger number of landholders to put their land under cultivation? Most decidedly.
927. You are content to go on growing wheat for the low prices which exist at the present time? No.
928. Not if it gives you 15s. an acre as against 3s. per acre for sheep? I have taken acre per acre wheat against wool, but if I leased a man 320 acres he could not put the whole 320 acres under wheat. There may be swamps, or green timber, and other drawbacks, and probably he will not be able to put in more than 280 acres. You would have to take the profit on 280 acres as against the profit on 320 acres, where the whole area would be grazed.
929. You initiated a system of selling a portion of your estate? Yes.
930. Are those who purchased from you cultivating the land now? Yes.
931. They are all producing wheat? Yes; and they have all paid off except one.
932. You intend to carry out that principle to a greater extent? No; not selling.
933. But you have adopted other means of putting the land under agriculture? Yes; I have leased some.
934. Do you find that plan work satisfactorily to both parties? Yes.
935. Where does the produce from the holdings go? It is in abeyance yet. There are 3,000 acres of crop within a few miles of this township which will either go to Jerilderie or Cobram—in whichever direction we can get the most money.
936. If there were a railway to Berrigan it would all come here? Undoubtedly.
937. If you had a railway passing through your land I suppose you would be prepared to give the area required for its construction? At the original cost price.
- 937½. *Mr. Roberts.*] How many acres of freehold have you? About 70,000 acres.
938. How much under cultivation? There will be prepared for cultivation next year 19,000 acres. There are about 10,000 acres under cultivation this year.
939. *Chairman.*] How far is your settlement from the proposed terminus at Berrigan? About 6 miles.
940. That is the first settlement of land which you cleared? Yes. 941.

Mr. P.
M'Farland.
16 Jan., 1895.

941. What is the area? About 3,000 acres.
 942. How many purchasers are there? About four purchasers. Another settlement of 3,000 acres is held under the tenant system in "halves." Upon the next settlement of 7,600 acres there are about fifteen settlers, distant about 8 miles from the proposed terminus. They are also upon the share system.
 943. These are areas which have passed into the occupation of grain producers, which will be affected by the railway in question? Yes.
 944. As you get further south from the third settlement, below the parish of Nangunya, it appears probable that the produce will find its way along the Victorian line? No.
 945. Where will it go? If you carry wheat at 2s. 6d. a ton it will go to Berrigan. Victoria being an exporting Colony, the grain would have to go through Victoria in bond, and come round to our own Colony. The total cost would be about 1s. a bushel, whereas the total cost from Berrigan to Sydney would be about 18s. a ton.
 946. But when the time comes when the produce of the district will have to be exported, what will happen. The grain would then go to Cobram, and along the Victorian line.
 947. Then it follows that, although temporarily the proposed railway would get the wheat almost down to the Murray, as the produce increases in volume it is likely to seek the cheapest route to the port of shipment? Yes.
 948. Does your land extend down to the Murray? Yes.
 949. Which would be the shorter distance—to a railway station at Berrigan, or to the Cobram railway station? Cobram would be 5 miles from the front land, and Berrigan 6 miles from the back land.
 950. As far as you individually are concerned, the railway would be no advantage to you as regards the carriage of wheat, wool, or live stock? It would be a great advantage as regards the carriage of wheat.
 951. What approximately is the quantity of wool grown on your station? About 300 tons a year.
 952. Does the whole of that go to Melbourne at present? Yes.
 953. All things being equal, would you give the preference to New South Wales, and send it by way of Berrigan? Yes.
 954. As one having a large stake in the Colony, and putting your personal advantages aside, you are of opinion that it would be the right thing to construct the proposed line to Berrigan? Yes.
 955. *Mr. Lee.*] It was reported to the Government about a month ago by a very high authority indeed, that if the Jerilderie line were extended to Berrigan, it would retain for New South Wales a good deal of traffic that now passes through Victoria;—can you endorse that opinion? Yes.
 956. Have you any doubt about it? No doubt whatever. Where the produce goes the stores come from. At the present time we are compelled to deal with Victoria for all our stores, and these come to an immense amount of money. If there were a railway to Berrigan I should get all my goods from Sydney.
 957. Is there any further statement you desire to make to the Committee? Well, I think there will be a good deal of traffic upon the line in the shape of hay or chaff. We could grow hay at the rate of 2 or 3 tons an acre.

Mr. Andrew Rutherford Brown, farmer, Berrigan, sworn, and examined:—

958. *Chairman.*] What are you? I am a farmer.
 959. How long have you been in the district? Twenty-eight years.
 960. *Mr. Davies.*] How long have you been farming? Three years.
 961. I suppose you have been growing wheat in combination with sheep-farming? Yes.
 962. You have heard the evidence already given;—can you give the Committee any information which has not yet been given to us? No. I think the evidence covers most of the points which ought to be considered.
 963. *Chairman.*] Can you locate on the map the exact position of your holding? Yes.
 964. The block adjoining the reserve shown as 108 is your holding, embracing 4,040 acres? Yes.
 965. Was the land you hold, originally a part of the Barooga Estate? Yes.
 966. What do you grow? Wheat, wool, lucerne, barley, and oats. We have horses and cattle also.
 967. How do you send them to market? All *via* Melbourne.
 968. Why? Because we cannot get the teams to cart to Jerilderie.
 969. Do you do your ordinary business with Melbourne? Yes, everything.
 970. How would a railway to Berrigan benefit you? It would save me about £200 a year in duty, and it would benefit the New South Wales railways by about £500 in freight. That is what I pay the Victorian Government. I have paid them £419 in freight alone since last May.
 971. That means that if you had an opportunity you would send your produce this way? Certainly—everything.
 972. You strongly endorse the opinion that a great deal of the trade now going to Victoria would be conserved to New South Wales if this railway were constructed? Certainly. We are obliged to go to Victoria at the present time, very much against our will.
 973. You are strongly in favour of the construction of this line? Very strongly.
 974. Do you know the rate it is proposed to charge for grain? I believe 2s. 6d. a ton.
 975. Will that rate suit you? Yes; we shall be able to carry a little cheaper than *via* Melbourne.
 976. That would be an extra inducement to you to use the railway? Yes. It is impossible to cart 6,000 bags to Jerilderie at the present time. We have to get it either to Jerilderie or to Cobram as soon as we possibly can, on account of the state of the roads later on.
 977. The same argument would apply to your neighbours? Yes; they are all of my opinion.
 978. The Railway Commissioners could safely depend upon getting this traffic from your end? Certainly. I am within 7 miles of the border, and they will get the traffic to within 2 or 3 miles closer.
 979. How does the present low price of wheat affect you;—will you be able to go on with its production? Yes; and do rather better than we can out of sheep. That is about all you can say.
 980. But you have every hope of a slight rise? Yes. Even a rise of 2d. a bushel means a great deal to us, although at the present time we can carry on and do fairly well out of it.
 981. What do you now pay per bushel from Cobram to Melbourne? 4½d.; and there is 1½d. for cartage from my farm to Cobram. Then the shipping charges are a little over 2d. It makes the cost for carriage round approximately 8d.
 982. Or 24s. a ton? Yes.

Mr.
A. E. Brown.
16 Jan., 1895.

- Mr. A. R. Brown. 983. If you could get the grain carried *via* Berrigan at 18s. a ton it would certainly be a wonderful saving? Yes; we can make £1 an acre out of the land with a fair crop.
- 16 Jan., 1895. 984. There can be no doubt that when the line is made to Berrigan the Victorian Commissioners will fight to retain the trade? They will have to come down very low to get my traffic on the Victorian lines;—they will have to take it for almost nothing.
985. You think you will stick to New South Wales when the proposed railway is constructed? I can say so for my own part, and I think I can answer for a great many more.
986. Is there anything else you desire to say? It would be easy to send chaff *via* Berrigan if there were a railway, but for the next five or six years wheat will be the chief traffic.
987. Mr. Gormly.] Do you know the route the line will take from Berrigan to Jerilderie? Fairly well.
988. You have driven along it both on the existing road and off it? Yes.
989. Did you ever see any considerable stretch of water over that country? Only once, and that was last year. There was then a little water in the swamps. There are about three swamps between here and Jerilderie, but you could walk through them without wetting your ankles.
990. What would be the depth of water? About 8 inches in the deepest part.
991. What distance would they cover? About a mile, perhaps.
992. You do not think it would be necessary in constructing the railway to make high embankments over these swamps? There is not the least occasion for it.
993. How far back can you take your memory as regards this district? I can remember twenty years back very well. I have driven on the road you speak of for fifteen or sixteen years.
994. And during that time you have never seen such a rush of water as would be calculated to damage the railway line? I have seen no rush of water at all—it has been all stagnant water. The deepest water I ever saw there was last year, and then it was only about 8 inches in places. I drove 40 miles in four hours along the road, so that it could not have been very bad.
995. You remember the floods of 1870? Yes.
996. You know that there was a good deal of flood-water during nine months of that year on the frontages of the Edwards, the Murray, and the Billabong? Yes.
997. Did any of the flood-waters then go over the route of the proposed line? No.
998. You were over the country, I suppose, between May and December, 1870? Yes.
999. And you saw no flood-waters extending over it? No; it would be almost impossible for flood-waters from either of the rivers you name to run over it.

Mr. Patrick Connell, Spring Valley, near Jerilderie, sworn, and examined:—

- Mr. P. Connell. 1000. Chairman.] Where do you live? At Spring Valley, about 10 miles on this side of Jerilderie.
- 16 Jan., 1895. 1001. You own some land through which the proposed railway passes? I am part-owner of 1,100 acres.
1002. Are you prepared to give the Government the land required for the construction of the line? No. The line does not benefit me at all.
1003. You would not use it? No; I do not think so.
1004. You would continue to cart your produce 10 miles to Jerilderie? Yes.
1005. What do you think your land is worth? From £4 or £5 an acre.
1006. You would expect to get that amount for every acre taken? Yes.
1007. You have thought carefully over the matter? Yes.
1008. Do you think the people of Berrigan would be benefited by the railway? I am sure I do not know. I suppose they would.
1009. If the fact of your not giving your land prevented them from getting a railway, how would you view the matter then? I am prepared to act as reasonably as I can in the matter.
1010. Supposing all the rest of the landowners were willing to take a certain price, would you stand out for the price you have named? I suppose I would have to fall in with the view of the bulk of them.
1011. Mr. Davies.] Supposing the betterment principle were applied, and it were discovered that your property had been benefited to a larger extent than the value of the land taken, and that instead of giving you anything for the land you were made to pay something towards the cost of the railway, how would you like that? I would not like it at all. I do not believe in the betterment principle.
1012. Would not your property be benefited by the construction of the railway? I reckon it would decrease the value of my property. I am quite close enough to Jerilderie to cart my own produce.
1013. Would you not get a double frontage to the railway? Yes, and my property would be divided into two besides.
1014. How did you acquire your land? Partly conditional purchase, partly freehold.
1015. What was the original price? I suppose it would be about £1 per acre.
1016. Would you accept the amount you have actually paid for your land, as regards the portion which might be required for a railway, coupled, of course, with the interest you have paid on your instalments? The value of the land has been increased very largely since it was first taken up.

Mr. Robert McGeoch, farmer and grazier, near Berrigan, sworn, and examined:—

- Mr. R. McGeoch. 1017. Chairman.] Where do you reside? At West Kynnyana between Berrigan and Mulwala.
- 16 Jan., 1895. 1018. How far from Berrigan? The homestead is 15 miles.
1019. You adjoin Mr. McFarland's property on the north? Yes.
1020. What is your holding there? 6,000 acres, on Carlyle.
1021. You have another holding? Yes, 2,560 acres, at Nangunya.
1022. What is the distance of the first holding from Berrigan? About 7 miles.
1023. Mr. Lee.] What are you? I am a grazier principally; I have gone into farming during the last two years.
1024. How long have you been living in the district? About twenty years.
1025. How did you acquire your property? By conditional purchase and by freehold purchase.
1026. You have grown a good deal of wheat? During the last two years.
1027. What do you do with it? I send it to Sydney *via* Yarrowonga and Mulwala in bond.
1028. If the railway were made to Berrigan you would send your produce there? Yes, of course it would be much cheaper.

1029. And you would cart it from your property to Berrigan some 13 miles? Yes.
1030. Do you get all your stores from Victoria? Yes. I should be glad to deal with the Sydney merchants, but it is a question of freight.
1031. Could you not get your goods round from Sydney in bond? No, there is a good deal of trouble about that.
1032. Could not the goods be sent round under a re-entry certificate? I do not know. Small holders have not done that.
1033. How much do you pay the Victorian Government for freight in the course of the year? I should think about £200.
1034. And what duty do you think you pay the New South Wales Government on goods coming on? I should think from £60 to £70 a year.
1035. Have you any particular business arrangements with Victoria; do you prefer to do your trade with her? No. I am an old Victorian, but I left it twenty years ago. I came here because I could do better.
1036. So far as the railway is concerned as a matter of abstract business it would pay you to use it, and you would use it? Yes. I have only gone into cultivation lately. If there were a railway to Berrigan, where we now have hundreds of acres under cultivation we should have thousands. The land here is superior to any other land in the Colony for wheat-growing.
1037. Could you continue to grow wheat at the present low prices? I do not think so.
1038. Being on the land, if you did not produce wheat you would have to produce something else? We could combine it with grazing.
1039. Supposing the farmers and graziers along the route of the railway refused to give the required land free of charge, would you make one to recoup them for the land taken? Yes; and if the amount was spread over a number of producers it would be infinitesimal.
1040. You think that if the line were constructed a large part of the traffic which now goes through Victoria would be retained in New South Wales? Yes.
1041. *Mr. Roberts.*] How many sheep have you? From 17,000 to 18,000.
1042. What is your annual clip of wool? From 270 to 300 bales.
1043. How much wheat do you produce? This year we shall have nearly 2,000 bags.
1044. From your success last year you were encouraged to put in a larger crop this year? Yes.
1045. And you would send all your produce to Sydney and also get your stores from there if the proposed railway were constructed? Yes.
1046. *Mr. Gormly.*] Do you also send your fat sheep to Melbourne? Yes.
1047. Do you think it would be possible to send your fat stock to Sydney instead of to Melbourne if the line were constructed? Yes.
1048. You would still have a margin of profit? Yes.
1049. Have you many fat sheep during the year? From 2,000 to 3,000.
1050. Is there any other produce you could send to Sydney? This tract of country is suited to the production of hay. I have grown 3 tons to the acre. The cost of carriage now debars us from sending it to Sydney, but I know of some producers who have cut it up into chaff and who have sent it to Sydney.
1051. Were they satisfied with the return? Yes.
1052. What would be the average per acre? From 2 to 3 tons.
1053. Have you had experience in other parts of the Colony in growing chaff? In Victoria.
1054. And have you seen that quantity produced to the acre in Victoria? Yes; I have done it myself on the Murray, both oaten and wheaten chaff.
1055. *Mr. Davies.*] I suppose you have found that the growth of wheat pays better than growing wool? Yes.
1056. Does the price of wool leave you as large a margin of profit as the low price of wheat? No.
1057. Is there anything else you would produce if your district were connected with the Sydney market by railway? Pigs, perhaps, and all kinds of dairy produce.
1058. Would they pay better than sheep? Yes; but I think dairying would pay better than either at the present time.
1059. Do you think that butter could be produced abundantly? Yes.
1060. The only difficulty you have is in the matter of carriage? Yes.
1061. If you had a railway you think butter would be a source of wealth to you and other farmers? Yes.
1062. You think that, having regard to the suggested rates on the proposed line, the producers would send their produce that way instead of into Victoria? Yes.
1063. You regard this as very rich country for agriculture and grazing? Yes; and I have no hesitation in saying that if the proposed railway were made, 10 acres would be put under tillage where one exists at the present time.

THURSDAY, 17 JANUARY, 1895.

[The Sectional Committee met at the Public Hall, Berrigan, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. John Jamieson, Surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

1064. *Chairman.*] You are a railway surveyor? Yes.
1065. You know the location of the line under consideration? Fairly well.
1066. *Mr. Roberts.*] Did you make the trial survey of the proposed railway? No; Mr. Bullard made it.
1067. And you have been instructed to carry out the permanent survey of the line? Yes.
1068. You are now in the locality for the purpose of carrying out that duty? Yes.
1069. Have you traversed the line from Jerilderie to Berrigan? A portion of it.

Mr.
J. Jamieson.
17 Jan., 1895.

1070.

Mr.
J. Jamieson.
17 Jan., 1895.

1070. You have not actually been over the whole of the trial survey? I have been over about 7 or 8 miles of the line.
1071. You have seen sufficient of the route to give an opinion as to its suitability? Yes.
1072. The country is perfectly level? Practically. Berrigan is 28 feet higher than Jerilderie.
1073. Are there any creeks between here and Jerilderie? According to the section there are two creeks the Algudgerie and the Berrigan.
1074. Which is the deeper of the two? Algudgerie.
1075. Has the Algudgerie Creek any banks to it? No.
1076. Has the Berrigan Creek any banks? As far as I can see from the section it has not. The present survey crosses on a dam.
1077. You are aware that at times in this part of the country the water lies to some extent? I believe so.
1078. Do you think there will be any difficulty in dealing with this water;—would it exist to such an extent as to create any difficulty? There is no difficulty but could be easily dealt with by the Department.
1079. There would be no difficulty in draining the water off the land? No difficulty whatever.
1080. Are you aware of the width of the land required for the construction of the railway? I believe Mr. Firth said about 2 chains would be necessary, but I think that as it is suggested that the landowners should give the land, a chain and a half would be sufficient.
1081. Do you think 1 chain would be sufficient? I think it would be hardly wide enough.
1082. How long will it take you to make the permanent survey? If an assistant is sent to me we ought to be able to do it in two months. The actual staking of the centre line would take a very short time. It is picking up the boundaries in connection with the survey that takes the time.
1083. You are acquainted with the mode of drainage which is contemplated? Yes; I see the Engineer-in-Chief proposes a side ditch.
1084. You think that it will answer all purposes? Yes. Of course there will be box-drains independently of the side ditches.
1085. Will you make inquiries as to the supply of ballast in the district? Yes.
1086. Can you recollect a railway going through any similar country unfenced? Not on any survey on which I have been engaged; but I believe the line from Nyngan to Cobar is unfenced.
1087. You know that this line is of a purely experimental character, and that the fencing is to be done away with, if possible, with a view to keep down expense? Yes.
1088. Should you say, from your experience, that fencing could be dispensed with in this case? I think so, especially if there were only day running.
1089. *Chairman.*] Will you ascertain if the railway station cannot be brought a little closer to the town? Yes.
1090. *Mr. Roberts.*] Have you any further information to give which you think would be of service to the Committee? No; I think the Engineer-in-Chief said everything that was necessary in his evidence.
1091. *Mr. Davies.*] Do you know whether a deviation would be possible at the junction at Jerilderie? Of course it is possible, as I think Mr. Burge pointed out. I will bring the matter under the notice of the Engineer-in-Chief.
1092. After having seen this part of the country, do you think it is necessary to incur an expenditure of £225 a mile for earthworks? I think the work might be done at about £120 a mile.
1093. You think that would be ample? Yes. The clearing and grubbing of the line, of course, would have to be added to that. That would mean a little extra.
1094. That would not amount to more than 10s. an acre, I suppose? I suppose the clearing would amount to £18 a mile. Of course there is some of the line which is perfectly clear.
1095. The greater part of the line would not want any clearing? No.
1096. Then you think that the earthwork and clearing could be done for about £100 less than the estimate? Yes.
1097. How long will it be before you have finished? About two months if I get assistance. Of course there would then be the working plans to be prepared in the office; but the line might be constructed in a very short time.
1098. *Mr. Gormly.*] What proportion of the length of the line would require clearing? I suppose about one-half.
1099. You know the contract price for clearing in this district? No.
1100. Would you be prepared to endorse the statement that land here could be cleared for 10s. an acre, where the timber is ringbarked? That would be a very low price; it might be possible to do it.
1101. Have you had any experience in connection with the burning-out of box timber? I have seen trees burnt sometimes instead of being grubbed.
1102. What proportion of the line would require an embankment, and what would the height of the embankment be? I suppose about one-tenth of the line would require an embankment of from 2 to 3 feet.
1103. On the other portion you think an embankment of about 1 foot would be quite sufficient? Yes.
1104. From conversations you have had with the district road engineer, you know that he has had earthwork formations made at about 6d. per cubic yard? Yes.
1105. Would such a formation as that which the Committee saw on the road when driving down from Jerilderie be suitable for railway construction? I think so.
1106. The cost per cubic yard for railway formation would not be considerably over the cost in the case of road formation? No; not a great deal.
1107. On the formation of the road between here and Jerilderie have you observed that the formation made by the Engineer-in-Chief has been simply in depressions? Yes; chiefly.
1108. Therefore, you think that the formation in depressions, in the case of the railway, could be carried out at the same cost per cubic yard? I see no reason why it should not be.
1109. You think that the formation could be completed on the average for £120 a mile? Yes; I base that estimate on prices which the District Engineer for Roads says are given in the district.
1110. That would be the price of the complete formation upon which the sleepers could be laid? Yes.

Mr. John Curtis Drummond, farmer, Berrigan, sworn, and examined:—

Mr. J. C.
Drummond.
17 Jan., 1893.

1111. *Chairman.*] You are a farmer, resident in Berrigan? Yes.
1112. For how long? Six years.
1113. You desire to give the Committee information—first, as to the general trade and produce of the district; and secondly, with regard to your own share in it? Yes.
1114. *Mr. Gormly.*] You have a fair knowledge of the number of farmers carrying on the production of wheat and other cereals, and the quantity of land under cultivation in the neighbourhood of Berrigan within a radius of (say) 20 miles? Yes.
1115. Has the quantity of land under cultivation in the district increased rapidly? Yes; it has been increased about 4 times over since I came here, chiefly in consequence of the promise of a railway.
1116. Has there been much increase in the present season? Yes; there is a large increase upon last year.
1117. In what proportion? I could not say.
1118. Has it increased one-fourth during the last year. Fully that, I should think.
1119. What is the average number of bushels produced per acre? In that respect I think I could corroborate the information given to the Committee on that point yesterday.
1120. Is it costly to clear land in the neighbourhood of Berrigan? Where there is pine scrub and the scrub has not been cut down it varies from £1 an acre downwards. It has been cleared at as low as 10s. per acre.
1121. What would the average cost be? If it is dry timber it would vary from 10s. to 15s. If there were green timber among the ringbarked timber it would run to £1 an acre.
1122. Do the settlers here appear to be permanent? Yes; cultivation has been gradually increasing ever since I have been here.
1123. Have any of the farmers allowed the land to go out of cultivation;—have they gone back to grazing? Not that I know of.
1124. Have you had any general expression of opinion from the farmers to the effect that it would not be advisable for them to continue to cultivate their land? No; most of the farmers have their machinery and horses, and they put in another crop in the hope of prices rising. They have their horses and plant, and they might as well put the crop in.
1125. Have you seen any other agricultural production besides wheat carried on in your district on a large scale? Nothing further than wool.
1126. What acreage goes to a sheep in this district? Nearly every farmer in this district is running one and a half sheep to the acre. The land has carried more since they have gone into cultivation.
1127. By cultivating a portion of the land they find that they can carry more stock than by running the whole of the land under natural grasses? Yes. Nearly every farmer cultivates in this district now.
1128. What proportion would be cultivated to enable the farmer to run as much stock as before? Well, if a man has 1,500 acres he can cultivate 500 or 600 acres and still carry the same amount of stock.
1129. So that the cultivated land, while increasing the farmer's income, does not diminish his stock? No.
1130. Cultivation has made the occupation of the land much more profitable? Yes.
1131. Are there many stock leaving the district? A good many.
1132. To what market are the fat sheep sent? In some cases they have gone to Melbourne, and I think out further some have been sent to Sydney.
1133. But in most cases to Melbourne? Yes.
1134. You would have to pay a stock tax in sending the stock over the border into Victoria? Yes.
1135. At no time has there been a considerable number of fat stock sent from the district? Not as a general rule.
1136. Are you satisfied with the profits derived from the land you have cultivated? Yes.
1137. You have made sufficient profit out of it to induce you to continue cultivating? Yes.
1138. You intend to go on wheat-growing? Yes.
1139. What area have you under cultivation? About 400 acres.
1140. What has been your yield per acre? From 25 bushels down to 10 and 12.
1141. How many years in succession have you cultivated your land? Six years.
1142. Has the yield fallen off? Yes; but I think it is due to the wet seasons we have had.
1143. You do not attribute the falling off to the land being exhausted? No; I have seen good crops in this district from land from which nine successive crops have been taken.
1144. Have you observed that the first and second crops are usually the best? Yes; the first, second, and third.
1145. Then the yield falls off to a certain extent? It keeps at from 16 to 18 bushels an acre in ordinary years. You will often find land which for five years will not go under four bags to the acre.
1146. I thought you said just now that the yield fell off after the third year? In some cases I have seen the yield in the third year go up to 30 bushels per acre.
1147. Is there any means of providing against the exhaustion of the soil here? By letting it rest a year or so.
1148. After it has had one or two years' rest, does it again produce an increased quantity? Yes.
1149. By periodically resting the land, the farmers could make it continue to return a good yield of wheat? Yes.
1150. You have not sent chaff from the district? Not in any quantity.
1151. Is the yield of hay in this district fairly good? In some cases we have a yield as high as 2 tons to the acre.
1152. There is no considerable number of milch cows kept in the district? No.
1153. Have you had experience in the growth of lucerne and other grasses in the district? No; but other farmers have gone in for lucerne and artificial grasses, and have done very well. They are grown largely at Warmatta.
1154. On hundreds of acres? 500 and 600 acres in some cases.
1155. What do the grasses consist of? Lucerne chiefly.
1156. Do those who grow lucerne cut it? They generally stock the land; in some cases they cut it.
1157. Have you observed that where the stock are kept continuously on lucerne land the lucerne is eaten out in the course of a few years? No; I have not noticed that.

- Mr. J. C. Drummond.
17 Jan., 1895.
1158. How long is it since the lucerne has been sown in the district? I know of one paddock at Barooga, which was sown six or seven years ago.
1159. Does the lucerne still grow luxuriantly in that paddock? Yes; I do not think it has been sown since.
1160. Has it been continuously stocked since then? Yes; I have seen it heavily stocked.
1161. More than one sheep to the acre? Yes; I think more than twenty to the acre.
1162. Is that similar land to the land about Berrigan? Exactly the same kind of land.
1163. How far from the Murray is it? About 2 or 3 miles from the river.
1164. What is the character of the soil? Sandy loam.
1165. Are any other holdings in the neighbourhood sown with artificial grasses to any extent? Mr. Brown of Naranghi Park has sown some.
1166. To what extent has he grown lucerne? I think he has got in about 1,000 acres.
1167. How long ago did he sow it? I think it is about two years since he started.
1168. Has the lucerne come to great perfection in that instance? It is carrying a lot of stock.
1169. Is there any other produce grown in the district in considerable quantities? I think the district will compare with any in the Colony for its fruit.
1170. What are the chief varieties that can be grown here? We have about a dozen varieties of stone-fruit; grapes also grow well. A number of farmers look upon fruit-growing as one of the coming industries of the district.
1171. Have you had experience of fruit-growing in other districts? I have not.
1172. In what way could the fruit grown be used so as to render its production profitable? It could be either dried or preserved.
1173. Have you noticed any considerable drought in the district since you have been here? No.
1174. Have the crops suffered from drought during the time you have been here? No; it has been rather the other way.
1175. And have you not noticed that the stock has suffered? No.
1176. What are the chief months in the year in which you get your rainfall? From July to about November.
1177. You have not kept a rain-gauge? No.
1178. Is there any other information you would like to give to the Committee? I have made a rough calculation of what we have paid for sending grain to Jerilderie from our 400 acres during the last six years and it comes to £460.
1179. If the railway were constructed you would save a large proportion of that amount? Yes.
1180. And I suppose the agricultural produce of the whole district would be increased? Yes.
1181. You yourself would have a greater tonnage to send by railway than you have hitherto sent by team? Yes.

The Hon. Rupert Clement George Carington, grazier, Momolong Station, sworn, and examined:—

- The Hon. R. C. G. Carington.
17 Jan., 1895.
1182. *Chairman.*] What are you? A grazier and part owner, with Mr. J. S. Horsfall, of Momolong Station.
1183. You have a fair knowledge of the railway under consideration? Yes.
1184. *Mr. Davies.*] How long have you been a grazier? Two years.
1185. What is the size of your holding? I have 19,000 acres of freehold and 4,000 acres of leasehold.
1186. Will the railway pass through any portion of your property? No.
1187. How close will it pass? It will be 12 miles from our woolshed, and about 12 miles from where we shall cultivate in future.
1188. Have you much land under cultivation? This year about 900 acres.
1189. Where does the wheat grown on your station go to? To Jerilderie by team.
1190. If the railway were constructed you would send your produce to Sydney by it? Yes; we should send all our wool and all our produce to Sydney by it.
1191. Where does your wool go to now? To Melbourne.
1192. What quantity? About 80 tons, or 486 bales.
1193. That wool, if the railway were constructed, would find its way to Sydney? We should send it to Sydney even if rates were higher.
1194. No matter what the difference might be? The rates are sure to be higher, but we should send the wool that way on account of the great advantages the district would receive from the railway.
1195. You are strongly impressed with the necessity for a railway in this district? It is absolutely necessary. We paid £2 6s. 4d. last year to the Victorian railways for freight, and only £1 2s. 6d. for cartage was spent in New South Wales.
1196. That is for wool? Yes.
1197. Did you send any of your grain to Victoria? No.
1198. What quantity did you ship last year? About 6,000 bags. We bought it from persons to whom we had sold 8,000 acres of the Momolong Estate. It was delivered at the woolshed about the middle of March, and it was December before I could get it away, on account of bad roads and the want of teams, and even then we had to pay a very high rate of cartage.
1199. Is it your intention to increase the cultivated area of your estate? Yes; we have 9,000 acres available for sale now.
1200. Is all of it good agricultural land? Yes.
1201. How many purchasers have you on your estate? About twelve. The holdings vary from 1,700 to 320 acres.
1202. The men are settled upon the 8,000 acres you have sold? Yes.
1203. Can you tell us exactly how much of the area is under cultivation? 6,580 acres are actually under cultivation. When I came to Momolong two years ago the only cultivation on the Momolong Estate was our own, and that would be about 200 acres. This year we shall send away from Momolong 23,000 bags. That would include the produce of the sold land together with our own. I think the estimate of wheat traffic is very much under the mark.
1204. The quantity you mention will find its way to Jerilderie? Yes; every bag of it will go to Berrigan if the railway be made.
1205. You know that the proposal of the Department is to lay down a cheap line, costing about £1,835 a mile? Yes.
- 1206.

The Hon.
R. C. G.
Catington.

17 Jan., 1895.

- 1206-7. The cheapest kind of railway ever attempted in the Colony? Quite so.
1208. You believe that such a line would benefit your district very much? Yes; it is all we want.
1209. A speed of 15 miles an hour, and a day service, would serve the district for a long time? Yes.
1210. I suppose the existence of the railway would be an inducement to property-owners to put their land at the disposal of those who were willing to take it up for cultivation? Yes. I think a large quantity would be put under cultivation on the "halves" system.
1211. You have not tried that yourself? We have a little, but only about 500 acres.
1212. Has the result been satisfactory? Yes; I think so. But we would rather sell.
1213. You know the rates proposed to be charged on the railway? Yes; I understood that 2s. 6d. a ton was to be charged for wheat, as long as the railway did not pay, and that the rates were to be gradually reduced if the line paid, until they reached a point which would give a fair rate of interest. For instance, if the line would return $3\frac{1}{2}$ per cent. at low rates, I suppose we should get the advantage of them.
1214. Do you send any live stock away? I am making arrangements to breed sheep for freezing, so that we shall probably be sending to the Narrandera works by this line.
1215. Do you send your stock to Melbourne? When we first came here we did, but what with the expense and the stock tax, we shall send no more that way. I send as little as I can to Victoria.
1216. Do you think much stock would be trucked in this district if the line were constructed? A certain amount. I think the previous witnesses have rather under-rated the probable stock traffic. I think that if prices keep up, the stock traffic will be very much above their estimate. We ourselves would freeze about 5,000 sheep a year if things turn out well. Of course a great deal depends upon the prices at home.
1217. Is it too much to estimate that there will be 700 tons of wool carried on the railway yearly, seeing that you yourselves propose to send 80 tons? I could not say as to the wool.
1218. Do you think the other large wool producers would send their wool by this line? I think it very probable that Mr. Wilson will send his wool by it. Of course, I cannot say definitely, but the line would be close to his woolshed.
1219. Do you think 170,000 bags of wheat would be carried on the line? A great deal more than that I should think. We get 23,000 bags on Momolong already. I think the wheat traffic might be put down at 200,000 bags at least.
1220. You know that wheat is regarded as the principal item of traffic to the railway? Yes.
1221. You think there will be an increase in wheat production if the railway is constructed? Yes. At the present time we are paying 1s. 1d. a bag, and I have paid as much as 1s. 3d. a bag. A producer next to me is paying 1s. 3d. a bag.
1222. You think that the difference between the present prices of carriage to Jerilderie and the rates which will exist upon the railway would induce settlers to have more cultivation? Yes.
1223. The railway rates would be an advantage to them? An enormous advantage.
1224. You do not think an estimated revenue of £3,059 for the railway is too much? No; I think it is probable that the line will develop the country a great deal, and that other things will be grown if there is a chance of getting the produce away. A great deal more would be grown now if there were a chance of getting it away.
1225. Do you think dairying, and other things of that kind, would be adopted by the farmers if they saw a means of getting their produce away? Yes.
1226. The district grows fruit very well, does it not? It would grow almost anything. It is simply a question of getting the produce to market.
1227. You advocate the line as being absolutely necessary for the development of the district? Yes.
1228. Is there any further statement you wish to make to the Committee? I should like to say this:— If the line is not made we shall be driven to Victoria. I do not see how it is possible to go on paying present prices for carriage, having regard to the existing price of produce. What we should do personally if the line were not made would be to look to the English market, and to send goods, in bond, through Victoria. Of course it would be much cheaper to send to Sydney if we had a railway.
1229. It is proposed to dispense with fencing on the proposed railway; what effect do you think that would have upon stock? I have not had sufficient experience to tell you, but Mr. Wilson is a man who has had experience, and I understand he prefers that the line should not be fenced. The traffic, of course, would be run in daylight and there would be only a few trains.
1230. You do not think there would be any serious objection on the part of station owners to the line being unfenced? I should think it would be an advantage to the station owner because he would not be cut off from his tanks.
1231. What is the general value of land in this district? About £4.
1232. Would the land you are offering for sale realise £4 an acre? I think so. Of course the value of land varies in this district as in others. Some land is much better than other land. It depends whether it is fit for agriculture. A great proportion of this country is fit to grow anything. Mr. Brunskill, a well known farmer, said the crops he found here were the best he had ever seen in his life, either in England or Australia.
1233. Have you seen any better wheat crops in Australia than you have seen here? I have never seen anything like it. The average in this country last year was the highest in New South Wales.
1234. Supposing the proposed line went through your land, would you be prepared to give the Government the portion required for it? Certainly, and as we cannot give it we are sending our wool by the railway.
1235. Even at a temporary loss? Yes; but I do not suppose that the loss will be very much.
1236. You regard the railway passing through your estate as likely to improve it? Yes.
1237. Giving it an additional value? Yes.
1238. Is there anything further you wish to say? No. All that I wish to impress upon the Committee is this, that if the railway were constructed it would bring a larger traffic to the centres of New South Wales. It would be a great feeder to the main line.

Mr. Herbert Royse Lysaght, Manager of the Commercial Banking Company of Sydney, Berrigan,
sworn, and examined:—

1239. *Chairman.*] What are you? I am the manager of the Berrigan branch of the Commercial Banking Company of Sydney.

1240. How long have you been resident here? Rather over three years.

1241.

Mr. H. R.
Lysaght.

17 Jan., 1895.

- Mr. H. R. Lysaght.
17 Jan., 1895.
1241. *Mr. Lee.*] You are connected with the Progress Association of Berrigan? I am the honorary secretary.
1242. You have taken an active interest in the railway question? Yes.
1243. You remember the Railway Commissioners being here a short time ago? Yes.
1244. Were you one of the deputation which waited upon them in reference to this line? Yes.
1245. Did you make the statement to the Commissioners that in your opinion the landowners would be prepared to give the land through which the proposed railway would pass? I made no definite statement to them as to that.
1246. It was merely an expression of opinion on your part? Yes.
1247. Have you prepared any statistics which you wish to lay before the Committee? I prepared statistics for the Railway Commissioners, but I have not a copy of them with me. I can, however, give you a list of holdings within 10 mile of Berrigan [*Vide Appendix.*]
1248. Do you remember meeting Mr. Harper of the Railway Department, when he was collecting information to enable the Commissioners to form an opinion as to the probable traffic? Yes. I made up a return for him.
1249. How did you arrive at your statistics? I had by me for my own use a return of all the holders in the district. It was made two or three years ago, and I have added to it gradually. The return I have already handed in will show you the position of the holding, the description of holding, the total area and the area under crop. I have taken a great interest in the area under cultivation.
1250. The particulars you furnished to Mr. Harper may be accepted as being approximately correct? Yes.
1251. Will you tell the Committee your opinion of this district from a banker's point of view? I think it is one of the soundest districts I have been into in New South Wales. The land is good; in fact, there is a larger area of consistently good land than in any other district I have seen.
1252. What, generally, is the position of the small settlers? They are very well to do as a class.
1253. Is there a tendency on their part to dispose of their farms, and to go to other districts? None whatever. A good deal of land was thrown open here in 1879 and 1881, and since then not an acre has gone back to the big holders. Either the original selectors live here, or they have sold out to other small holders.
1254. There is a disposition on the part of the large land holders to throw their land open for cultivation? Yes.
1255. Have you observed that there has been a gradual increase every year in the production of the district? Yes.
1256. Would this year be the biggest year from the point of view of production? This year would be the largest of the four I have seen.
1257. So that you are in the happy position this year of having the largest area under crop and the lowest price? Yes.
1258. Do you think the farmers will continue to grow wheat at the present price? Not with a continuance of that price. They might continue for a year or two, but I do not think they would continue if the price extended over a series of years. They would gradually fall out, I think.
1259. Has the district agricultural possibilities outside those of wheat growing? I think it is eminently adapted for the growth of all cereals, also for fruit growing. I think also that dairying and grazing can be carried on to a far greater extent than it has been. Lucerne has been put in largely lately, and places which only carried one sheep to the acre formerly, now carry two and three.
1260. The produce sent to market from the district now is confined to wheat, wool, and stock? Yes, chiefly.
1261. But you think there would be a considerable traffic in other produce if cheap carriage could be obtained? Yes, and a market.
1262. Are you of opinion that the suggested rates are such as to permit of the farmers using the line? Yes.
1263. On the whole they are satisfied with the proposed rates? Yes; they are perfectly satisfied to pay 2s. 6d. a ton for wheat—it would give them 2d. a bushel better price.
1264. Have you seen a dry season since you have been here? No.
1265. Have you travelled round the district since you have been here? Yes; continually.
1266. As to the location of the railway, how would Berrigan stand as regards the centre of the agricultural settlement? The most central place you could pick would be in the immediate neighbourhood of Berrigan.
1267. Could that statement be verified by reference to the area of land under cultivation? There is no doubt about it.
1268. What is the distance to Finley? Fourteen miles.
1269. What is the opinion of the Berrigan people as regards the settlement of Finley;—do they think the settlers there would come to the railway terminus here? We think that all the people to the east of the stock route would use the line at some point or other. If not here, at a siding between here and Berrigan.
1270. To what distance do the farmers extend here on the northern side? About 14 miles.
1271. Do many lie back from the main road? Not a great many.
1272. Is there more settlement to the north or to the south? There is more to the south.
1273. And to the east and west? Yes.
1274. Have you known instances where wheat has been ready for market, and where there has been no means of taking it to Jerilderie? Yes; this year that has been so more than in any other year.
1275. Has the absence of carrying facilities led to a loss of produce? Yes; it has often been a great inconvenience to men wanting money. They have not been able to get their wheat into a market to obtain it.
1276. I suppose that immediately the produce is ready the farmers have to sell it? A certain proportion of them.
1277. Is that not the rule? No. I suppose there would be one-half of them who would want to get money; the others can afford to wait.
1278. If there were a railway line, you think a large number of farmers would store their wheat and await a suitable market? A large proportion would do so.
1279. Whereas at present many of them are compelled to send into Jerilderie when they can get teams—that is to say, during the dry weather? Yes.

1280. From that point of view the railway would put the producer on a fair footing with the markets of the country? Yes.
1281. Does anyone in the district offer any objection to the construction of the line? Not in this district.
1282. The residents are unanimous on the point? Perfectly unanimous. Men who are actually outside their original returns are strongly in favour of the line.
1283. You have been agitating here for a considerable time for some sort of railway? Yes.
1284. I suppose it is due to continuous representations made by people here that the Railway Commissioners were induced to come down to the district and see it for themselves? I daresay.
1285. You have heard the evidence of previous witnesses;—if there is any point which has not been made clear, can you make it clear to us now? There is only one point which I might refer to, and that is the difference between the settlement here and at Finley. The bulk of the farmers here are men who own their land. At Finley the bulk of the settlers are leaseholders. I think that is a strong point in favour of the line coming to Berrigan.
1286. I suppose the leaseholders at Finley have a right of purchase? I think they have a right of purchase, but I have not heard of any of them purchasing.
1287. What is the rent they are supposed to be paying? Five shillings an acre; the land is valued at £4 2s. 6d. an acre.
1288. From what you have been able to see of the district, do you think there is any reasonable probability of its present output decreasing? Not unless we have a continuance of the present price of wheat for a period of years.
1289. From every other point of view you think the district ought to increase in population and production? Yes.
1290. *Mr. Gormly.*] With reference to the Government acquiring the land for the railway without cost, do you think there is likely to be any combination of local residents to provide a fund for the purchase of the necessary land in cases where the owners will not give it? I think that if it were absolutely necessary we could obtain the money; but this year has been such a bad year as regards the price of wheat, and also as regards the yield, that there might be some difficulty in obtaining it just now.
1291. Will the association, of which you are the secretary, take the matter into their consideration, and see what they can do in the event of some of the owners refusing to give their land without payment? If we found the line was in jeopardy by reason of the owners not giving the land, we would take some steps in that direction.
1292. You are acquainted with the Railway Commissioners' report? Yes.
1293. Has the Berrigan Progress Association considered that report, or is it likely to consider it? We have not considered it, because we never knew exactly what steps the landowners were prepared to take in the matter.
1294. I should have thought that if the people of this district were anxious to get the line constructed, the Commissioners' report would have been one of the first things the association would have considered? We have some difficulty in obtaining the views of the different landowners concerned.
1295. Persons owning small areas of land, a considerable area of which might be taken from them, would not have their property benefited very much by the railway? Exactly so.
1296. And it would not be reasonable to expect them to give their land? No.
1297. Do you think there is any probability of the district making some arrangement to compensate land owners in that position? I think the district would probably take steps in that direction.
1298. You think it is desirable for the Progress Association to consider the matter, and if possible to secure united action? Yes.
1299. *Chairman.*] In your opinion, in regard to any farming or pastoral property, is the betterment which comes from railway construction greater than the injury done to the property by the resumption of the land? I think so.
1300. That is beyond doubt? Yes.
1301. Therefore, the Government can depend upon the people of Berrigan and other persons interested in the railway enabling them to prove that no compensation should be given in many instances for land resumption? I think that in some cases where the small owners would have their land cut up the railway would not be of much advantage to them.
1302. But, generally speaking, men in the district would come forward and see that the Government were not looted for land resumption? Yes.
1303. As a rule, do you think the betterment quite compensates for the resumption? Yes.
1304. One of the landowners concerned, Mr. A. C. Wilson, is not here? No.
1305. Can you say what he intends to do in the matter? I have received a telegram from Mr. Wilson stating that he could not be here, but he told me that he would throw no obstacle in the way of the line.
1306. Do you think, from your knowledge of him, that he will take the view you have expressed? Yes.
1307. You think the Committee are justified in thinking that Mr. Wilson will view the matter as you do, and that he will allow the Crown to have the land? My impression is that if he does ask for any price at all it will be a very moderate one—about the first cost, perhaps.

Mr. Roderick McDonald, farmer and grazier, Berrigan, sworn, and examined:—

1308. *Chairman.*] Where do you live? Two and a half miles from here.
1309. How long have you been here? Thirteen years.
1310. What are you? A farmer and grazier.
1311. Do you know the position of the proposed railway from Jerilderie to Berrigan? Yes.
1312. You are the owner of portions 79, 69, and 71? Yes.
1313. Are you aware that the railway passes either adjacent to or right through those properties? Yes.
1314. Are you prepared to give the Government the land necessary for the railway? I should like to get money for it. I had to pay for the land.
1315. How much did you give for it? I gave 30s. an acre for part of it.
1316. What did you pay the Crown for the rest? One pound per acre. If the Government would give me a small platform opposite my place, I am prepared to give the land altogether free.
1317. Is there anyone else but yourself growing wheat in the locality who would come to the platform you suggest? Yes, Mr. Jones would be one.

Mr.
B. McDonald.
17 Jan., 1895.

- Mr. E. McDonald.
17 Jan., 1895.
1318. What quantity of wheat would be grown, within say, a couple of miles of the platform? A good deal—I suppose about 5,000 bags. There would be wool besides.
1319. You think that surrounding the platform there would be a sufficient production of wheat and wool to justify its erection? Yes.
1320. Do you know the road running along the north boundary? Yes.
1321. Would somewhere close to that point be a good place to put the platform? I think it should be a little nearer Berrigan.
1322. *Mr. Roberts.*] How many acres have you under cultivation? A little over 200.
1323. Is it all under wheat? Yes; I have 20 acres under lucerne in addition to that.
1324. The rest of your holding is devoted to grazing purposes? Yes, and I have a few dairy cattle.
1325. Where do you now send your wheat, live stock and wool? The wheat goes to Jerilderie and the wool to Melbourne.
1326. If this railway were made you would send all your wheat towards Sydney? Yes; if the rate were not too high.
1327. It is proposed to charge 2s. 6d. a ton on the new line,—do you think you would be satisfied to pay that rate to Jerilderie? Certainly.
1328. Does the wheat yield of the present year come up to that of last year? No; the weather has been bad. The wheat at the beginning was good—I believe very nearly as good as last year—but the heat and rain between them have spoilt it a good deal.
1329. You have no difficulty in getting your wheat taken to Jerilderie? No; there are plenty of teams, but I have not sent any yet.
1330. If the present low price of wheat continues, would you continue to grow it? I expect so.
1331. What amount of capital would be lying idle if you discontinued the production of wheat on your farm? It would mean a great deal, although I have not gone in very heavily for implements yet. This is only my second year of wheat-growing. Previous to settling in this district, I grew wheat in Victoria.
1332. How many bushels to the acre did you grow there? About 8. I have grown about as many as 40 to the acre here.
1333. That was on a special piece of land? Yes.
1334. Are you particularly anxious for the construction of the proposed railway? Yes; I should like to see it constructed.

Mr. John Jones, farmer and grazier, Berrigan, sworn, and examined:—

- Mr. J. Jones.
17 Jan., 1895.
1335. *Chairman.*] What are you? A farmer and grazier.
1336. Where do you reside? Three miles from Berrigan.
1337. What land have you? I have an interest in 1,280 acres, of which 640 acres are freehold.
1338. *Mr. Gormly.*] The other portion of your holding is leasehold land? Yes.
1339. Do you desire to give evidence as to the production of this district? Yes.
1340. You have been here how long? Six years.
1341. You have a considerable knowledge of wheat production in other districts? I have a considerable knowledge of the Goulburn Valley district.
1342. Have you a knowledge of the wheat-growing districts of New South Wales? Yes; within a radius of (say) 80 miles.
1343. How would the Berrigan district compare with the Goulburn Valley district? Very favourably.
1344. Have the farmers been successful in cultivating land in the Goulburn Valley district? Yes; a number have.
1345. Do you think the land in this district is as well suited for agriculture as the land there? Yes; rather more so. The land runs more evenly through this district than through the Goulburn Valley district.
1346. What is the difference in the cost of cultivation here and in the Goulburn Valley? It is very much the same I think.
1347. Is the land cheaply cultivated? Yes.
1348. At about what time do you usually do your ploughing? We start about April as a rule, and finish up at the end of June.
1349. Can you plough the land here before the autumn rains? We can do it; but it is not advisable to plough it when dry.
1350. Is it costly then? Yes; and if you plough the land when it is not suitable, you break it up, and you have a lot of trouble to make it mellow afterwards.
1351. You have, as a rule, to wait for the autumn rains, before you commence to plough? It is advisable.
1352. Since you have been in the district, have the autumn rains come on in sufficient time to enable you to plough large areas of land? Yes; the rain generally comes on from March to April;—you can look for them not later than April.
1353. You have tried fallowing the land I suppose now and again? Yes; there is no other way of farming well.
1354. You find that by doing that you keep the land free of weeds? Yes.
1355. How do you deal with the land which has been fallowed in the spring, when you are going to sow the grain in the next autumn? We use 6-furrow ploughs.
1356. And you turn over a good deal of land in the day with a comparatively small amount of traction? Yes.
1357. When you fallow your land, is there an increased yield? Yes.
1358. Anything considerable? Yes.
1359. If a portion of your land were fallowed, it would distribute the work for you over a greater number of months? Yes.
1360. And you would keep your men permanently employed? Yes.
1361. Do your observations apply to the radius to which you have referred? Yes; the richer the land, the greater tendency it has to grow weeds. Be as careful as you may, rich land will grow weeds. The only thing to do is to graze it heavily with sheep, and to plough it next year.
1362. Do you leave your stubble on the land? No; it is burnt. You have to burn it, for you cannot get through it with a plough.

1363. Is there any other produce beside wheat and wool which has been generally grown in the district since you have been here? Wheat is the principal produce, but if there were a market the district would be suitable enough for many other things. Mr. J. Jones,
17 Jan., 1895.
1364. Is there any considerable quantity of lucerne grown in the district? Yes; I have 22 acres.
1365. How do you find it answer? I think no farmer should be without a lucerne tract.
1366. Would you graze your lucerne, or cut it? We graze it. There is a lot of trouble in cutting it.
1367. Have you had considerable experience in growing lucerne? Not much.
1368. You do not know whether the crop would become ultimately extinct with continuous grazing? Of course you want to nurse it.
1369. You can only graze it periodically? Any stock would get tired of it after a time. You would have to give them a change for the good of their health.
1370. Do you keep sheep? Yes.
1371. Do all the moderate holders keep sheep? Yes.
1372. I suppose some have a considerable number? Yes.
1373. What are the general carrying capabilities of the district? It depends upon how the holding is improved. If there is plenty of fencing you could keep up to three sheep to the acre. If you have only one ring fence, and the stock have the run of the whole place, they trample down more than they eat.
1374. Do you know of any holdings which carry more than three sheep to the acre? Yes. Mr. Greggery's land, and Mr. McDonald's land would do it.
1375. For a number of years in succession? Yes.
1376. For how many years? Say six years.
1377. Are there many holdings carrying that number of stock? A fair number.
1378. What quantity of land in the district is generally required for a sheep? I suppose one and a half sheep or two sheep to the acre would be a fair thing.
1379. Is the district a fairly good fattening one? You cannot beat it in spring time.
1380. Is any considerable quantity of live stock sent to Sydney market for export? My own impression is that if freezing prices keep up a number of farmers will breed sheep for that purpose.
1381. Do you know of any farmers who have gone into cross-bred sheep for fattening purposes? Yes, they have just started.
1382. Are many fat sheep sent from here to Narrandera? Not from here.
1383. Has dairying been carried on to any considerable extent in the Goulburn Valley District? Yes.
1384. Has that industry paid fairly well? Yes.
1385. Are the farmers who went into dairying there satisfied with the results? Yes, there was a number of farmers there whose farms got dirty, and they were compelled to go into dairying to keep things going.
1386. Do you think this district would carry a better population if it went into the dairying industry? I think it would carry more.
1387. But there would not be the same produce sent by rail? No.
1388. The population however, would be increased? Yes. You would require more hands to do the milking.
1389. Would the district produce more wealth? At present prices I believe it would.
1390. You think the farms would produce an equal annual income? Yes.
1391. You are speaking now from your knowledge of similar country on the other side of the Murray? Yes.
1392. If the present low price of wheat continued and it no longer paid the farmers here to grow it, you think then that they would go into dairying and other industries? Yes. But you must bear in mind that if you have not been breeding a dairy herd it means a lot of expense to buy it.
1393. You think a dairy herd should be gradually worked up while you were carrying on your farming? Yes, that is the only way in which it could be done.
1394. Do you think there is any risk attaching to the construction of a line from this point of view;—that the prices of produce may become so low as to considerably lessen the production and consequent traffic? No; I think wheat can be grown as cheaply here as in any part of the world, and the general opinion is that the price must rise. I saw wheat sixteen years ago at ruinously low prices. Since then it has been much higher, and I suppose the same thing will happen again.
1395. Berrigan is further removed from centres of population than are other parts of the Colony, where wheat-growing is carried on? I think it is as favourably situated for the production of wheat as are most other places.
1396. You think from what you have seen that the growth of lucerne and other artificial grasses would increase the carrying capabilities of the land? Yes, tenfold.
1397. Have your neighbours grown lucerne and other artificial grasses extensively? Yes.
1398. Is there anything else you would like to tell the Committee? I may mention that it has cost me in freight between here and Jerilderie in six years £700. It has been paid principally on wheat, and the amount is well within the mark.
1399. If the railway were constructed, would you be frequently a passenger upon it? Yes. I may also say that I think a line costing £1,800 a mile is too expensive. I have a knowledge of the line from Numurkah to Shepparton in Victoria. It cost less than £1,000 per mile. That would include everything excepting rolling-stock. The line carried 300,000 bags in the first season. The sleepers are 2 ft. 6 in. apart, and the trains run over the line at the usual speed. There was no ballast in the first instance. The Government ballasted it a few years afterwards, because the traffic on the line warranted them in doing it.
1400. Was that country easier for construction than the country between Berrigan and Jerilderie? I think it was more difficult. There is a lot of swamp about 10 miles out of Shepparton.*
1401. Would it cost more or less to clear the line? More, because the timber was all green.

1402.

* NOTE (on revision):—I may say that the land in this district is also splendidly adapted for the growth of the peach and apricot, which have a large commercial value when dried; also for the vine, both table and wine grapes. I am also satisfied that if a line were constructed to Berrigan, it would induce a number of the farmers to go into the pig-raising industry, with a view to exporting the bacon.

- Mr. J. Jones. 1402. Do you know of any reason why a line between Numurkah and Shepparton should be constructed more cheaply than a line here? No.
- 17 Jan., 1895. 1403. Are there any further statements you desire to make to the Committee? This year I have a paddock of 400 acres ready to cut for hay. It would have given me 800 tons of chaff. I could place it in the Sydney market, if a railway were here, at 35s. a ton. That is allowing £1 for carriage on the railway. The railway not being here, I am compelled to use it for grain. Chaff is selling in the Sydney market at £3 17s. 6d. I should therefore have a net return very much greater than the return I should receive from the land, allowing five bags of wheat to the acre. The Government would have had for the carriage of the hay £800, and for the wheat £220 making a difference of £580.

Mr. John Dickie, landowner, near Berrigan, sworn, and examined:—

- Mr. J. Dickie. 1404. *Chairman.*] Where do you reside? Seven miles towards Jerilderie.
- 17 Jan., 1895. 1405. You are the owner of portions 92, 78, and 63, in the parish of Berrigan, and portions of that property are affected by the railway? Yes.
1406. Are you prepared to give the Government the land they require for railway purposes? Not as a gift.
1407. What do you consider the land worth? I gave £4 an acre for it.
1408. What are you prepared to take from the Government? I have not gone into that question. I could not give it to them for nothing.
1409. You would expect for your land what you gave for it? I should not like to take any less. I am not prepared to say at this moment what I would take. Of course the line does a certain amount of damage to my property by cutting me off from my tank.
1410. If the line were unfenced would it still be a great inconvenience to you? I could not say; I have no experience of trains running through my property.
1411. Would it be as injurious to your holding as if the line were fenced in on each side? I do not think so, providing it did not injure the stock. Often in hot weather milking cows and cross-bred sheep would, I am afraid, not get out of the way of the train. Besides, there may not be a fence in the first instance, but it might be fenced afterwards, and that would have to be taken into consideration.
1412. You would be prepared to act as reasonably as you could in the matter? I do not wish to be unreasonable.
1413. You desire to see a railway here? I am not very particular about it.

Mr. James Pyle, farmer, near Berrigan, sworn, and examined:—

- Mr. J. Pyle. 1414. *Chairman.*] What are you? I am a farmer.
- 17 Jan., 1895. 1415. How long have you been resident here? Sixteen years; to be strictly correct, sixteen "harvests."
1416. How far from here? Six miles from here towards the north-west.
1417. *Mr. Davies.*] What is the size of your holding? I hold 950 acres of conditional purchase, and I rent, with the option of purchase, 625 acres.
1418. What proportion of it have you under cultivation? I have 1,260 acres principally under wheat.
1419. Where does the wheat go to? To Jerilderie by team. I paid in carriage last year £117, and I shall pay about £130 this year.*
1420. In the event of there being a railway between here and Jerilderie would you put a larger area under cultivation? Yes.
1421. Do you grow any other cereals? No, except a little oats which I am growing for my own use.
1422. Have you grown maize? I have never grown it for a crop, but I have seen splendid heads here. Maize is not grown in the district generally.
1423. Do you grow sheep on your farm? Not many. I fatten a few and send them away.
1424. Do you combine anything else with wheat production? Nothing but the sheep.
1425. If there were a railway here would you go into the raising of pigs? I have been thinking of it.
1426. You think that if there were a better means of transit by rail, you would be able to send a large number of pigs to market? Yes.
1427. Wheat would make good food for the pigs, would it not? Yes.
1428. Would you and your neighbours go in for dairying? Yes. We expect to start a creamery here by-and-bye.
1429. Your chief draw-back now is the want of communication with the metropolitan market? Yes.
1430. Have you any other information to give to the Committee? Ninety thousand bags went across the river last year. Supposing a railway were constructed here, and it were to attract one-third of that to Sydney, it would yield to the New South Wales railways, independently of what would be charged from Berrigan to Jerilderie, £2,500.
1431. How close would you be to the proposed line of railway? It would be about 1½ mile from the corner of my ground.
1432. Then I suppose you strongly advocate its construction? Yes.

Mr. George Whiting, farmer, Momolong, sworn, and examined:—

- Mr. G. Whiting. 1433. *Chairman.*] You are a farmer? Yes.
- 17 Jan., 1895. 1434. Where do you live? At Momolong, 4 miles from Berrigan.
1435. You desire to give the Committee special information as to the production of flax and of sun-flower seed? Yes. I produce a specimen of flax. It is grown from some flax imported by the Victorian Government, and for which they are giving a bonus of £2 per acre. It is Russian flax, and gives a large proportion of linseed. I obtained the seed in August last, and planted it in September. What you see is about three months' growth. I have grown it for about ten years in Tasmania and Gippsland, having

* NOTE (on revision):—My crop, stripped after I gave my evidence, turned out such a failure, that my carriage, instead of being £130, will only be about £90.

a guarantee of £40 per ton for all dressed fibre, and 18s. a cwt. for seed. For seed purposes or manufacture, I have carried on an experimental plot here. I sent a supply to Melbourne, not knowing that there were any manufactories in Sydney, and I received word back that they would give £40 for it if it were properly retted and scutched.

Mr.
G. Whiting.
17 Jan., 1895.

1436. You believe it would be possible for considerable quantities to be grown here? Yes.

1437. You think it would be a thriving industry, and furnish freight to the railway? Yes, besides being a good thing for the district. With reference to the specimen of sun-flower seed which you see, I have never grown it before; but I have brought this in to the Committee to show them the plant will grow here. It is very nearly 6 feet in height, and there are flowers from the base to the top. I have read that Mr. Harper, in Victoria, is getting machinery out to treat the seed, and to extract the oil. Something like £8,000,000 worth of this seed is exported from Russia annually.

1438. For what purposes is it used? For different manufacturing purposes. I may state that the fibre of flax produces largely to the acre, and there would be about 6 bushels of seed in a good crop. Flax grows wild in the district, and I gather from that that the soil is suited to it.

FRIDAY, 18 JANUARY, 1895.

[The Sectional Committee met at the Public Hall, Finley, at 11 a.m.]

Present:—

THOMAS THOMSON EWING, ESQ. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. William Blair, farmer, Finley, sworn, and examined:—

1438½. *Chairman.*] What are you? A farmer.

1439. Where do you reside? Two miles to the east of Finley, in the direction of Berrigan.

1440. What area have you? 1,874 acres.

1441. What portion of that is under crop? 1,130 acres.

1442. How do you own your land? On lease from the owner of Tuppal.

1443. Have you the right of purchase? Yes; I am paying 5s. an acre rent, with the option of purchase at the expiration of the lease at £4 per acre.

1444. How long will the lease run? Seven years.

1445. What is your yield on the average? Of wheat, from 16 to 17 bushels.

1446. Where do you take your produce? To Jerilderie.

1447. How much does it cost you? Nine shillings a ton.

1448. What is the cost to Berrigan? I cannot say; I never carted to Berrigan.

1449. What are the respective distances? It is between 12 and 13 miles from my place to Berrigan, and it is between 22 and 23 miles to Jerilderie.

1450. What do you infer that the rate of carriage would be to Berrigan from your experience? From about 6s. to 7s. a ton.

1451. Then that rate with the suggested railway rate to Jerilderie added would bring the cost up to 8s. 6d. a ton? Yes.

1452. How far does the class of country known as the Murray fringe extend in that direction? To within 8 miles of Deniliquin. It then runs north-west to within about 4 or 5 miles of the proposed line from Jerilderie to Deniliquin. There may be some slight variation here and there, but, generally speaking, that defines it.

1453. The same land extends from 10 miles south of Jerilderie right down to the Murray? Yes.

1454. That is the land where the bulk of the farming settlement will be? Yes.

1455. Can you tell us the number of settlers to the west of Finley, and their area? I could supply you with it later on.

1456. *Mr. Davies.*] How long have you resided in the district? Three years.

1457. Where were you living previously? In Tasmania.

1458. There are a large number of Tasmanians who have leased land in this district? Yes; there are about twelve altogether, I think.

1459. They are all growing wheat? Yes.

1460. Do they combine sheep farming with it? Yes.

1461. To any great extent? Until this year they have done so. But finding that sheep farming would not pay, they have put the greater part of their area under wheat.

1462. Can they make it pay at the present price of wheat? They have to put nearly the whole of their area under crop to make it pay.

1463. By that means you think they could make it pay? Yes.

1464. Would there be a small margin of profit? There would be something to live upon anyway.

1465. Do you think that if the present prices were maintained there would be sufficient inducement to you to continue cropping your land with wheat? Until the land had run out.

1466. How long would it take you to exhaust the land? About five or six years I should think, although I have known land to be cropped five years in succession and yield a fair crop.

1467. Your present year's crop, I suppose, is not equal to the first year's crop? No; although I have known some of the heaviest crops in the district come from the third year.

1468. For five or six years you think that with constant cropping the land would give a reasonable yield? Yes.

1469. What would be the annual decrease approximately? It is not always the first year that is the best it was, in my case, because it happened to be a fine season. There would have been a fairly heavy crop this year, but the bad weather will affect the yield.

Mr. W. Blair.
18 Jan., 1895.

- Mr. W. Blair. 1470. What would be the difference in the yield, comparing the first year with the fifth or sixth year?
 There would be a difference of about 4 bushels to the acre.
- Jan., 1895. 1471. You think you would average 16 bushels to the acre for five years? Yes.
1472. Have you sent your wheat to Jerilderie this year? Yes.
1473. What did you have to pay for it? Nine shillings a ton.
1474. By contract? Yes.
1475. Has not a higher price obtained for the carrying of wheat this year? It depends upon where the farm is situated. I am near the stock route, and have a certain advantage.
1476. Supposing a railway were constructed to Berrigan, would that reduce the cost of haulage to you? It might, by competing with the carriers.
1477. Would it be advantageous to you in other ways;—would it not enable you to be independent of the carriers? Not by any means.
1478. Would you not have your own drays and horses? Not to cart that distance; you could not do it.
1479. You would still depend upon teamsters to carry your wheat to the railway, even if the terminus were at Berrigan? Yes.
1480. You know the surveyed route of the proposed railway? Yes, fairly well.
1481. You know to what extent it would serve the Berrigan district and a portion of this district? Yes.
1482. Do you regard Berrigan as being in a central position in the cultivated area? It is not central, although it is fairly so.
1483. Is there not more land under cultivation on the east side of Finley than on the west? Yes, I think so.
1484. Very much more? Not much more.
1485. What, approximately, would be the difference? I suppose there would be from 4,000 to 5,000 acres more on the east side, towards Berrigan.
1486. On the other side of the proposed railway there is also a large proportion of land under cultivation? I do not think so. I think if you came 7 miles this side of Berrigan you would come pretty well to the centre of the agricultural area. The proposed route passes on one side of it.
1487. Would a railway at the point you indicate serve the whole of the district of Berrigan, as well as the district of Finley? I do not think it would. It would serve Berrigan, but the farms to the east of Berrigan and the farms to the west of Finley would not be served.
1488. So that if the railway were brought 7 miles nearer this way it would be a greater advantage you think than if the terminus were at Berrigan? It would serve a greater number of farms altogether, and it would be more central.
1489. What would you regard as the central point for a railway to serve the whole of this district including Berrigan? In my opinion, no line will serve the whole district unless it touches Berrigan and Finley.
1490. Would a branch line coming from Berrigan serve this district? Certainly.
1491. Would the surveyed line from The Rock to Murray Hut suit you? Yes; that line runs right through the centre of the district.
1492. Supposing a junction were made with the Berrigan line at Berrigan, how would that do? It would do very well.
1493. In the event of that branch line being constructed, where would your produce go? While the produce of New South Wales is not up to the local demand it would go to Sydney, but if we had to export to outside markets, the nearest and cheapest route would be *via* Melbourne. It is 150 miles from the Murray to Melbourne, but from here to the Murray there are about 25 miles of cartage. If the railways were constructed here it would mean an advantage to the New South Wales railways of 9s. a ton. We have to pay the same to cart produce to the Victorian railway as to Jerilderie. If there were a railway here the Sydney market would have the advantage of the difference between the haulage by the railway from Finley to Jerilderie and the cartage to the Victorian railways.
1494. Have you hitherto sent any wheat into Victoria in bond? No.
1495. Does much wheat go to Victoria? There was a good deal last year.
1496. What was the inducement to send it there? Principally cartage.
1497. Then, if a line were constructed at Berrigan, would it not be an advantage to you? Only in the way I have explained—that the railway would be competing with the carriers.
1498. Would not fully one-half of the wheat grown between this point and Berrigan go to Berrigan, or to some point on the proposed railway? I quite believe it would.
1499. The producers themselves would have their own drays to take it? Yes.
1500. The roads are very bad between Jerilderie and this district? Yes.
1501. Especially in winter? Yes; it is almost impossible to travel along the road in winter.
1502. The railway to Berrigan will serve a large number of persons to within, say, 6 or 7 miles? Yes.
1503. It would enable those persons to be independent of the teamsters at all events? Yes; in a great measure.
1504. It would enable them to take advantage of the best market for their produce? Yes. If a railway were built, I presume the farmers would do as they have done on the Victorian side, that is, they would have sheds built near the railway for their wheat. They would not keep it at their own places, because in winter time if they had only 3 miles to cart they would not be able to do it on account of the condition of the roads.
1505. I suppose the wool grown on your place has gone to Victoria? Of course.
1506. Where would the wool go if the proposed railway were constructed? At present prices we are not likely to grow much wool. We must go in for cultivation.
1507. Do you produce anything but wheat and wool? Barley.
1508. For export? Yes; but up to the present time I have not sold it. Last year there was a fair market in New South Wales—this year there is none at all. I have sent it to store, and am holding it for a better price.
1509. It is stored in Jerilderie? Yes.
1510. If you had better means of transit do you think the farmers would go in for dairying? I could hardly say. The country, however, is just as well adapted to it as is the Goulburn Valley.
1511. Would it not pay you to grow pigs? Yes, because you can feed a great many pigs on the grain which is sometimes lost. There is more in producing bacon than in any other industry if you can get 3d. a lb. for it.

1512. If there were better means of communication you think more pigs would be grown in the district? *Mr. W. Blair.*
Yes; it has been very much spoken of lately.
1513. You know there is a good market for butter through the English market being open? Yes. *18 Jan., 1895.*
1514. With a railway in the district would not the production of butter pay? Yes.
1515. Is there any other industry which could be carried on in the district if there were improved means of transit? Yes, fruit-growing. I believe this part of the Colony could compete with any other part of it in summer fruits.
1516. Has any attempt been made to grow fruit in the district? There are small orchards for home consumption.
1517. You could grow it abundantly? Yes; apricots, peaches, and plums can be grown here splendidly.
1518. Is there any further information you would like to give the Committee? No; except that there is a great stretch of country to the west of the travelling-stock route which remains undeveloped by reason of the present road cartage.
1519. *Mr. Lee.*] What is your own candid opinion as to the route which the proposed railway should take? I believe that taking it from the standpoint of the settlers that it would make very little difference whether it came from Jerilderie to Berrigan and Berrigan to Finley, or from Jerilderie to Finley and Finley to Berrigan.
1520. Do you think the line should include both Finley and Berrigan? I do.
1521. To whichever point it may be brought in the first instance, you think that both places require it? To serve the district effectually it will require to touch both places.
1522. Supposing the line could be brought a little more to the westward than has hitherto been contemplated, would that help the Finley people? It would help them a little, but it would not serve the district.
1523. You know where the 12-mile well is in the Berrigan district—in the forest reserve? Yes.
1524. Supposing a line were to come in 2 miles to the west of that, how would that serve the farmers here; A number of them would be within 6 or 7 miles of it then, would they not? I do not think that would be of much advantage.
1525. Are there many farms to the north of Finley? There are not many on the north-east; there are more to the north-west.
1526. You understand that the railway would be a means of communication for all time, and that it will depend chiefly for its living upon wheat freight;—do you think that at the present price of wheat you would be able to continue cultivating? We hope that the present price will rise. Probably there has never been such a wave of depression affecting the whole commercial world as that which affected it recently. We have to live somehow through these times of depression, and to wait for better times.
1527. If it did not pay the farmers to grow wheat they would not grow it? No; they would have to grow something else.
1528. Supposing the growth of wheat were abandoned, what would become of the prospective freight for the railway? There would be live stock and many other things of that kind the farmers would be able to produce. In a newly-settled district you cannot produce fruit and things of that kind in any quantity at the outset.
1529. It would take you a long time to produce 17,000 tons of pork? Yes; but on the other hand the freight would not be the same for pigs as for wheat.

Mr. Walter James Burbury, hotel-keeper, Finley, sworn, and examined:—

1530. *Chairman.*] What are you? I am an hotel-keeper residing at Finley.
1531. How long have you lived there? Eighteen months. I am the Secretary of the Finley Progress *Mr. W.J. Burbury.*
Association. *18 Jan., 1895.*
1532. Have you prepared any statement as to the cultivation in the district? No.
1533. Have you no detailed information to give us on that matter? Only the area under cultivation and the yield.
1534. Can you give us the information accurately? As nearly as possible.
1535. Will you describe the limits within which you have obtained the information? Yes, in a radius of about 7 miles from Finley.
1536. What is the acreage under cultivation? 20,000.
1537. It is nearly all under wheat I suppose? Yes.
1538. What would the return be? Nearly four bags to the acre.
1539. To which market does the wheat from this district go? It mostly goes to Jerilderie. Some of it goes to Tocumwal for shipment to Sydney.
1540. Supposing a railway is extended to Berrigan, will it be cheaper for the Finley farmers to send their wheat by that route to Sydney than to send it *via* Victoria to Sydney? It would be very much the same.
1541. It would be cheaper for the farmers at Berrigan to send their wheat *via* Jerilderie than *via* Victoria? Yes; because that would save cartage.
1542. And the difference between the two districts would be the cartage from Finley to Berrigan? Yes.
1543. What is the general desire of the people here as to railway extension? The people to the west of Finley, and those within 3 miles to the east of it, would like the line to come to Finley along the stock route. That would be the more convenient way for them.
1544. Supposing the line does not come further than Berrigan, what will become of the produce grown to the west of Finley? It will be still carted to Jerilderie with the exception of the bags which cross the river.
1545. You think there is no doubt about that? Not the slightest.
1546. Although the distance to Jerilderie would be longer than the distance to Berrigan? Yes; once the carriers have their loads on they are not particular to a mile or two, and they prefer a road where they can get a good supply of grass and water.
1547. Whom did Mr. Harper see when he came to the Finley district? No one that I know of.
1548. Was your Association called upon to furnish him with statistics? No.
1549. Then any information he received would be gathered from individual sources? Yes; to the east of Finley.
1550. Is not nearly all the land under cultivation here leasehold? The larger part of it.

Mr.

Mr. Frank Faulkner, Manager of Tuppal Estate, sworn, and examined:—

Mr.
F. Faulkner,
18 Jan., 1895.

1551. *Chairman.*] What are you? The manager of Tuppal Estate.
1552. You are the son of the owner? Yes.
1553. What area have you? 160,000 acres of freehold.
1554. You have a good knowledge of the country generally? Yes.
1555. What do you consider the agricultural area in this part of the country starting from Deniliquin to the eastward? Starting within 12 or 13 miles of Deniliquin, it takes in part of Tongaboo, part of the back of Corree, and part of Hartwood approaching the surveyed line from Jerilderie to Deniliquin, but not passing it. It would extend to about 10 miles south from Jerilderie passing on to the east.
1556. That in your opinion is the great wheat-growing area of this part of the country? Yes.
1557. In your opinion great development is possible here? Yes. There is great uncertainty existing at the present time as to what the Government are going to do with the leases, whether they are going to throw them open indiscriminately at a low rate or not.
1558. What area of Government land is there in this district suitable for agriculture? I do not know definitely.
1559. Is there any large area on Tuppal? There are 12,000 acres of leasehold, but only 3,000 acres are fit for agriculture.
1560. You cannot give us the information with regard to the Crown lands on other runs? No.
1561. You have had in existence for some years past an arrangement by which the farmers can obtain from you land for growing wheat? Yes.
1562. Will you tell us the terms? Yes. A seven years' lease at 5s. an acre, with the right to purchase at £4 an acre.
1563. Do you believe the right of purchase will be exercised? The lessees forfeit their improvements if they do not exercise it, but it depends a great deal on the price of wheat. I do not think the land will come back to the station for sheep at any rate, because, if the present lessees do not purchase it we shall release it.
1564. You think it will be permanently devoted to agricultural purposes? Yes.
1565. What area have you already set aside in these leases? About 15,000 acres.
1566. Is there much more of your run suitable for such purpose? The bulk of the run is suitable for it. There is the Retreat block of 35,000 acres, immediately to the west of Finley.
1567. Does the proprietor intend to throw open the whole of that area? Yes.
1568. I suppose it would pay him better than anything else? It pays us better than sheep.
1569. Do you think that land will be taken up? It depends upon what the Government do with the leases. If a man can get land from the Government at £1 an acre, with twenty years in which to pay for it, he will not take it from the squatter on the terms I have named.
1570. You hand in a return prepared by yourself and Mr. Blair, showing the names of the holders, the position of the holdings, the area, the mode in which they are held, and the area under crop, as regards the land adjacent to Finley to the west, to the north, and to the east of the travelling stock reserve? Yes. [*Vide Appendix.*]
1571. If there were a railway in this district, I suppose the settlement would increase? Yes. It would pay us better to grow grain. There are men growing grain outside the coloured portion of your map, who are paying 1s. 3d. for cartage.
1572. If there were a good means of communication they would be prepared to extend their operations? Under a system of leasing—yes.
1573. *Mr. Roberts.*] How long have you been manager of Tuppal Station? Four years.
1574. The area you have referred to has been put under crop within that time? Yes.
1575. What area did you first decide to lease? 15,000 acres.
1576. Was it all taken up? We gave the particulars in the summer time, and it was all taken up in the autumn.
1577. How long is it since the land was taken up? On the east of the stock route three years, on the west of the stock route, two years ago.
1578. Have the farmers done well on these leases? The smaller ones have done fairly well. Those who took up the land merely for speculative purposes went under, but the others are coming on very well now.
1579. Have any of the leases been forfeited? Only one, and that was not the fault of the land; it was due to outside speculation.
1580. Is there any difficulty experienced in getting wheat to market? This year there were very few teams.
1581. The road is fairly good between here and Jerilderie? In the summer time, but not in the winter time. We carted 2,700 bales over it this year.
1582. Do you send all your wool to Sydney? We did this year.
1583. Would the construction of a line from Jerilderie to Berrigan be of advantage to the people in its immediate vicinity? I have never advocated a railway south from Jerilderie to Berrigan or Finley, because in a great measure it is a question of freight, but if the line should be constructed at all it should be taken to Finley, because at Berrigan you are within easy distance of the Victorian line, which taps the Murray. The settlers to the west of Finley, to get to Melbourne, have to pay all the Deniliquin and Moana railway charges additional. Beyond Berrigan the people, therefore, are in a better condition to deal with Melbourne, being within the rebate district of the Victorian lines.
1584. How far is Berrigan from the Murray? About 20 miles.
1585. And Finley? About 15; but I was speaking of the country to the west of Finley.
1586. But where do the people to the west of Finley send their wheat;—is there a market to Deniliquin? Only for the local miller.
1587. From what point to the west of Tuppal does the wheat go to Jerilderie? None to the west. We run to within 12 miles of Deniliquin.
1588. How far to the east of Berrigan might the Government look for wheat? I do not know; I have never been to Berrigan.
1589. Do you consider Berrigan the centre of this agricultural district? I do not think so. No doubt it is the centre of a large agricultural population.
1590. How far this way would you require to come to find the centre of the area under crop? I cannot say. I have never been to Berrigan or the other side of it.
- 1591.

1591. Do you think that if a line should be constructed from Jerilderie to Berrigan it would be used by the people of Finley? Within a certain distance it might.
1592. There is a good deal of cultivation between Finley and Berrigan? Yes; but if they make a railway to Berrigan they will have to compete with only 150 miles of Victorian railway carriage. If the line goes to Finley there will be an advantage of nearly 200 miles, and the Deniliquin and Moama line charges are very heavy.
1593. You know that it is proposed to make this railway a light experimental line? Yes.
1594. You do not favour the construction of the line to Berrigan? No, I do not. It is entirely a question of freight either at Berrigan or Finley. We are comparatively near to Melbourne, and the freights will determine where the produce will go, especially if there is a customs union.
1595. Do you not think, seeing that the line is an experimental line, and that it is to be a very light line, that the Government might be asked to bring it on to Finley? It might be brought on to Finley, and it still might pay us better to send to Melbourne. It is entirely a question of freight.
1596. You know that the Government has fixed 2s. 6d. as the rate per ton between Berrigan and Jerilderie? I have heard so.
1597. Does not that appear to you to be a very liberal charge compared with what you have to pay now? Yes; it is a saving of 6s. 6d. a ton at the railway station.
1598. Is there any further statement you desire to make? Well, the land to the north of Berrigan is affected by the rebate to Melbourne, whereas the land more to the westward is not so affected.

Mr.
F. Faulkner.
18 Jan., 1895.

Mr. William Blair, farmer, Finley, sworn, and further examined:—

1599. *Chairman.*] In conjunction with Mr. Faulkner you prepared the return which is now before the Committee? [*Vide Appendix.*] Yes.
1600. You believe it to be an accurate and practical explanation of the position of the farmers in this vicinity? Yes.

Mr. W. Blair.
18 Jan., 1895

Mr. John Howe, farmer and grazier, near Finley, sworn, and examined:—

1601. *Chairman.*] What are you? I am a farmer and grazier.
1602. How long have you lived here? Sixteen years. I am 15 miles to the westward from here on the road to Deniliquin.
1603. *Mr. Gormly.*] What pursuits have you been engaged in? Farming and grazing.
1604. Have you a knowledge of any considerable extent of the country in this neighbourhood? Yes.
1605. What area have you? 640 acres on Tuppall and 640 acres on Woperana.
1606. At what distance is your land on Tuppall from Finley? Fifteen miles; the other is about 20 miles south-west from here.
1607. And what distance from the Murray? Two miles.
1608. What portion of your holdings do you devote to agriculture? On the Tuppall portion 250 acres.
1609. You know all the settlement to the west of Finley? Yes. There is a good deal of land there under agriculture.
1610. Where do you send the produce which you grow at Tuppall? It has been sent to Jerilderie since the railway came there.
1611. What direction does your neighbour's produce take? It goes to Jerilderie also.
1612. At the prices now ruling for agricultural produce do you think that you will continue to cultivate your land? I do not think we can.
1613. If the prices do not improve do you intend to let your land go out of cultivation? I do not know—we must do something. Grazing is almost as bad as cultivating.
1614. Even if prices do not improve it will be necessary for you to cultivate some of your land? Yes, we shall have to cultivate more or less.
1615. If there were an improvement in prices would you cultivate more? I do not think so.
1616. What yield do you have from your land? About four bags to the acre.
1617. How long have you cultivated it? For the last sixteen years.
1618. And by resting your land occasionally do you find it turns out as good a crop as before? I shall have about five bags to the acre this year.
1619. By fallowing the land and allowing it to rest occasionally, will it be as productive as in the first few years of its cultivation? No.
1620. The soil deteriorates from continual cultivation? Yes.
1621. Does it get over-run with weeds? There is nothing but thistle.
1622. I suppose you keep some stock? Yes.
1623. Your wool goes to Melbourne? Yes.
1624. If a railway went to Berrigan would you still continue to send your wool to Melbourne? Yes; it is too far from Berrigan to here.
1625. Would you still continue to send your wheat by team to Jerilderie? Yes.
1626. It would be no advantage to you to take it to Berrigan? Not the slightest.
1627. The construction of a line to Berrigan would not draw any wheat there from your neighbourhood? No.
1628. Are there places on the stock route where the bullocks can be turned out? Yes.
1629. Is there water on the road? Yes; by going to tanks until they get on the Billabong.
1630. You would like to see a railway constructed into the district? Yes.
1631. To what part of the district should it be constructed? If I had my way I would bring it to Finley.
1632. You think it would there serve a large number of agriculturists? Yes.
1633. You have not sent any of your agricultural produce to Victoria? No.
1634. What is the carriage to Jerilderie? It has been 1s. 6d. a bag up to this year, we are now paying 1s.
1635. What is the distance? Thirty-four or 35 miles.
1636. Has there been much increase in agriculture in the district during the last two years? There is now double the quantity there was four years ago.

Mr. J. Howe.
18 Jan., 1895

Mr.

Mr. Matthew George Hamilton, selector, Finley, sworn, and examined:—

- Mr. M. G. Hamilton.
18 Jan., 1895.
1637. *Chairman.*] What are you? A selector.
1638. Where do you live? About 2 miles from Finley.
1639. What area have you? Five hundred and eighty acres of my own selection—in all 1,460 acres.
1640. What area have you under crop? Three hundred acres.
1641. How long have you been here? About twelve years.
1642. *Mr. Davies.*] How long have you been cultivating your 300 acres of land? About three years.
1643. When did you first send wheat to market? I was the first to send to Jerilderie when the mill started there.
1644. You have increased the number of acres under cultivation every year? Yes. I crop the land a few years and then let it rest awhile.
1645. What do you grow? Wheat and barley.
1646. How long do you allow the soil to rest? About three years. I have 600 acres cleared for cultivation and I have 300 acres under crop every year.
1647. Have you sent your wheat to market this year? No, I have it at home stacked.
1648. In the event of the railway being constructed to Berrigan would you still send your produce to Jerilderie? Yes.
1649. Would a railway to Berrigan be of no advantage to you? No advantage at all. My own teams will take the produce to Jerilderie.
1650. Would the railway if constructed between this point and Berrigan be of any advantage to your portion of the district? I do not think so.
1651. Where is your land? It adjoins the stock route.
1652. Where does your wool go to? To Melbourne.
1653. I suppose if a line were brought down the stock route to Finley it would suit you? Yes.
1654. How many sheep have you? About 1,400.
1655. Have you increased or decreased your number of sheep during the last few years? Decreased them. It pays better to grow wheat. I cannot say whether that is so at the prices ruling this year, but at the prices ruling last year it paid me better than sheep-farming. Wheat was 2s. 5d. last year.
1656. If wheat continues at its present low price, would you still continue your cropping? I think I would keep on with it. I do not pay much labour.
1657. What does it cost you per acre to plough, sow, and bag your wheat? I could not tell.
1658. Do you produce anything but wool and wheat? I have in a little fruit.
1659. Do you do anything in the dairying line? Not now; but if the railway were here I think we should go in for it. We could grow lucerne well.
1660. Would it pay to produce butter for export if you had better means of transit? Yes.
1661. If a line were brought even to Berrigan, would it not be an inducement to you to go in for piggeries and butter manufacturing? It would depend upon the prices, I suppose.

Mr. George Robinson Jeffries, Station Manager, Tocumwal, sworn, and examined:—

- Mr. G. R. Jeffries.
18 Jan., 1895.
1662. *Chairman.*] What are you? I am engaged in the management of the estate of the late Edward Hilston, at Tocumwal.
1663. Where do you reside? At Tocumwal.
1664. Of what does the Hilston estate consist? It is a grazing and farming estate, combined with a storekeeper's business. I have been engaged in wheat-purchasing during the last few years at Tocumwal.
1665. You have attended to give evidence to the Committee, well knowing that the matter under reference to them is the proposed construction of a railway from Jerilderie to Berrigan? Yes. I was about to refer to the fact that for the last three years I have been engaged in wheat-purchasing for a Melbourne firm who ship wheat to Sydney through Victoria.
1666. How much have you purchased? The year before last I purchased only 2,000 bags. I was late in the field. Last season I purchased 8,000 bags of wheat and about 520 bags of barley, all of which crossed the river at Tocumwal for Yarraweyah.
1667. Did the wheat come from this district? Hardly so far north as this. I should say about 8 miles north and 10 miles west, and probably about 7 miles east of Tocumwal.
1668. Does any other produce go that way? Nothing but wool. This year I am purchasing wheat for a firm in Moama, who are having it delivered in a shed on the bank of the river. As soon as the river rises it will go down to Moama.
1669. What are your views as to the construction of a line from Jerilderie to Berrigan? It would not affect Tocumwal beneficially in any way.
1670. Supposing it were brought from Jerilderie to Finley? Then I should say that a great deal of the wheat which I now purchase would find its way here.
1671. Why? Because the difference in land carriage is in favour of the shorter distance.
1672. The farmers from whom you purchase would be resident about 10 miles from Finley? Yes.
1673. And the object of your evidence is to show that if a line were constructed by the stock route to Finley it would take some of the produce which now goes into Tocumwal? Yes.
1674. It would not go over the Murray, as in the past? No; the difference in freight would prevent it.
1675. What would be the dray carriage from the point you refer to? The farmers would be in position to cart their own produce. The distance would be comparatively short. I suppose they would not have to cart more than 12 miles.
1676. Could they do so profitably? I do not think there is any doubt about that. They cart it into Tocumwal now—12 miles—because they cannot cart it into Jerilderie.
1677. What is the road from here to Tocumwal like? It is pretty good.
1678. If the farmers at Tocumwal are able to cart wheat over the 12 miles here, why cannot the farmers here cart their wheat 12 miles to Finley? I do not know what the Finley farmers can do.* 1679.

* NOTE (on revision):—I should have answered this question by showing that a Tocumwal farmer, in taking his grain to Finley to be sent via Berrigan, would have to pay for the covering of that much trainage extra, whereas the direct line would bring him nearer his head market, Sydney, without such extra trainage. And, too, a Finley farmer carting his grain 13 miles to Berrigan would be no nearer his head market, Sydney, than when he started.

1679. Supposing the line were brought here by way of Berrigan how would it suit the Tocumwal people? It would not much matter where the line came from so that it went to Finley. The district would be equally well served whether the line went from Jerilderie to Berrigan or Jerilderie to Finley.*

1680. Have you considered a probable extension from Finley to Tocumwal? I have not considered that, although I think it would be a very good thing.

Mr.
G. R. Jeffries.
18 Jan., 1895.

Mr. Charles M'Alister, farmer, near Finley, sworn, and examined:—

1681. *Chairman.*] What are you? I am a farmer.
1682. Where do you live? Eight miles west of Finley.
1683. What area have you? 4,540 acres.
1684. How much have you under cultivation? 400 acres myself, but I am leasing a portion of my land on "halves," and 1,000 acres of it are under cultivation.
1685. Some of your land is freehold and some conditional purchase? It is mostly conditional purchase.
1686. *Mr. Roberts.*] How long have you been here? About sixteen years.
1687. How long have you been producing wheat upon your farm? Nine years.
1688. During all that time prices have been more favourable than they are now? Yes.
1689. How long is it since wheat has taken such a downward tendency in price? We were getting, eight or nine years ago, from 4s. to 5s. a bushel.
1690. How long did that keep up? The price kept up fairly well till the season before last.
1691. What does it cost you per bushel to get your wheat ready for market on the farm? Nine-pence per bushel on the farm.
1692. Does that include bagging? Yes.
1693. Where do you send your wheat? To Jerilderie.
1694. Have you ever sent any wheat to Melbourne? No.
1695. What does it cost you to Jerilderie? One shilling a bag.
1696. Would a railway between Jerilderie and Berrigan be of any advantage to you? None whatever. I am within 2 or 3 miles as far from Berrigan as from Jerilderie.
1697. You would still take your produce to Jerilderie? Yes; if there were no nearer railway.
1698. I suppose the railway to Finley would suit you best? Yes; along the stock route.
1699. Why do you advocate that in preference to any other route? I advocate it as being most beneficial to the district. Finley, I maintain, is a better centre for a railway than is Berrigan. The line might be made altogether on the stock route, and there would be no resumption, and then there would be settlement along the route to support the railway. There are 1,300 acres on the stock route between here and Jerilderie, and it is all good agricultural land.
1700. Is it under cultivation? No; it is Crown land. The reserve is a mile wide. If the railway were constructed the reserve would not be wanted as a road, and it might be thrown open to selection.
1701. You think the land could be taken up for farming? Yes.
1702. How far have you been east from Finley? No further than Momolong station.
1703. Have you been to the south-east of Berrigan at all? No.
1704. Is it a fact that there is a large area of cultivation to the south and south-east of Berrigan? I believe there is a certain amount.
1705. Having in view that fact, are you of opinion that Finley is really more in the centre of cultivated land than is Berrigan? That is my opinion.
1706. Could you name a spot between both these two places which would be more central than either of them? No.
1707. You think Finley is the very centre? I think so.
1708. You think a line here would serve a larger number of agriculturists than a line taken to any other place in the district? I am of opinion that Finley is the most suitable place at present.
1709. You do not view with favour the construction of a line to Berrigan? No.
1710. If there were no idea of constructing a line to Finley, would you like to see it taken to Berrigan? No, that would be of no use to us.
1711. You are aware that the proposed line is to be a very light line? Yes.
1712. If the line were constructed, and turned out satisfactorily, do you not think that would be a very good basis upon which to ask the Government to bring it on to Finley? That view never struck me.
1713. Do you grow any crops but wheat? Not to any extent.
1714. You appear to be able to grow almost anything here? Yes; we get a satisfactory return from everything.
1715. Is the land suitable for dairying? Yes.
1716. Have you considered whether if the wheat fails it would not be practicable to utilise the land in some other way—for the rearing of pigs for instance? I have thought of all these things; but it is the want of a railway that keeps people from going into twenty other things, which they could go into if the railway were here.
1717. Unless the prices went lower, you would continue to grow wheat? Yes.
1718. Is there a large area of land available for agricultural purposes in the district? Yes; all the land about Finley could be made available under favourable circumstances.
1719. If the railway were brought to Finley you think that every acre of land within a radius of say 12 miles would be used for agricultural purposes? Yes.
1720. Do you produce any wool? Yes; I send it to Melbourne.
1721. If a railway were brought to Finley, would you still send it to Melbourne? I could not say.

Mr.
C. M'Alister.
18 Jan., 1895.

Mr. Charles Uphill, farmer and grazier, near Finley, sworn, and examined:—

1722. *Chairman.*] What are you? I am a farmer and grazier.
1723. How long have you been in the district? Between eighteen and nineteen years.
1724. Where do you live? Eighteen miles from here in a westerly course.

Mr.
C. Uphill.
1725.
18 Jan., 1895.

* NOTE (on revision):—I certainly never intended to convey this; I advocate the Finley-Jerilderie line as being undoubtedly the best for Tocumwal, seeing that by Tocumwal I would include the Tuppall Creek and Woperana districts to the west of Tocumwal, and I do not think that the district would be equally served by the one, as the other.

- Mr. C. Uphill.
18 Jan., 1895.
1725. Is portion 125, parish of Narrima, approximately the centre of your holding? Yes.
1726. What area have you? 4,600 acres.
1727. How much do you cultivate? I have 480 acres under cultivation this year.
1728. Mr. Gormly.] What is the nearest centre of population to you? Deniliquin.
1729. Where do you send your produce? To Jerilderie, a distance of 30 miles. Last year I paid 1s. 1d.; I have paid 1s. 6d.; this year I am paying 11d. per bag.
1730. About what quantity of wheat does your land generally produce? From four to eight bags per acre. Different areas produce different yields owing to sowing early, and rain falling soon after sowing. I have sometimes had an average of five or six bags.
1731. What is your average this season? I have just completed the harvesting of 250 acres, and it has averaged five bags to the acre.
1732. What was your average last season? Four and a half bags.
1733. Do you feel satisfied that you can continue to grow wheat at the present price? We can as far as I am concerned. I am a freeholder, and I have the plant and stock.
1734. You think you cannot put the land to a more profitable use than by growing wheat? Not at the present time.
1735. You must cultivate a portion of your land? Yes; to keep things going.
1736. Do you intend to continue cultivating it? Yes; but I do not think it would be of any use increasing the plant, because at present prices I think we have about reached the maximum. To increase the area would mean an increase in the plant; but I should be likely to increase if a railway were nearer.
1737. Where do you send your wool? To Melbourne.
1738. Would the construction of a line from Jerilderie to Berrigan benefit you in any way? No.
1739. Therefore you would not be likely to send any of your produce to any portion of the proposed line? Not any—I could not think of it.
1740. To what particular point do you think the line should go in this particular district to be of benefit to you? To Finley.
1741. It would serve a larger number of persons you think? It would serve a far larger area of country—north, south, east, and west.
1742. Do you know whether the land is more suitable for agriculture at Finley than at Berrigan? I know it is of about the same quality—quite as good in every respect.
1743. Is there a larger population around Finley than around Berrigan? Taking the centre to the right and left there is a larger population around Finley. A railway here, I consider, would embrace a district of 5,000 souls to the westward of the stock route including Deniliquin. To the east of the stock route between here and Corowa I do not think there would be one-half that number of souls.
1744. To what distance would the people in this district be benefited by the construction of a line from Jerilderie to Finley? To the point from which they are sending their wheat now. The Deniliquin railway is over 20 miles from me, and people send it still 10 miles further to the west, and within 10 miles of the Deniliquin railway.
1745. Yet they prefer sending their wheat to Jerilderie than to Deniliquin? Yes.
1746. Is any wheat in your neighbourhood sent to Deniliquin? No; not within 10 miles of me.
1747. You prefer to send your produce 30 miles to Jerilderie than 20 to Deniliquin? Yes.*

Mr. Frank Faulkner, Manager of Tuppal Estate, sworn, and further examined:—

- Mr. F. Faulkner,
18 Jan., 1895.
1748. Chairman.] You have a further statement you wish to make to the Committee? Yes. I heard you ask several witnesses what it costs to put in wheat. These are cases in which farmers employ their own time, and put in a lot of work themselves, but at contract prices I put in 1,400 acres, buying the seed-wheat, ploughing, sowing, reaping, and bagging, allowing interest on the money from the time I put the crop in till I took it off, and the cartage to Jerilderie at 24s. per acre estimated; it produced from three and a half to four bags, and I got 2s. a bushel in Jerilderie.

MONDAY, 21 JANUARY, 1895.

[The Sectional Committee met at the Public Hall, Savernake, at 11 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Sectional Committee further considered the proposed Railway from Jerilderie to Berrigan.

Mr. William Miller, farmer and grazier, Savernake, sworn, and examined:—

- Mr. W. Miller.
21 Jan., 1895.
1749. Chairman.] Where do you live? At Savernake.
1750. Close to the town? Within a mile of it.
1751. How long have you been here? Twelve years.
1752. What area of land have you? 1,920 acres.
1753. How do you hold it? It is a conditional purchase.
1754. Mr. Lee.] Do you know the route of the proposed railway from Jerilderie to Berrigan? Yes.
1755. How will the construction of the line affect you in this particular place? It will not do us any good at all.
1756. What do you produce here chiefly? Wheat and sheep.
1757. Where is your market for it at the present time? Sydney. 1758.

* NOTE (on revision):—I beg leave to point out that owing to the development that has taken place in settlement and agriculture in the Murray Valley during my residence here, viz., nineteen years, defines the stock route from Jerilderie to Tocumwal as the true and best centre south for any extension from Jerilderie, with a line nearly due east and west from Berrigan to Deniliquin, crossing the stock route at a point at or near Finley, as the national and most adjustable lines to open up the Murray Valley and so place the district in a much desired equal position for communication with Sydney.

Mr.
W. Miller.
21 Jan., 1895.

1758. By which route? We have to send now either to Jerilderie or to Corowa.
 1759. Which route do you usually use? Corowa.
 1760. It being the cheaper? Yes.
 1761. What is the distance? About 30 miles.
 1762. What is the distance to Jerilderie? About 35 miles.
 1763. If a line were constructed to Berrigan, would it not bring you within 18 miles of the railway? Yes.
 1764. Would not that be a great advantage to you? It would be just as cheap for us to cart from here to Jerilderie as to cart to Berrigan and put the produce on the train there.
 1765. What cartage do you pay from Jerilderie? One shilling and twopence per bag.
 1766. That is for the 35 miles? Yes.
 1767. What would be a fair proportion to allow for carriage to Berrigan, a distance of some 18 miles? They would charge 1s. to take it to Berrigan. I do not think you could get it done for anything less.
 1768. Do you know the rate proposed to be charged on the proposed line from Jerilderie to Berrigan? I do not.
 1769. If it were half-a-crown a ton that would be equal to 3d. a bag? Yes.
 1770. If there were a constant dray traffic from here to Berrigan, do you think they would make you a charge as high as 1s. a bag? They charge us a shilling for 18 or 20 miles—we cannot get it done for less from here.
 1771. Admitting that you had to pay 1s. a bag to Berrigan, and 3d. a bag from Berrigan to Jerilderie, making 1s. 3d. in all, would not the difference of a more convenient and quick market compensate you for the extra 1d.? I do not think so.
 1772. You are not favourable to the construction of the line from Jerilderie to Berrigan? No.
 1773. What is your reason? My reason is that it will not benefit us here at all.
 1774. Are you opposed to any railway construction into the district? No.
 1775. Then you have some other route in view? Yes; from The Rock to Murray Hut.
 1776. Supposing that, as a matter of policy, the country adopted that route, it would probably be three years before the line reached you, while the construction the other way would reach you in six months? We are satisfied to wait three years.
 1777. You would sooner wait three years than have a railway coming *via* Berrigan? Yes.
 1778. What is your tonnage a year in wheat? About 40 tons.
 1779. You would rather continue for the next three years to drag that 40 tons 35 miles by road to Jerilderie than have railway extension within 18 miles of you in six months? Yes; in view of the ultimate benefit.
 1780. Do you produce anything besides wheat? Yes; grasses.
 1781. Which way do you send your wool to market? *Via* Melbourne.
 1782. Why Melbourne way? I do not think you could get it carted the other way. The railway carriage is too much from Jerilderie to Sydney.
 1783. It is cheaper to export through Victoria? At the present time.
 1784. If it were cheaper to send your wheat that way, you would do that also? Yes.
 1785. You always send the cheapest way? Yes; we have to do so in these times.
 1786. If there were fifty railways here, and you could get your produce carried to the port of export more cheaply in Victoria you would send it that way? Yes.
 1787. Could you tell me about what settlement there is about Savernake? I could not tell you. This visit is unexpected. We did not expect you.
 1788. You are the president of the local Farmers' Association? Yes.
 1789. Are your views upon the railway question identical with those of the majority of the farmers? The majority of the farmers in my direction.
 1790. How about the farms situated to the west of Savernake? When you get 8 or 10 miles the other way some of them are in favour of the Berrigan line.
 1791. Not all? Not all.
 1792. What is the average size of the holdings here? I could not say.
 1793. How is the land held? It is pretty well all conditional purchase.
 1794. Is any land here held from station holders under lease with the right of purchase? No that I am aware of.
 1795. At the present price of wheat, and the present rate of carriage, are you sending your wheat to market at a profit? No.
 1796. In the event of wheat continuing at its present low price for thirty years, what would the output be for this district? If it keeps at the present price there would be nothing in growing wheat.
 1797. Will you yourself continue growing wheat? If it keeps at its present price I shall have to discontinue, because there is no profit in it.
 1798. Where were you living before you came here? At Deniliquin.
 1799. Were you farming there? Yes.
 1800. How many years were you there? Four years.
 1801. You have seen the effect of railway extension on that side; was not that extension of great benefit to the farmers there? The only railway goes from Moama to Deniliquin.
 1802. Did not that railway afford a convenient outlet to the produce of the district? It did.
 1803. Even to those within 12 or 18 miles of it? Yes.
 1804. Would it not be the same in this district if it were pierced by a railway? Yes; if there were a line from The Rock to Murray Hut.
 1805. But any railway brought nearer a few miles to you than any existing line would be a great advantage to you, would it not? It would do us a certain amount of benefit.
 1806. It would be impossible to construct a line into this district to any point without doing a certain amount of benefit? Yes.
 1807. But the settlers here are of opinion that the railway from The Rock to Murray Hut should be made? Yes.
 1808. If it were a question of having the railway from The Rock to Murray Hut or no line at all, which would you sooner have? No line at all.
 1809. You would sooner remain as you are than have a line within 18 miles of you? Yes.
 1810. *Chairman.*] You say that you are charged 1s. a bag for the carriage of 18 miles from here to Berrigan? Yes.

- Mr. W. Miller.
21 Jan., 1895.
1811. Supposing you were offered a contract at 1s. to carry goods for 18 miles or a contract at 2d. to carry them for 24 miles, which contract would you take? If I were a carrier, of course I would rather take the highest.
1812. Yet you tell us that the carriers prefer to carry 18 miles to Berrigan for 1s., and go the next 24 miles for 2d., and that they think that both those are the same sort of contract? When they have the wheat on the waggons they would sooner take it to Jerilderie.*
1813. You think the carriers are that sort of men that when they are constantly running backward and forward from here to Berrigan, 18 miles, at 1s., that they would rather waste their time by going on to Jerilderie for the extra 2d.? When the wheat is on the waggon they would just as soon go to Jerilderie for the extra 2d. as cart the 18 miles for 1s. It does not take them so very much longer.
1814. How far are you from the proposed Rock line? Five or 6 miles.
1815. That would suit you much better than the proposed railway? Yes.
1816. If you thought that the Berrigan extension would endanger The Rock line you would rather not have the Berrigan extension made? Yes.

Mr. William Patrick O'Dwyer, farmer, near Savernake, sworn, and examined:—

- Mr. W. P. O'Dwyer.
21 Jan., 1895.
1817. *Chairman.*] What are you? A farmer.
1818. Where do you live? On Killyana.
1819. How far from here? Eight miles.
1820. In what direction? In a south-westerly direction, between Mulwala and Berrigan.
1821. Towards Barrooga? Yes.
1822. What area have you? Between myself and brothers, we have 4,000 acres of land.
1823. How long have you been here? I selected in 1877, and I have resided continually on the land since.
1824. *Mr. Davies.*] Where do you send your produce to? It is about seven years ago since I started growing wheat, and five years out of the seven it has always gone to Jerilderie.
1825. Where did it go last year? To Yarrowonga, mainly owing to the Victorian railways giving us a reduction.
1826. Where will this year's crop go? I have not fully decided. It depends upon the local market price.
1827. But at the existing price? I think it would go to Yarrowonga.
1828. Would there be sufficient inducement to you to send your produce by the proposed line from Berrigan to Jerilderie if you could get it carried on that line for 2s. 6d. a ton? Judging from past experience, I should certainly patronise the Berrigan line. We cannot tell what the prospects of the future are for these things.
1829. But at the present prices would it not be a greater advantage to you to have your wheat carried from here to Berrigan, paying from there 2s. 6d. a ton, than to pay 1s. 2d. a bag from here to Jerilderie? I have always paid 2s. with the exception of last year, when I got it carted at 1s. 9d.
1830. The present rate is almost prohibitive? Yes; the carriers have to pay for water.
1831. Then you think that the proposed line would be a great advantage to you? Certainly.
1832. If the railway were constructed from Berrigan, would you in future send your produce by that line? I certainly should do so.
1833. You could not get your produce carried any similar distance in the district for 2s. 6d. a ton? No.
1834. What is the distance between your district and the Victorian border? Eighteen miles.
1835. What is the rate of cartage? It has been about 1s. a bag up to the present time.
1836. Do you employ your own horses and drays? I always employ carriers.
1837. How long have you been in the district? Eighteen years.
1838. Have you increased your sheep from year to year? No, I have not.
1839. What area have you under cultivation? We grow from 400 to 500 acres of wheat.
1840. What is your average yield? Thirteen bushels. Of course, we do not continually crop the land. After three or four years we allow it to lie fallow.
1841. If the railway were made would you also send your wool to the Sydney market? I could not speak with certainty on that point. I never tried the Sydney market.
1842. Would the proposed charge of 3d. a ton for wool be too high a charge on the proposed railway? I have not made a calculation—I cannot say.
1843. How many miles would you be from the Berrigan station? About 10 miles. I could go and come in the same day if I had a team of my own.
1844. You would use your own drays in a case of that kind? Yes.
1845. You favour the construction of the proposed line? I am in favour of The Rock line, but it is nine years since I signed a petition for the Berrigan line, and considering my experience of that agitation I reckon it would take twenty years before The Rock line would be built. I have given that line all the support I could, but I am now inclined to think that half a loaf is better than no bread.
1846. How far would you be from the surveyed route of the line from The Rock to Murray Hut? About 6½ or 7 miles.
1847. Then there is not a great deal of difference between your distance from the line from The Rock to Finley and the line from Jerilderie to Berrigan? About 4 miles difference. Of course, the rates have to be taken into consideration.
1848. You think the proposed railway would serve you fairly well? Yes.
1849. Would you regard it as a reasonable railway service to your property from the point of view of a distance? Yes; I should be satisfied with 15 miles.
1850. And you say that you would be within 10 miles of the proposed railway, and that you regard that as a very fair service? Very fair.
- 1850½. Have you anything further to state? When Mr. Miller was giving his evidence I heard him say that a majority of the farmers in the local union were in favour of The Rock line; that is not the case. The question was never put to the union as a test question.

* NOTE (on revision):—I beg to state that it is not 24 miles extra, as it is only 35 miles from my place to Jerilderie; that would leave 17 miles extra cartage. Berrigan is not in a line from my place to Jerilderie, and the carriers would as soon cart direct to Jerilderie from here for 1s. 2d. as cart to Berrigan for 1s. if they have a good few trips to make.

Mr. Edmund Daniel O'Dwyer, farmer and grazier, near Savernake, sworn, and examined:—

1851. *Chairman.*] Where do you live? About 8 miles from here, towards Barooga.
1852. What are you? A farmer and grazier.
1853. How long have you been here? I selected here in 1879, and I have been residing here ever since.
1854. Are you Secretary of the Farmers' Union? Yes.
1855. *Mr. Gormly.*] As Secretary of the Farmers' Union, I suppose you have an extensive knowledge of the country round Savernake? Fair knowledge.
1856. Is there any considerable quantity of land under cultivation? A considerable quantity.
1857. What is the number of holders within a radius of 10 miles, approximately? I will hand in a list, showing the holdings within a radius of 10 miles of Savernake, together with the area under cultivation in each case. [*Vide Appendix.*]
1858. You have had some experience in agriculture here? I have.
1859. What do you think of the probability of land continuing to be cultivated here, if the present price of wheat continues? I think a continuance of the present price would have a very bad effect upon cultivation.
1860. You think the farmers will not increase the area of land they now cultivate? It all depends upon the area. Take the case of a man with a limited area—of, say, 400 or 500 acres. If he continue cropping it at the present price, he is really ruining his farm—the land will become more and more exhausted every year. Seven years' continuous cropping here leaves the land in a very poor state. It will depreciate in value fully 30 per cent.
1861. Then there are a number of landowners who do not continually cultivate the whole of their land—who cultivate only a portion of it? Yes.
1862. Are you of opinion that the number of landowners in the district will continue to grow wheat even at present prices? Yes; they have nothing else to do.
1863. They find that they can put the land to more profitable use in that way than in any other way? Yes; there is only one industry—that is, the dairying industry—which will enable them to utilise the land with greater profit.
1864. You think it would pay better to grow wheat than wool and fat stock? Yes.
1865. You have tried both? Yes.
1866. If a line were constructed to Berrigan, would the farmers be likely to send their wheat to that terminus, or to some other point? Speaking without the slightest prejudice, I certainly think that the wheat would go to Berrigan from the neighbourhood of Savernake.
1867. To what distance to the south-east of Savernake would the farmers send to Berrigan? To the south-east the wheat would go to Corowa.
1868. What is the distance from here to Corowa? About 30 miles.
1869. And it is 18 miles to Berrigan? Yes.
1870. How would the railway to Berrigan serve those persons residing generally to the east of Savernake? The produce of any settlement to the east of here would be divided equally between Corowa and Berrigan.
1871. You think, then, that the proposed railway to Berrigan would serve settlers to the east and south-east of Savernake? Not to any considerable extent.
1872. Is there a considerable quantity of wheat produced between here and Berrigan? Yes.
1873. Is there also a considerable quantity produced going in the same direction, but more towards the Murray? Not very much is produced directly to the south of this point. It is all station property.
1874. Produce would come chiefly from the south of Berrigan? Yes; it would be sent to Berrigan until it reached my place.

Mr. E. D.
O'Dwyer.

21 Jan., 1895.

Mr. Patrick Gorman, farmer, near Savernake, sworn, and examined:—

1875. *Chairman.*] What are you? A farmer.
1876. Where do you live? Five miles from here, to the north of Savernake.
1877. *Mr. Roberts.*] What area do you cultivate? I am cultivating 300 acres this year.
1878. Is it all wheat? Pretty well all. I have a little hay, and a few acres of oats.
1879. Do you grow any lucerne? I have about 30 acres in at present.
1880. Where do you send your produce? I sent it to Yarrawonga last year, and I am likely to send it there this year.
1881. For what reason? It is more convenient, and I get a better price.
1882. How far is it from Yarrawonga to your place? Twenty-four miles.
1883. What is the cost per bag from your farm to Yarrawonga? I daresay I could get it done at 1s. a bag. I cart my own wheat, and it would not cost more than that. A few miles make very little difference. It is the loading and unloading that the carriers consider.
1884. Do you sell at Yarrawonga? Yes.
1885. Have you ever sent to Jerilderie? Yes.
1886. Do you find it more expensive to send to Jerilderie? It is entirely a matter of prices;—I never send to Sydney direct.
1887. You send to Yarrawonga on a local demand? Yes.
1888. Have you ever sent to Corowa? Yes.
1889. To sell in the local market? Yes.
1890. Do you view the construction of the proposed line from Jerilderie to Berrigan with favour? No; The Rock line would suit me much better.
1891. There has been a trial survey of the line from The Rock to Murray Hut? Yes.
1892. How near would that trial survey be to your farm? From 3 to 4 miles.
1893. Then it is not difficult to understand that you prefer The Rock line? No; but a line 10 or 12 miles away would suit me.
1894. What distance would you be from the railway at Berrigan? About 17 miles.
1895. You would be nearer to Berrigan than any other line—nearer than you would be to Yarrawonga and Corowa? Yes.
1896. Would you use the line? I could not get the wheat carted under 1s. a bag to Berrigan, and 1s. 2d. to Jerilderie. The road between my place and Berrigan is fairly bad. I could draw more to Jerilderie than to Berrigan; that is another consideration.

Mr.
P. Gorman.

21 Jan., 1895.

- Mr. P. Gorman.
21 Jan., 1895.
1897. You are a member of the local Farmers' Union? Yes.
1898. Can you tell this Committee what is the opinion of a majority of the members of that union regarding the proposed line to Berrigan? No; because one-half of the members reside within 10 miles of Berrigan and the others reside 20 miles away. There must be a difference of opinion about the line in such a case as that.
1899. Would it be fair to assume that any farmer within 10 miles of Berrigan would be favourable to the Berrigan line? I should think so. I certainly should be if I lived there.

Mr. Alexander John MacDougall, farmer and grazier, Savernake, sworn, and examined:—

- Mr. A. J. MacDougall.
21 Jan., 1895.
1900. *Chairman.*] What are you? A farmer and grazier.
1901. Where do you live? About a quarter of a mile from Savernake.
1902. Your holding adjoins Savernake? Yes.
1903. Have you been here long? Six years.
1904. You have been engaged in growing wheat and raising wool during that time? Yes.
1905. Will you state briefly where your market has been, and the reason why you have adopted it? I have always carted to Yarrawonga. It is 30 miles from my place to Corowa, and 30 miles to Jerilderie.
1906. I should like to know whether, in your opinion, this portion of the district would be brought under the influence of the proposed extension from Jerilderie to Berrigan? Well, the western portion of Savernake might, but to the eastward of Savernake the produce will all go the other way—to Yarrawonga or to Corowa.
1907. That would be contingent on prices to a large extent? Yes.
1908. If the rate of carriage by dray and the freight by rail to Jerilderie were cheaper than the rate to Yarrawonga by dray, you would adopt the cheaper route? Yes. We always go in for the best price and the lowest cartage.
1909. But taking a wider view of the matter, do you not think it would be a certain advantage to the district to have a railway terminus within 18 miles of it? No; I do not think so. If we get the line to Berrigan we may never get it any closer. There may never be a chance of getting the other line. That is my idea. We should be left permanently at some distance from railway communication.
1910. You will perceive that there will be so many others resident in other portions of the district who would be in the same position as yourself? Yes.
1911. And it is a difficult matter to take a railway to every man's door? I do not want a railway to my own door, if it be for the good of the public that it should be taken further off.
1912. Will the proposed extension to Berrigan be of no advantage to this district? No; I do not think it will. It would be right enough so far as those to the west are concerned, but it would be of no benefit to those to the east.
1913. With an improved road to Berrigan, would it not be an inducement to you? It might be a little inducement, but I think the road is about as far away as the railway.
1914. As far as you can see at the present time, the extension of the line known as the Rock line would be the most advantageous to the district? Yes.
1915. Have you considered that that is rather a question to be dealt with in the distant future? No; I have not thought much about it.
1916. Has it occurred to you that a line nearly 100 miles in length would have to be constructed to get down to the district which would be touched by the proposed extension of 20 miles? That, of course, is another matter.
1917. If such a work were undertaken it would be many years before the railway was brought to your door;—would it not in the meanwhile be an advantage to you to have communication of some kind as rapidly as possible? Not to myself, speaking individually.
1918. But to the district? I can only speak for myself on that point.
1919. Supposing it became a question of an extension from Jerilderie to Berrigan or no railway at all, which would you prefer? No railway at all would be just as well.
1920. You are so situated that it is a matter of little moment to you whether the railway is taken to Berrigan or not? That is about the state of the case.
1921. *Mr. Davies.*] Do you regard Berrigan as the centre of a large agricultural district? I do not know that it is the centre of a large farming district.
1922. Do you know it a little? I have not been much through it.
1923. Do you know it sufficiently to express an opinion? I think I do. I have not been further west than Berrigan.
1924. You do not know the whole of the wheat-producing country there? No.
1925. You think that it would be better to have no line than that the railway should be constructed to Berrigan? Yes.
1926. Would you have the whole of the farmers of the Berrigan district deprived of railway communication because you prefer the line from The Rock than the line from Berrigan? The Rock line would also serve the Berrigan people.
1927. You would rather wait until you could get The Rock line? Yes.
1928. In the meantime you would deprive the farmers of the Berrigan district of any improved means of getting to market? I suppose that would be so. With regard to The Rock line we were led to believe that there was a chance of our getting it. I am not viewing the question as if there were no chance whatever of our getting that line.
1929. How long have you been led to believe that you would get The Rock line? For some time.
1930. Do you see any approach to the consummation of your desire on that subject? Not much.
1931. How far to the eastward of Berrigan towards Savernake would the proposed railway serve the farmers? For a distance of 10 or 15 miles, I should say.
1932. So that this district would be within 3 miles of being served by the Berrigan railway? This portion of it.
1933. *Mr. Gormly.*] Are you acquainted with the route of the surveyed line from The Rock to Murray Hut, and with the centres of settlement of that route? I know the portion from here to Clear Hills.

1934. Is there a greater quantity on land under cultivation within the same radius of Savernake as of Berrigan? I do not think so.
1935. You think that there is a greater area under cultivation around Berrigan? I should think so.
1936. Do you see any immediate prospect of an increased quantity of land going under cultivation at Savernake? Yes.
1937. Is the land here well suited to the growth of wheat? Yes.
1938. If the district had railway communication do you think the landowners would cultivate a greater area of land? I think so. I know that I should.
1939. Are there many landowners owning from 320 to 2,000 acres in the neighbourhood of Savernake and to the eastward of it? A good few. Very few hold over 640 acres.
1940. Does that class of holders extend considerably to the eastward along the proposed line from The Rock to Murray Hut? Yes; right along the route as far as I know it.
1941. You know the Clear Hills district? Not too well.
1942. Have you been among the holdings there? Yes.
1943. What distance is it from here to Clear Hills? From 18 to 20 miles.
1944. Is the land there well suited to agriculture? It is very good wheat growing land.
1945. You think that land would be put under cultivation if a railway were constructed from The Rock to Murray Hut? I think it would.
1946. But you yourself would derive no benefit from the construction of the proposed line from Jerilderie to Berrigan? I should rather see the line come that way than no way, but I should derive no benefit from it.
1947. You think that a more suitable line for the development of these districts could be constructed—namely, a line from The Rock to Murray Hut? Yes.

Mr. A. J.
MacDougall.

21 Jan., 1895.

Mr. Robert Edward Young, farmer and grazier, Savernake, sworn, and examined:—

1948. *Chairman.*] What are you? I am a farmer and grazier. I am a member of the firm of Young and Killin. Our boundary is about 3 miles east from Savernake.
1949. How long have you been there? Since 1880.
1950. *Mr. Davies.*] Would the proposed line to Berrigan be of advantage to you? Not the slightest.
1951. How many miles are you from Berrigan? Our homestead would be about 24 miles.
1952. What is the nearest point of your property from the proposed railway? About that distance.
1953. Where do you generally send your produce? To Corowa and Yarrowonga. The wool goes to Yarrowonga. The wheat is sold in Corowa generally, but the last lot we sold went to Wagga.
1954. What acreage have you under cultivation? Two thousand three hundred acres, and we propose to increase it.
1955. That is the largest area you have ever had? Yes.
1956. Notwithstanding the bad prices you have that area? Yes; we are farming on the "halves" system.
1957. Has the price ruling for wheat during the present season been satisfactory to you and those working with you on the "halves" system? Yes; it has been satisfactory to us. We consider that the cropping improves the land for grazing.
1958. The property owner has an advantage in that case? Yes.
1959. How much wheat do you expect from your holding this year? About 10,000 bags.
1960. What will be the yield per acre? From four or five bags down to three.
1961. Has the land, bringing in three bags, been long under cultivation? It is the first year, and it is considered to be a fair crop.
1962. And as to the land bearing five bags? That is the second year's crop. We only propose to crop the land for three years, and then to graze it.
1963. Do you run sheep? From 25,000 to 30,000.
1964. How many miles are you from the Victorian border? About 20 miles from Yarrowonga, and about 26 miles from Corowa.
1965. How far would you be from the proposed Rock line? The nearest point would be 8 miles away.
1966. A line in that direction would suit you better than the Berrigan line? Yes.

Mr.
R. E. Young.

21 Jan., 1895.

Mr. James Smart, farmer, near Savernake, sworn, and examined:—

1967. *Chairman.*] What are you? A farmer.
1968. Where do you reside? At Killyan.
1969. Where is that? About 8 miles from Savernake, towards Barooga.
1970. *Mr. Gormly.*] You have been many years cultivating land in this district? Since 1884.
1971. About what quantity do you hold? Five hundred odd acres.
1972. What area have you cultivated? About 170 acres altogether.
1973. What area have you under cultivation this year? About 100 acres.
1974. How many years have you cultivated that? Nine years continuously.
1975. What was your yield this season per acre? About 3½ bags.
1976. Where do you send it? To Victoria this year.
1977. If the railway were made to Berrigan would you use it? Yes; I am twelve miles from Berrigan.
1978. Have you anything more to state to the Committee? I do not care where the line goes from Jerilderie to Berrigan, or from The Rock to Berrigan. I think, from what I hear, that if a railway is constructed here there will be extensive dairying in the district.
1979. Have you seen lucerne grown successfully here? Yes.
1980. Why do you think the dairying industry would be carried on extensively? I have seen it carried on in many other districts, and this country is far better suited to it than are many other districts in which it is a success.
1981. *Mr. Lee.*] You appear to be a comparatively small cultivator? Yes; I am in heavily-timbered country, and it is a job to clear it.
1982. Do you keep sheep? A few.
1983. Have you been able to make a living off the land with your small cultivation and your sheep? Yes.

Mr.
J. Smart.

21 Jan., 1895.

1984.

- Mr. J. Smart.
21 Jan., 1895.
1984. How will you get on this year? It will take me all my time this year to make both ends meet.
1985. If wheat does not improve in price, how will you small holders get on? We shall have to cultivate more, I suppose. The small holders will have to combine wheat-growing and dairying.
1986. As long as you can make a living off your holding you will stick to it? Yes.
1987. Have many of the holders parted with their land to the larger men? No.
1988. Is it a common practice in this district for the selectors to keep their farms? Yes; it has been since 1884.
1989. Is there much dummyming in the district? No.

Mr. Robert MacFarlane, farmer, Savernake, sworn, and examined:—

- Mr. R. MacFarlane.
21 Jan., 1895.
1990. *Chairman.*] Where do you reside? Three miles east from Savernake.
1991. What are you? A farmer.
1992. *Mr. Roberts.*] Where do you send your wheat? To Corowa.
1993. Do you produce anything but wheat? Wool.
1994. Where does it go to? To Yarrawonga.
1995. Will the proposed line to Berrigan be of any use to you? None at all.
1996. How far would you be from the Berrigan railway? About 18 miles.
1997. Would carriage to the Berrigan railway station be as high as it is to Corowa and Yarrawonga? Yes; quite. Yarrawonga is the cheapest. Of course it is the nearest point.
1998. Would the surveyed line from The Rock go near your property? Within 8 or 10 miles.
1999. That line would be much more convenient to you than any other proposed line? Yes.
2000. What area have you under cultivation? 130 acres.
2001. What is the extent of your holding? Eight hundred acres altogether.
2002. How many sheep do you run? About 1,000.
2003. Have you ever sent your wheat to Jerilderie? I did about seven or eight years ago.
2004. It is immaterial to you whether the line is made to Berrigan or not? If The Rock line is not likely to be carried out, I am not against the Berrigan line, but The Rock line would suit me best.
2005. Would you use the Berrigan line? I do not think so. I know the country between here and The Rock. It is grand farming land right through. When you get higher it is a little hillier than the flat country. I think the line ought to be made in that direction.
2006. Is the country generally adapted for the cultivation of wheat? Yes; taking it right through from here to The Rock.
2007. You favour The Rock line? Yes; because I think it suits everyone.
2008. Have you ever travelled to Murray Hut? Yes.
2009. Apart from the fact of the line from The Rock being of more use to you, as one knowing the country well from here to Murray Hut would you consider Berrigan the centre of this rich agricultural district? No; I would not. I think it is only one end of it. I reckon that Savernake is pretty well the centre of the district.
2010. *Mr. Gormly.*] Have you been over the country between here and The Rock several times? Yes.
2011. Do you know the country between Green's Gunyah and Urangeline? Yes.
2012. Is the land from Clear Hills on to The Rock, good agricultural land? Yes.
2013. Is it cleared? Some of it; some of it is heavily timbered.
2014. You think that a line starting from The Rock, and coming through the districts you have named on to Savernake and Murray Hut, would serve the largest extent of country? I do.
2015. Is there not a large number of small holders in the direction of The Rock line? Yes, holders of from 640 to 1,000 acres.
2016. There is no considerable area of that land on the line? No.
2017. You know the surveyed route? Yes.
2018. And you know that there is a considerable amount of farming carried on upon it? Right through.
2019. And you think the agricultural resources of that part of the country would be considerably increased by constructing the line? Yes.
2020. That is the reason you advocate it? Yes.
2021. The line would pass within a moderate distance of your holding? Yes; I think it would suit everyone.
2022. Apart from your personal interest in the construction of the line, you think it would be a line serving an extensive agricultural country, including Berrigan and Finley, as well as other agricultural centres? Yes.
2023. Which would be the more direct line for produce? From here to The Rock, to Sydney; or from here around by Berrigan and Jerilderie to Sydney? From here to The Rock.
2024. That would be the most direct route? Yes.
2025. For the reasons you have given you favour a line in that direction? Yes.
2026. And your experience in the district extends over twenty years? Yes.

Mr. Samuel McKenry, farmer and grazier, Savernake, sworn, and examined:—

- Mr. S. McKenry.
21 Jan., 1895.
2027. *Chairman.*] What are you? Farmer and grazier.
2028. Where do you reside? Adjacent to Savernake on the north.
2029. *Mr. Lee.*] You are not favourably disposed towards the proposed extension from Jerilderie to Berrigan? No.
2030. You think the proposed line from The Rock would be the most advantageous to the district? Yes.
2031. Supposing notwithstanding your opinion and the opinion of so many of your neighbours, the extension should be carried out from Jerilderie to Berrigan—would you be able to use it? No, it would not benefit me much.
2032. As a matter of fact would you use it? No. I do not think we could.
2033. At present which way do you send your produce? Chiefly to Yarrawonga and Corowa.
2034. You do not know where your wheat goes to after it has been sent to Corowa? It is generally all sold locally in Corowa; sometimes it goes on to Sydney.
2035. You have the advantage of intermediate markets? Yes.

2036. And nothing more could be given you along the Berrigan line? No.
2037. You attach great importance to getting the extension from The Rock? Yes, I consider it would serve the public generally. There is good agricultural land from the Rock to Murray Hut. It would suit the people of Urangeline, Boree Creek, and Green's Gunyah. Mr.
S. McKenry.
21 Jan., 1895.
2038. Your place is situated about midway between Yarrawonga, Corowa, and Berrigan? Yes.
2039. And unless some line were brought to within a short distance of you it would make very little difference to you whether the Berrigan line were constructed or not? Very little.
2040. *Mr. Gormly.*] Have you any considerable knowledge of the country between here and The Rock? Yes. I have been through it several times.
2041. Do you think the extension of the line from The Rock to Murray Hut would serve a larger extent of agricultural country than the line from Jerilderie to Berrigan? Yes, it would cause more land to be put under cultivation. At the present price of wheat and carriage it does not pay.
2042. The Rock line would be the most direct line from the Murray wheat-producing districts to Sydney? Yes.
2043. And the produce would be carried by the shorter distance? Yes.

Mr. Thomas Joseph O'Dwyer, farmer, near Savernake, sworn, and examined:—

2044. *Chairman.*] What are you? A farmer. Mr. T. J.
O'Dwyer.
21 Jan., 1895.
2045. Your brothers have already given evidence? Yes.
2046. Have you anything further to state to the Committee? Yes. I should like to say that there is apparently a co-operation at the present time among the firms of millers; and on account of the shippers operating at Yarrawonga, the New South Wales wheat is costing the Sydney millers 2½d. more at Yarrawonga than at Corowa or Jerilderie. If the millers were giving the price for wheat they should give at Corowa and Jerilderie, a great deal of the wheat which now goes to Yarrawonga would go to those places.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Jerilderie to Berrigan.

SECTIONAL COMMITTEE.

APPENDIX.

A.

[To Evidence of Mr. J. T. Mawson.]

RETURN of Wool carried from Jerilderie by Rail for Seasons ending 1892-93, 1893-94, and 1894-95.

Season, 1892-93.			Season, 1893-94.			Season, 1894-95.		
Month.	Bales.	Weight.	Month.	Bales.	Weight.	Month.	Bales.	Weight.
Aug., 1892 ...	707	tons cwt. qr. 125 12 1	Aug., 1893 ...	1,209	tons cwt. qr. 215 7 3	Aug., 1894 ...	649	tons cwt. qr. 116 3 3
Sept., 1892 ...	2,098	383 11 3	Sept., 1893 ...	2,358	434 1 0	Sept., 1894 ...	4,136	715 19 0
Oct., 1892 ...	1,526	265 9 1	Oct., 1893 ...	1,974	348 10 0	Oct., 1894 ...	3,310	563 19 0
Nov., 1892 ...	371	55 8 3	Nov., 1893 ...	285	34 9 1	Nov., 1894 ...	1,421	232 15 0
Dec., 1892 ...	3	0 9 1	Dec., 1893 ...	7	1 0 3	Dec., 1894 ...	42	7 6 0
Jan., 1893 ...	.....	.....	Jan., 1894 ...	1	0 5 3	Jan. 15, 1895 ...	.....	.....
Feb., 1893 ...	1	0 3 1	Feb., 1894 ...	.....	.....	.....	.....	.....
Mar., 1893 ...	1	0 5 1	Mar., 1894 ...	.....	.....	.....	.....	.....
April, 1893 ...	.....	.....	April, 1894 ...	1	0 2 2	.....	.....	.....
May, 1893 ...	4	1 1 0	May, 1894 ...	.....	.....	.....	.....	.....
June, 1893 ...	.....	.....	June, 1894 ...	1	0 4 0	.....	.....	.....
July, 1893 ...	.....	.....	July, 1894 ...	.....	.....	.....	.....	.....
Totals ...	4,711	832 0 3	.....	5,836	1,034 1 0	.....	9,558	1,636 2 3

RETURN of Live Stock carried by rail from Jerilderie Station for years 1893 and 1894.

Year 1893.			Year 1894.		
Month.	Horses.	Sheep.	Month.	Horses.	Sheep.
January	11	540	January .....	.....	3,417
February .....	.....	6,611	February .....	.....	873
March .....	.....	5,165	March	9	330
April .....	.....	959	April	8	202
May .....	.....	1,572	May .....	.....	192
June .....	.....	346	June .....	.....	2,895
July .....	.....	577	July	9	1,564
August	13	2,671	August .....	.....	104
September .....	.....	3,210	September .....	.....	67
October .....	.....	6,391	October .....	.....	5,921
November .....	.....	3,767	November .....	.....	3,654
December .....	.....	4,839	December .....	.....	1,062
Totals	24	36,648	Total	26	20,281

RETURN of Wheat carried by rail from Jerilderie Station for Season 1892-93, 1893-94, and 1894-95.

Season 1892-93.		Season 1893-94.		Season 1894-95.	
Month.	Bags.	Month.	Bags.	Month.	Bags.
December, 1892	6,508	December, 1893	13,478	December, 1894	8,519
January, 1893	14,798	January, 1894	25,012	15 January, 1895	9,856
February, 1893	9,010	February, 1894	15,282	.....	.....
March, 1893	1,794	March, 1894	2,625	.....	.....
April, 1893	179	April, 1894	1,438	.....	.....
May, 1893	659	May, 1894	4,391	.....	.....
June, 1893	3,649	June, 1894	1,081	.....	.....
July, 1893	6,626	July, 1894	325	.....	.....
August, 1893	542	August, 1894	148	.....	.....
September, 1893	16	September, 1894	262	.....	.....
October, 1893	2,423	October, 1894	1,644	.....	.....
November, 1893	10	November, 1894	1,157	.....	.....
Totals	46,214	.....	66,843	.....	18,375

15 January, 1895.

J. T. MAWSON.

B.

APPENDIX.

57

B.

[To Evidence of Mr. J. A. T. Rochfort.]

ALPHABETICAL List of Stockowners on or within the radius of the proposed Berrigan Railway, and number of Stock in the Sheep District of Jerilderie, for the year 1894, taken between 1st and 31st December.

Names of Owners in Alphabetical Order.	Acreage.	No. of sheep.	No. of pigs.	Names of Owners in Alphabetical Order.	Acreage.	No. of sheep.	No. of pigs.
Aitken, Peter	1,320	70	38	How, E. R.	320	.....	.....
Badcock, L.	740	384	.....	Jones, Jno.	1,280	300	.....
Bakie, Jas.	320	.....	.....	Jones, John, junr.	74	.....	.....
Batten, Jas.	640	90	.....	Lapthorne Bros.	40	.....	.....
Batten, Geo.	732	200	.....	Leurs Brothers	640	250	.....
Blair, Jno.	3,500	600	.....	Moodie, J. R.	1,280	865	.....
Brown, Mrs.	810	90	.....	Moulton, R. J.	1,244	460	.....
Burwood, Ed.	320	.....	.....	M'Allister, Chas.	4,550	4,035	.....
Cameron, Alex.	1,200	1,550	.....	M'Donald, D.	320	.....	.....
Carter, B.	197	.....	.....	M'Donald, Geo.	640	.....	.....
Connell, Jas., Exors. of	2,420	2,873	.....	M'Donald, Mur.	3,400	1,000	.....
Cooper, W.	800	.....	.....	M'Donald, R.	3,011	3,800	.....
Corbett, D.	640	.....	85	M'Gee, B.	150	.....	.....
Corbett, Mrs. M.	1,706	1,700	3	M'Grogan, John	800	800	.....
Creed, W. and E. H.	3,800	3,593	.....	M'Lellan, Mrs.	1,177	1,000	3
Dalglish, Alex.	2,720	2,520	.....	O'Brien, John	6,000	5,115	.....
Dickie, Jno.	2,800	3,100	.....	O'Shanassy, Jno	3,070	3,000	.....
Drummond, Bros.	580	.....	.....	Pyle, Jas.	1,605	114	7
Fox Bros.	600	350	.....	Quadde, Wm.	3,000	4,012	.....
Gillespie, David	1,280	1,327	.....	Reynoldson & Russell	2,370	150	.....
Gorman, E.	2,200	1,706	.....	Robertson, Alex.	2,231	1,960	.....
Gorman, E. T.	5,416	5,480	.....	Shand, Wm.	640	180	.....
Gorman, D.	340	41	5	Union Mortgage and Agency Company.	5,284	6,000	.....
Gorman, R. F.	2,360	1,690	.....	Watson, T. M.	960	43	.....
Graham, R.	1,140	900	.....	Wilson, A. C.	21,000	28,719	.....
Greggery, W. J.	3,500	5,817	2	Atkinson, C. M.	1,280	2,000	.....
Harris, L.	224	.....	.....	Approximately returned.			
Hazlewood, E. H.	640	415	.....			
Horsfall and Carington.	32,720	21,420	.....			
How, G. and M.	1,800	103	.....	GRAND TOTAL	143,331	119,772	143

This return includes 56 holdings, 1 of which exceeds 30,000 acres; 1, 20,000 acres; 1, 6,000 acres; 2, 5,000 acres; 1, 4,000 acres; 7, 3,000 acres; 7, 2,000 acres; and 12, 1,000 acres; 24 being under 1,000 acres.

The character of the land is indicated by the fact that, notwithstanding there are fewer sheep kept now than at any other season of the year, and the great proportion of the holdings under crop, there still remains '835 sheep to the acre.

As the returns from which the results quoted are obtained are made for the purpose of assessment it is quite safe to assume they are by no means exaggerated.

J. A. T. ROCHFORD,
Acting Inspector of Sheep.

Jerilderie, 16th January, 1895.

C.

[To Evidence of Mr. H. R. Lysaght.]

LIST of Holdings within 10 miles of Berrigan.

Name.	Area.	Under crop.	Particulars of land.	Position and distance from Berrigan.
	Acres.	Acres.		Miles.
Drummond, Bros.	600	250	C.P.	1 W.
Batten, John	640	500	Freehold	1 W.
Jones, Jno.	1,280	800	C. P.	2 W.
Reynoldson, J. R.	640	550	Freehold	2½ W.
McDonald, G. E.	640	500	C.P.	2½ W.
Pyle, Jas.	2,000	800	"	3 W.
Lapthorne Bros.	40	20	"	1 W.
M'Lellan, Elizabeth	1,100	300	"	2½ W.
Graham, R.	1,140	350	"	4 W.
Quade, Wm.	3,000	500	"	5 W.
M'Lellan, John	600	50	"	1 S.W.
Cameron, Alex.	1,280	350	"	3 S.W.
Gillespie, D.	1,280	350	"	3 S.W.
Dalglish, A.	2,720	500	"	3 S.W.
Reynoldson and Russell	2,370	1,000	"	5 S.W.
Kilpatrick, Geo.	1,280	350	Freehold	6 S.W.
Kilpatrick, M.	640	100	C.P.	7 W.
Burns, Wm.	3,000	600	" and freehold	6 W.
Cooper, Wm.	700	300	"	7 W.
Corbett, Margt.	1,066	400	"	6 N.W.
Corbett, D.	640	350	"	6 N.W.
O'Shanassy, John	3,070	350	"	7 N.W.
Dickie, Jno.	2,800	300	"	6 N.
Greggery, Wm.	3,500	500	"	1 N.
Greggery, Donald	320	70	"	3 N.
Greggery, Ronald	320	70	"	3 N.
M'Donald, Rodk.	3,000	200	"	3 N.
M'Donald, Duncan	640	.....	"	4 N.
M'Donald, Angus	640	.....	"	4 N.
Wilson, A. C.	21,000	.....	Freehold	6 N.
Chand, Wm.	640	350	C.P.	6 N.
Brown, J. E.	807	200	"	7 N.

name.	Area.	Under crop.	Particulars of land.	Position and distance from Berrigan.
	Acres.	Acres.		Miles.
Miller, Wm.	320	100	Special area	6 N.
Miller, D. J.	320	60	"	6 N.
Miller, Jno.	320	60	"	6 N.
Miller, W., sen.	320		"	6 N.
Monahan, J.	640		C.P.	7 N.
Jackson, Jas.	320	50	Special area	6 N.
Whiting, Geo.	320	250	Freehold	4 N.E.
Burwood, E.	320	250	"	4 N.E.
Batten, Jas.	640	400	"	2 E.
Baikie, Jas.	320	200	Leasehold	2 E.
Fox, Bros.	600	300	Freehold	2 E.
Watson, T. M.	960	350	"	3 E.
How, E. R.	320	200	"	3 E.
How, E. and M.	1,300	700	"	4 N.E.
Cameron, S.	1,400	1,000	"	4 N.E.
Carter, B.	160	40	C.P.	1 E.
Batten, Geo.	900	400	Freehold	4 E.
Gorman, Daniel	340	250	C.P.	5 E.
Badcock, L. S.	640	300	Freehold	2 E.
Hegglewood, E. H.	640	250	"	2 E.
Horsfall and Carington	32,000	900	"	6 to 12 E. and N.E.
Landers, Mary	600	150	C.P.	8 N.E.
Creed, Wm.	2,000	200	"	7 E.
Creed, E. H.	1,800	200	"	7 E.
Robertson, Alex.	2,200	700	"	6 E.
Moulton, R. J.	1,280	500	"	7 E.
Gorman, E. J.	3,000	1,000	"	7 E.
Gorman, Ed.	2,400	400	"	9 E.
Gorman, R. F.	2,300	300	"	9 E.
Gorman, David	2,300	100	"	10 E.
Gorman, Jno.	1,920	250	"	10 S.E.
M'Donald and Sons	2,500	100	"	7 S.E.
M'Donald, Murdock	1,280	160	"	10 E.
M'Kenry, S.	1,280	200	"	10 E.
Cahill, A.	1,280	200	"	10 E.
Ratcliffe, W. H.	400	200	"	8 E.
Ratcliffe, T. R.	300	200	"	8 E.
Wealands, W., sen.	640	300	"	8 E.
Wealands, W., jun.	160	50	Special area	9 S.E.
O'Shea, M.	160	30	"	9 S.E.
O'Dwyer, W. P.	1,000	300	C.P.	9 S.E.
O'Dwyer Bros.	3,000	400	"	9 S.E.
Smart, Jas.	640	160	"	10 S.E.
Fuller, Jas.	340	300	"	10 S.E.
M'Cracken, Wm.	320	200	"	10 S.E.
M'Geoch, R.	2,000	300	"	7 S.
Smith, Robt.	160	50	"	6 S.
Thompson, Wm.	640	200	"	4 S.
Thompson, Walter	320		"	7 S.
Hinton, E. D.	2,300		"	6 S.
Tynan, Jno.	640	200	"	5 S.
Aitken, S.	1,280	900	"	3 S.
Johnson, Jno.	640	160	"	3 S.
Westerdale, Hy.	200	100	"	1 S.
Harris, L.	224	160	"	1 N.
Wales, C.	160	100	Freehold	1 S.
Blair, Jno.	3,500	2,000	" and C.P.	7 W.
Atkinson, Wm.	2,300	450	C.P. (leased)	8 N.W.

HALVES-MEN ON BAROOGA 6 TO 10 MILES S. OF BERRIGAN.

Dwyer, W. J.	} 10,000 acres under wheat.
Daly, P.	
Jowett, Thos.	
Egan, Thos.	
Keating, Jno.	
Keating, P.	
Lee, Wm.	
Roney, P.	
Roney, J.	
Flaherty, P.	
Burke, J.	
Burke, H.	
Scott Bros.	
And several others.	

There are a number of other men on the halves system in the district, of whom, at the present moment, I am unable to give the names.

H. R. LYSAGHT.

APPENDIX.

59

D.

[To Evidence of Mr. F. Faulkner.]

RETURN relating to Holdings adjacent to Finley, to the West, to the North, and to the East of the Travelling Stock Reserve.

Name.	Location.	Area held.	How held.	Area under crop.
Matthew Hamilton.....	} 1½ mile N.W. from Finley	acres.		
David Hamilton.....		1,500	C.P.	500 acres.
David Hamilton.....				
Wm. Gibson.....	4 miles W. from Finley	1,280	"	1,000 "
Thos. Johnson.....	2 " " " "	320	"	Grazing.
Erskine and Gibson.....	3 " " " "	640	"	320 acres.
F. Deakin.....	3 miles S. from Finley	300	"	100 "
Burke Bros.....	6 miles S.W. from Finley	1,280	Leasehold with right of purchase—4s.—£4	700 "
— O'Brien.....	7 " " " "	640	"	350 "
W. Crew.....	8 " " " "	1,600	C.P.	200 acres; graz- ing and wool.
J. Crew.....	8 " " " "	1,600	"	150 acres.
Lang Bros.....	11 " " " "	7,000	Freehold	350 acres; wool.
— Canning.....	14 " " " "	1,280	Purchased C.P.	600 " "
— Williams.....	14 " " " "	1,280	"	600 " "
T. Fallon.....	14 " " " "	415	"	200 " "
J. Howe.....	14 miles a little N. of W. from Finley	640	"	250 " "
C. Uphill.....	18 " " " "	4,600	C.P. and Freehold	480 " "
W. Doel.....	16 " " " "	2,000	"	400 " "
Springfield Estate.....	4 miles N.W. from Finley	5,000	Union Mortgage and Agency Co.	700 " "
— McNab.....	6 " " " "	640	Leasehold—5s.—£4.	500 "
— Thomson.....	6 " " " "	240	"	200 "
— Mitchell.....	6 " " " "	320	"	300 "
Fuller Bros.....	5 " " " "	320	"	300 "
Bourchier Bros.....	5 " " " "	640	"	600 "
— Westerdale.....	6 " " " "	337	"	300 "
— McIntyre.....	6 " " " "	240	"	200 "
— Barratt.....	6 " " " "	400	"	350 "
— Marantelli.....	4 " " " "	180	"	130 "
— Holder.....	4 " " " "	118	"	90 "
Hoyer and Carlsen.....	7 " " " "	320	"	290 "
— McAlister.....	10 " " " "	4,000	C.P.	1,500 "
F. Doel.....	10 " " " "	416	"	200 "
C. Egan.....	6 miles S. from Finley	640	"	350 "
— M'Intosh.....	5 miles S.E. from Finley	2,800	"	600 acres & wool.
R. Fitzpatrick.....	6 " " " "	640	"	340 "
— Guries.....	7 " " " "	640	"	500 "

EAST OF TRAVELLING STOCK RESERVE.

W. Blair.....	2 miles East.....	1,874	Rent, 5s.; right of purchase, £4.	1,130 acres.
C. Breaden.....	3 " "	1,280	"	500 "
J. Beveridge.....	1½ " "	960	"	640 "
Z. Dent.....	2 " "	840	"	400 "
W. Kirksland.....	4 " "	1,800	"	840 "
F. S. Falconer.....	4 " "		Station Agreement—Tuppal	1,400 "
F. W. Giles.....	4½ " "	640	Rent, 5s.; right of purchase, £4.	400 "
J. Blair.....	6 " "	1,280	"	960 "
J. Blair.....	6 " "	1,800	"	1,000 "
J. J. Beveridge.....	5 " "	1,280	"	520 "
M. Burke.....	7 " "	320	"	300 "
J. R. Moody.....	3 " "	1,300	C.P.	700 "
Sutton Bros.....	5 " "	1,700	"	740 "
W. Burns.....	6 " "	3,000	"	800 "
— M'Grogan.....	4 " "	640	"	200 "

E.

[To Evidence of Mr. E. D. O'Dwyer.]

AREA and Cultivation within 10 miles of Saverlake.

Name.	Area of Holding.	Area of Crop.	How Held.	Name.	Area of Holding.	Area of Crop.	How Held.
A. J. M'Dougal.....	2,240	580	C.P.	— Cockburn.....	264	80	C.P.
C. Boxer.....	640	165	"	T. Ratcliffe.....	130	80	"
R. M'Farlane.....	800	130	"	W. Wealands.....	780	300	"
Young and Killin.....	28,000	2,300	Halves.	Creed Bros.....	4,000	500	"
W. Miller, sen.....	1,920	120	C.P.	A. Robertson.....	1,800	600	"
E. Sandral.....	2,700	300	"	R. F. Gorman.....	2,400	300	"
S. M'Kenry.....	1,820	325	"	— Power.....	180	180	Halves.
J. Dunn.....	3,000	300	Halves.	— Tighe.....	180	180	"
M. Nagle.....	480	250	C.P.	Edmund Gorman.....	2,200	400	C.P.
— Izon.....	640	100	"	E. J. Gorman.....	5,220	800	"
— Bott.....	2,200		"	Hogan and Lawler.....	200	200	Halves.
— D'Arcy.....	2,000	300	"	W. Cahill.....	1,800	300	C.P.
— Gleeson.....	160	80	"	P. Gorman.....	1,280	300	"
W. Ryan.....	1,280	300	"	E. Dixon.....	1,280		"
E. Ward.....	320	200	"	J. Kennedy.....	640		"
W. Sloane.....	15,000	Station.	Freehold.	P. O'Keefe.....	1,500	800	"
M. M'Donald.....	3,000	320	C.P.	P. E. Whitty.....	200	90	"
W. Ratcliffe.....	400	200	"	— Simmonds.....	300	300	Halves.
J. Smart.....	550	100	"	D. Murchison.....	3,600		C.P.
O'Dwyer Bros.....	4,000	500	"	P. Aitken.....	1,920	300	"
John Gorman.....	1,920	280	"				
Jas. Fuller.....	295	280	"	42 Holders.....		12,460	

F.

TELEGRAM FROM MR. A. C. WILSON, BERRIGAN, TO MR. H. R. LYSAGHT, WITH REFERENCE TO GIVING LAND FOR THE RAILWAY.

Athensum Club, Melbourne.
Will give land; but, as severance will be serious matter to me, think Committee should consider this. Will they make a proposition? Going Ringwood Monday. Reply.

A. C. WILSON.

G.

[To Evidence of Mr. G. B. Beere.]

COST OF CONSTRUCTING METALLED ROADS IN THE VICINITY OF BERRIGAN AND TOCUMWAL.

Sir,

Roads Office, Deniliquin, 7 February, 1895.

I have the honor to enclose herewith the printed copy of evidence given by me before the Sectional Committee at Jerilderie, on the 14th January, 1895.

I have made some corrections, and attach an extract from the District contract book showing the cost of constructing metalled roads in the vicinity of Berrigan and Tocumwal.

Note that the amount of metal used is in both instances only 1 cubic yard to 1 lineal yard of road. This amount answers very well, but it would be better to use $1\frac{1}{2}$ to $1\frac{3}{4}$ cubic yards which would increase the cost considerably, and bring the total cost per mile up to nearly the estimate given to the Committee, viz., £2,060.

The Secretary, Parliamentary Standing Committee on Public Works.

I have, &c.,
G. B. BEERE, R.E.

DENILIQUIN DISTRICT.

Cost of Metalled Road at Tocumwal.

Copy of Contract 7-U.

	£	s.	d.
27½ chains of formation, 45 feet wide, with a convexity of 18 inches, at per chain, 30s.	41	5	0
606 cubic yards of granite metal, 3-inch gauge, spread at the rate of 1 cubic yard to the lineal yard of road, at per cubic yard, 12s.	363	12	0
202 cubic yards of blinding, spread at the rate of ½ cubic yard to the lineal yard of road, at per cubic yard, 1s. 6d.	15	3	0
	£420	0	0

This constructed road is at the rate of about £1,500 per mile. Metal was carted a distance of 8 miles.

Cost of Metalled Road at Berrigan.

Copy of Contract 1-94.—Chanter-street.

	£	s.	d.
6 chains of formation, 45 feet wide, with a convexity of 18 inches, at per chain, 40s.	12	0	0
132 cubic yards of metal, granite, 3-inch gauge, spread at the rate of 1 cubic yard to the lineal yard of road, at per cubic yard, 7s.	46	4	0
195½ cubic yards rotten granite blinding, spread at the rate of 1½ cubic yards to the lineal yard of road, at per cubic yard, 5s.	48	15	0
	£106	19	0

This constructed road is at the rate of about £1,427 per mile. Metal was carted a distance of 1½ mile.

G. B. BEERE, R.E.

[Two Plans.]

JERILDERIE TO BERRIGAN RAILWAY

Scale

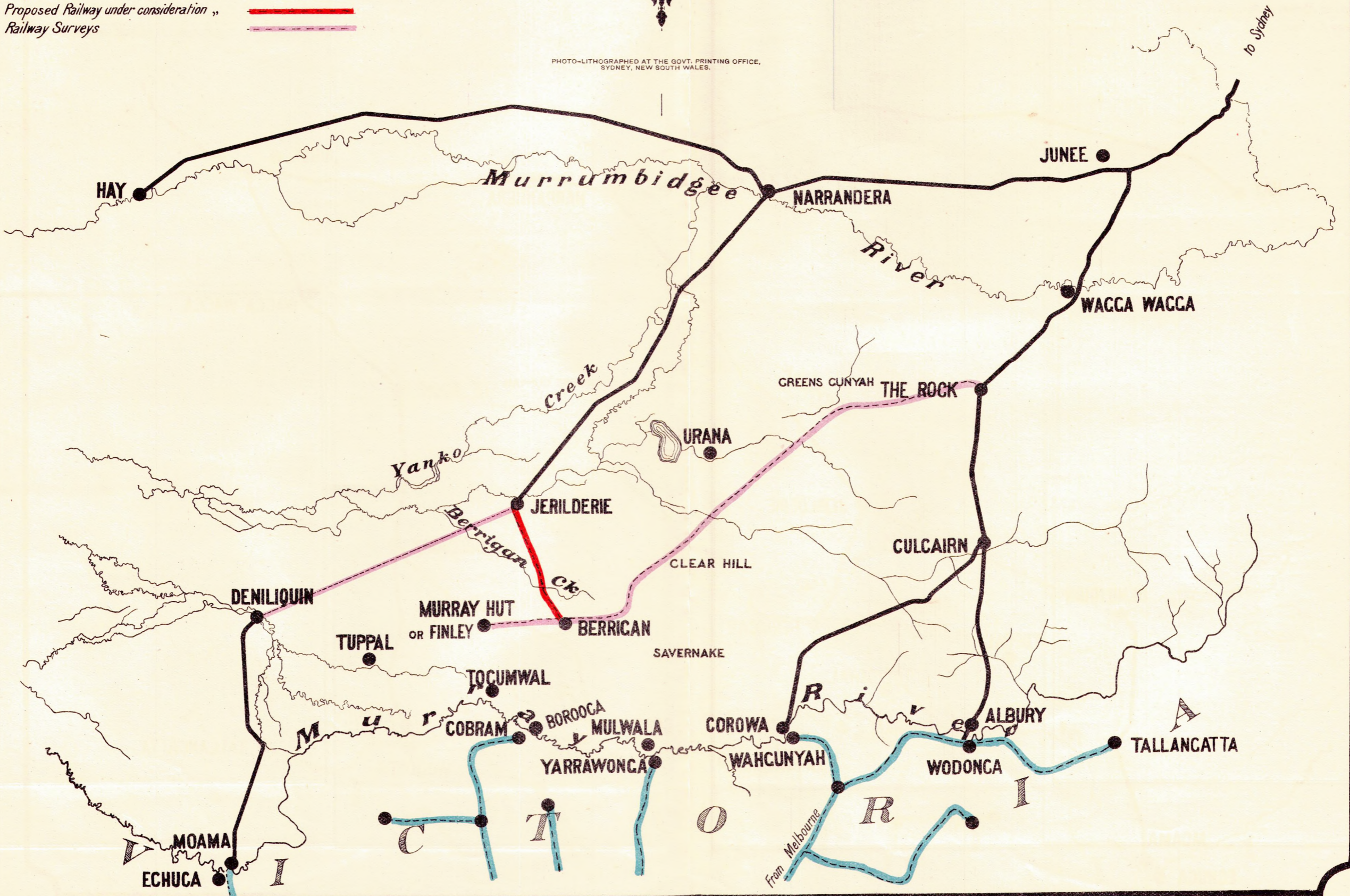
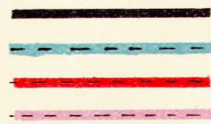
MILES 5 10 15 20 25 MILES.



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

Note

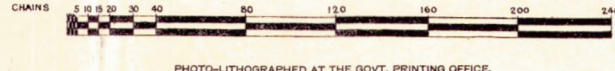
Existing Railways N.S.W. shewn thus
 " " Victoria " "
 Proposed Railway under consideration "
 Railway Surveys



JERILDERIE TO BERRICAN RAILWAY

PARISH MAPS

Scale



1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

JERILDERIE TO BERRIGAN RAILWAY BILL.

(MESSAGE No. 43.)

Ordered by the Legislative Assembly to be printed, 12 March, 1895.

By Deputation from His Excellency,

FREDK. M. DARLEY,

Lieutenant-Governor.

Message No. 43.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with the construction of a line of railway from Jerilderie to Berrigan.

Government House,

Sydney, 8th March, 1895.

1894-5.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE

PROPOSED RAILWAY

FROM

PARKES TO CONDOBOLIN.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

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

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable JAMES HOSKINS.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 JAMES HAYES, Esquire.
 ROBERT HENRY LEVIEN, Esquire.
 JOHN MOORE CHANTER, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JAMES GORMLY, Esquire.
 EDMUND WILLIAM MOLESWORTH, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

The Honorable WILLIAM JOSEPH TRICKETT, Chairman
 JOHN MOORE CHANTER, Esquire.
 JAMES GORMLY, Esquire.
 EDMUND WILLIAM MOLESWORTH, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken before the Sectional Committee.
 Appendix to Evidence taken before the Sectional Committee.
 Plans.

LIST OF WITNESSES.

[Examined by the Committee.]

	PAGE.
Joseph Barling, Esq., Under Secretary, Department of Public Works	1-3
Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works	3-7, 37-44
Hugh McLachlan, Esq., Secretary to the Railway Commissioners	7-11
John Harper, Esq., Goods Superintendent, Department of Railways	12-20
Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works ...	20-22
Alfred Brown, Esq., First Clerk, Valuation Branch, Department of Public Works	23, 29-30
J. Molesworth Stawell, Esq., Supervising Engineer, Railway Construction Branch, Department of Public Works	23-29
Harry A. Gilliat, Esq., late Examiner of Public Works Proposals, Department of Public Works	30-37
Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands	37

[Examined by the Sectional Committee.]

Mr. Sydney Ephraim Close, Mayor of Parkes	1-6
Mr. John Perks, farmer, Cook's Myalls, near Parkes	7-9
Mr. Thomas Hamilton, selector, near Parkes	9-10
Mr. Alfred Wise, commission agent, Parkes	11-13
Mr. John Medlyn, hotel-keeper, Parkes	13-14
Mr. Harry Bowditch, journalist, and secretary to the Parkes Farmers' Association	14-16, 28
Mr. John Alexander Rose, commission agent, Parkes	16, 24-25
Mr. George Washington Seaborn, commission agent, Parkes	17-18
Mr. Herbert Sturge Harwood, land and mining agent, Parkes	18-23
Mr. William Beeston Smith, Railway Station-master, Parkes	24
Rev. Frank Greenwood Neild, incumbent, Church of England, Parkes	25
Mr. Robert Thornbury, grazier, Parkes	25-27
Mr. Amable Mazoudier, storekeeper, Parkes	28
Mr. William Metcalfe, hotel-keeper, Parkes	28-30
Mr. Walter Alfred Lorking, Postmaster, Parkes	30
Mr. John Lohan, manager for Wright, Heaton, & Co., Parkes	30-33
Mr. John Dodd, produce-dealer, Parkes	33-34
Mr. Arthur Edgar Newton, Resident Engineer for Roads, Forbes	34-38

	PAGE.
Mr. Walter Bland Brown, Crown Lands Agent, Parkes	38
Mr. Robert Murphy, police constable, Parkes.....	39
Mr. William Todd, sawyer, Bogan Gate	39-41
Mr. James Pike, pastoralist, Gobondry.....	41-44
Mr. Patrick James Clara, store-manager, Trundle	45-47
Mr. Joseph T. R. Stanley, police constable, Trundle.....	47
Mr. Henry Alfred Croft, farmer and grazier, Trundle	47-49
Mr. John O'Brien, farmer and grazier, near Trundle.....	49-51
Mr. Llewellyn Simmons, farmer and grazier, near Trundle	51-52
Mr. Henry Hollibone, estate-manager, Trundle	52-53, 61
Mr. Francis William Gibson, farmer and grazier, Trundle	53-54
Mr. Thomas Carey, grazier, near Trundle	54
Mr. William H. Cannon, grazier, Bullock Creek.....	55-56
Mr. Thomas Loby, grazier, Bullock Creek	56
Mr. Evan Jones, farmer and grazier, Bullock Creek	56-58
Mr. Arthur Clifton, grazier, Rosewood.....	58
Mr. George Hutton, grazier, The Troffs, near Trundle	58-59
Mr. Charles Metcalfe, storekeeper, Fifield <i>via</i> Trundle.....	59-61
Mr. John Doyle Williamson, farmer, near Condobolin	61-62
Mr. John M'Fadden, Post and Telegraph Master, Trundle	62
Mr. Edward Barton Thornbury, surveyor, Railway Construction Branch, Department of Public Works	62-67
Mr. David Henry Tasker, Mayor of Condobolin.....	67-68
Mr. Arthur James, Inspector of Stock, Condobolin	68-71
Mr. William Silas Bellamy, Postmaster, Condobolin	71-72
Mr. Humphrey William Grey-Innes, farmer and selector, Condobolin	72-75
Mr. Robert Clark, farmer and selector, Melrose.....	75-76
Mr. Archibald Brown, farmer and grazier, Melrose	76-77
Mr. Horace Leighton, farmer, near Condobolin	77-78
Mr. Robert Officer, manager of Condobolin Station	79-81
Mr. Thomas Francis Mooney, grazier, near Condobolin.....	81
Mr. James Dawson, farmer and grazier, near Condobolin.....	81-82
Mr. John Dawson, farmer and grazier, Derrawang.....	82-83
Mr. Richard Whitehead, manager of Borambil Station, near Condobolin.....	84
Mr. Thomas Watson, storekeeper, Condobolin	85
Mr. Matthew Bolton, storekeeper, Condobolin	85
Mr. Alexander Thomas Healey, grazier, Condobolin.....	86
Mr. John May, station-manager, Condobolin	86-87
Mr. John Kane, farmer, Condobolin	87-88
Mr. John Bell, farmer, Melrose	88
Mr. George Miller Gavell, selector, Melrose	88-90
Mr. Allan Henry Morrow, farmer and grazier, Melrose	91
Mr. William John Arthur Pengilly, farmer and grazier, Melrose	91
Mr. Peter Kerr, farmer and grazier, Melrose	92
Mr. John Colin White, Council Clerk, Condobolin	92-93
Mr. Thomas Muldoon, Police-sergeant, Condobolin	93
Mr. James Miller, Crown Lands Agent and Clerk of Petty Sessions, Condobolin	93-94
Mr. Frank Alleyn Edols, grazier, Burrawang Station	94-95
Mr. Charles Pluis, sheep-overseer, Burrawang Station	95-96
Mr. Harry Ingles, Burrawang Station	96
Mr. William Thomas, Mayor of Forbes.....	97
Mr. William Gibson Dowling, Sheep Inspector for the Sheep District of Forbes	98
Mr. Joseph Bernard Reymond, miller, Forbes	99-101
Mr. William Kinglick Garnsey, stock and station agent, Forbes	101-103
Mr. Luke Kingsmill, Postmaster, Forbes	103
Mr. Thomas Edols, proprietor of Burrawang Station	103-104
Mr. John R. Nield, Station-Master, Forbes.....	104
Mr. Daniel M'Keown, Council Clerk, Forbes	104
Mr. Alfred Baldoek, storekeeper, Forbes.....	105
Mr. Samuel Sydney Smith, proprietor of the <i>Forbes and Parkes Gazette</i> , Forbes	106
Mr. Thomas Kennedy, surveyor, Railway Construction Branch, Department of Public Works	106-111
Mr. John Smith, manager for Wright, Heaton, & Co., Forbes	111-113
Mr. Arthur Sharp, District Surveyor, Forbes.....	113-116
Mr. Thomas Tozer, orchardist, Forbes	117-118
Mr. Frederick Thomas Cheeseman, general land agent, Forbes	118-119
Mr. James Wilson Taylor, Crown Lands Agent, Forbes	119-120

APPENDIX.

[To Evidence taken by the Committee.]

To evidence of H. McLachlan, Esq.—Cost of hauling a train from Sydney to Orange, and from Sydney to Young	A
—Land required for the proposed railway	A1
To evidence of J. M. Stawell, Esq.—Cost of railway from Molong to Parkes and Forbes	B
To evidence of H. Deane, Esq.—Particulars of land on the route of the proposed railway	C

[To Evidence taken before the Sectional Committee.]

To evidence of Mr. P. J. Clara.—Trundle Statistics	A
To evidence of Mr. A. James.—Stock-owners and stock in the district of Condobolin	B
To evidence of Mr. A. Sharp.—Pastoral holdings along the proposed railway route.....	C

PLANS.

- Plan I.—General Plan.
Plan II.—Showing Crown lands that may be affected by the proposed railway.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY FROM PARKES TO CONDOBOLIN.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from Parkes to Condobolin," have, after due inquiry, resolved that it is expedient the railway should be constructed *via* Bogan Gate, but at a cost not exceeding £2,100 per mile, including the cost of land resumption; and in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

1. The proposed railway, a *précis* of the official papers in connection with which will be found on pages 1 and 2 of the evidence, is 60 miles 30 chains in length, and is designed as a light or pioneer line. Starting from the west end of the present railway station at Parkes, the route has been surveyed in a direction almost due west to Bogan Gate, a gap in a range of hills running north and south, and then taking a direction slightly towards the south continues to Condobolin, where it terminates on the north side of the township. Stations or platforms will be provided at Gunningbland, Bogan Gate, Burrawang, Derrawang, and Condobolin. The country traversed is mostly level, and presents no difficulties in the form of watercourses, there being only two shallow creeks, which can be crossed by small pile bridges. No trouble will be experienced in getting a grade of 1 in 100, and the railway will be very nearly a surface line, ballasting being required only where the ground along the route is soft and in the station yards. It is intended to work the line three days a week, except during the busy season, when it may be necessary to run trains more frequently.

Description of
the proposed
railway.

2. The railway being of the light or pioneer description, economy will be observed in everything connected with its construction. The general dryness of the climate, and the immunity of the surveyed route from floods, render the absence of ballast a matter of no risk. The sleepers used will be of ironbark, but round-topped instead of rectangular, and therefore cheaper than those ordinarily laid down. The rails will be similar to those used on the extension from Molong to Forbes. This lightness of construction will not give rise to any particular disability in the use of rolling stock, as though the heaviest engines running on the railways of the Colony could not be employed the road will be quite sufficient for the engines which carry on the traffic between Molong and Parkes and Forbes. Fencing will be dispensed with except at stations and platforms.

Method of
construction.

Estimated
cost.

3. The total cost, as estimated by the Engineer-in-Chief for Railway Construction, exclusive of land and compensation, is in round figures £127,000 or £2,100 per mile, the details being as follows:—

	Per mile.		
Earthworks	£300	.....	£18,112 10 0
Culverts and bridges	120	.....	7,245 0 0
Fencing, $\frac{1}{2}$ of £100	17	.....	1,026 7 6
Level crossings, stops, gates	60	.....	3,622 10 0
Permanent-way materials	630	.....	38,036 5 0
Laying, 1s. 6d.	132	.....	7,969 10 0
Ballasting, 3s. per lin. yard ($\frac{1}{4}$ of £264)	66	.....	3,984 15 0
Sleepers, 2s. 6d., 2,400	300	.....	18,112 10 0
Station works and sidings, water supply, turntables, &c..	213	.....	12,890 0 0
Mileage Posts, &c., and signals	15	228	905 12 6
		£1,853	£111,905 0 0
Engineering and supervision		93	5,614 17 6
		£1,946	£117,519 17 6
Contingencies, about 8%		154	9,297 15 0
		£2,100	£126,817 12 6

(Say) £127,000.

Railway Com-
missioners'
Report.

4. The Railway Commissioners favour the construction of this line, although their report indicates a yearly loss of £2,000, the difference between an annual cost of £9,095 and a traffic estimate of £7,095. The cost comprises interest on capital expenditure £4,445, and estimated cost of working £4,650; the traffic estimate, coaching and mails, £1,972 10s., and goods £5,122 10s. The Railway Commissioners recognise that the line will pass through comparatively easy country, mostly Crown land, consisting largely of red soil specially adapted for agriculture, and that the route is one fairly free from inundation. They also regard the railway to a great extent as part of a national line, which, in due course, will be extended to serve the Lachlan district as far as Hillston, and then go on to Menindie, upon the Darling. Such a line, together with an extension of the Cobar railway to Wilcannia, the Commissioners say, would make an excellent division of the central and western districts of the Colony,—one which ultimately would be of enormous advantage to the settlers in those parts of New South Wales, and would also, to a great extent, prevent the present abstraction of New South Wales wool into Victoria. With reference to this, it is pointed out, if the pastoralists are able to put their wool on to railway lines closely adjoining their runs, a stop will be put to the cartage that now goes on to the Murrumbidgee River, in the process of sending the wool down that river to Echuca, and thence by rail to Melbourne.

Outline of the
Committee's
inquiry.

5. Witnesses in the inquiry have been examined by the Committee in Sydney, and by a Sectional Committee in the districts which the railway will serve. An introductory statement by the Under Secretary for Public Works was followed by some evidence from the Engineer-in-Chief for Railway Construction, the Secretary to the Railway Commissioners and the Railway Goods Superintendent, the Principal Assistant Engineer of the Roads and Bridges Branch of the Department of Public Works, an officer of the Valuation Branch of the same Department, a surveyor of the Railway Construction Branch of the Department, and a late examiner of Public Works Proposals, who, in 1892, reported upon the proposed line; and a Sectional Committee was then appointed to visit the districts through which the railway will go, inspect the route, and examine local residents. The Sectional Committee visited Parkes, Bogan Gate, Trundle, Condobolin, and Forbes, acquainting themselves with the route of the proposed railway and other suggested routes, and taking evidence at all places where population is centred.

Sectional
Committee's
report.

6. The Sectional Committee report that the line will not pay its way for some years to come, and that the Railway Commissioners' estimate of traffic is not likely to be realised until a much larger population than the present one is settled in the district; but they recommend the railway, *via* Bogan Gate, because the country through which the line will go is eminently suitable for the construction of a pioneer or surface railway and for agricultural settlement, because settlement will largely increase in the district when the present pastoral leases expire and the land is made available for conditional purchase, and because, the "line passing largely through Crown lands, the cost of resumption must necessarily be small, and the question of severance should be capable of easy adjustment."

7.

The route chosen for the railway does not meet with the approval of all sections of the people in the districts interested in the line. The residents of Trundle consider that it should pass through that settlement, and the people of Forbes are of opinion that the starting-point of the railway should be at Forbes instead of at Parkes. The Sectional Committee made careful inquiry into this question, and found the advantages from adopting the Parkes to Condobolin route, *viâ* Bogan Gate, to be much superior to any offered by either going through Trundle or starting from Forbes. To go by way of Trundle would add about 7 miles to the length of the line, prevent its construction as a surface railway, and largely increase its cost. The cost of constructing a line from Forbes to Condobolin would be about the same as that of the line from Parkes, but a large resumption of private land would be necessary along the Forbes route, and the railway would neither serve so large a population as that which is expected to use the line from Parkes, nor attract traffic as a railway of the kind is expected to do. The Report of the Sectional Committee states that if the railway were constructed from Forbes to Condobolin "a large portion of the traffic between those two points would still be sent by the river road to Forbes, and that a large number of the stock would still continue to be driven to Forbes railway station for the purposes of trucking, as a travelling-stock route exists on both sides of the river nearly the whole distance."

8. Trundle is a well-settled district where numbers of settlers are producing large quantities of cereals, fruit, &c., as well as to some extent following the occupation of pastoralists, and many of the landholders along the route which would be of service to Trundle stated their willingness to give the land required for railway purposes free of cost as well as pay special rates of carriage for the conveyance of their produce over the line. The Sectional Committee, much impressed with the importance of this part of the district, remark in their Report that it may be worthy of consideration whether a branch line could not with advantage be made from the locality of Bogan Gate towards Trundle.

9. The traffic expected from the railway is not sufficient to make the line pay, and the Committee are of the opinion expressed by the Sectional Committee, that the railway will not pay for some years. As already stated the Report of the Railway Commissioners represents an annual loss of £2,000. The Sectional Committee, in their Report, say not only that the line will not pay its way for some years to come, but that the Railway Commissioners' estimate of revenue "is hardly likely to be realized until a much larger population is settled in the district." Though a large amount of traffic is carried on by teams within the area which should be served by the proposed line, some of the evidence given before the Sectional Committee indicates doubt as to how much of this traffic would, with the construction of the railway, be attracted to the line. Carriage by teams is very low, and once the teams are loaded a few miles extra distance by road is regarded as of little consequence, and produce in such circumstances may as well be taken to Parkes or Forbes as to any station on the railway nearer at hand. The production of wheat seems likely to increase, but the low price at present obtained for it is such as to discourage this branch of agricultural industry, and the railway freight for cereals is not sufficiently large to add much to the railway revenue. The estimate of traffic made by the Railway Commissioners does not, it should be said, include wheat. A certain return from the carriage of wheat is expected, as the district is one very suitable for wheat-growing; but in order to be secure in their traffic estimate, the Railway Commissioners have excluded wheat. With the same object they reduced the estimate of traffic made by the Railway Goods Superintendent, who visited the district for the purpose of inquiry, by £1,000. The Railway Goods Superintendent's estimate of traffic was as follows:—2,000 tons of goods, averaging 3d. per ton per mile, and earning £1,500, and 1,000 tons at 2d. per ton per mile, which will be £500; 200 tons from intermediate points on the line, practically about the Trundle district, at 3d. per ton per mile, or £55, and 300 tons at 2d. per ton per mile, £55; 5,000 tons of wool from Condobolin at 2d. per ton per mile over the whole of the distance, at 10s. a ton, or £2,500, and 1,400 tons of wool from a distance of 22 miles, which will mean £262 10s. Skins and other produce are estimated at £100; copper from Mount Hope, 200 tons at 2d. per mile, £100; live stock—1,000 trucks of sheep at 17s. 6d., the extended mileage rate, £875; 200 trucks

trucks of cattle at 17s. 6d. per truck, £175; or a total goods traffic of £6,122 10s. With regard to the coaching traffic it is estimated that from Condobolin there will be 2,000 passengers at 7s. 6d. each, £750; 500 passengers at 10s. each, £250; from the Bogan Gate, which represents the station at which the Trundle traffic should fall in, 310 passengers at 2s. 9d. each, or say £42 10s.; 50 at 4s. each, £10; horses, carriages, dogs, parcels, &c., £200; mails, £720; or a total coaching estimate of £1,972 10s.; and a grand total of £8,095, which reduced by £1,000, makes the amount stated in the Railway Commissioners' report.

Reasons apart from traffic for constructing the railway.

10. But though as a revenue-producing line the railway is not likely for some years to prove satisfactory, there are special reasons advanced in support of its construction. The statement in the report of the Railway Commissioners that the railway should be looked upon to a great extent as part of a national line to be pushed on ultimately to Hillston and Menindie, thus making, with an extension of the Cobar line to Wilcannia, what they consider would be an excellent division of the central and western districts of the colony, gives to it a special importance. It at once assumes the aspect of a line essential to a policy of extending railway facilities systematically, with the twofold object of encouraging settlement and preventing trade which should come to Sydney from going elsewhere. Generally, the Railway Commissioners state, they have not been indisposed to recommend railway extensions, though the traffic estimate indicates a sum below the interest and working expenses, provided the main lines will be assisted and the country opened up for additional settlement. In the present instance they anticipate both these results will be obtained. Hillston is the point the Commissioners desire chiefly to reach, as that is the centre of a large wool-growing district in which the produce is keenly competed for by another Colony; but the line to Condobolin is expected to do something in the direction of securing traffic which under present circumstances does not benefit the railway system of New South Wales. Another reason in support of the railway is the great want felt by the settlers in the district through which it will go for better means of communication with markets than they have by roads and teams. To the Sectional Committee it was represented that the distance to the nearest railway line and the cost of sending produce there by teams are such as to seriously cripple the efforts of the farmers, and that unless better facilities for the conveyance of produce to the metropolitan market are provided some of the selectors will probably be obliged to abandon their holdings. Further, there must be borne in mind the desirableness of constructing cheap railways wherever they are likely to prove beneficial. The pioneer railway is but little more expensive in its construction than a first-class road, and no better means of opening up the interior and spreading population through the country can at present be devised. The land resumption in connection with the railway will be very small. The 10 per cent. addition to the estimated cost, allowed the constructing authority by the Public Works Act in the carrying out of the work, should not be required, as the estimate of £2,100 per mile is said by the Engineer-in-Chief to include all possible contingencies except land resumption.

Land resumption in connection with the railway.

11. To avoid land resumption and severance as much as possible the route of the railway is located, where practicable, on roads and Crown land. From an appendix to the evidence of the Engineer-in-Chief for Railway Construction it will be seen that the total area of land which it will be necessary to resume is 123 acres, or a length of $10\frac{1}{2}$ miles $1\frac{1}{2}$ chain wide. Twenty-four acres of this area will be resumed from Burrawang station, the owner of which informed the Sectional Committee that he will be prepared to accept Crown land in exchange for the quantity taken. Thus the area of land to be resumed will be reduced to 99 acres of practically unimproved land, 9 acres of which are town lands of little value. Under these circumstances it is apparent that the cost of land resumption should be very small.

Crown land adjacent to the railway.

12. A large area of Crown land is situated along the route. It is described as of good quality, very suitable for wheat growing, and when the existing leases expire this land should be made available for settlement.

The Committee's recommendation.

13. The Committee recommend the construction of the line *via* Bogan Gate at a cost not exceeding £2,100 per mile, that sum to include the cost of land resumption. They consider the reasons outside the question of the line immediately paying expenses to be sufficiently strong to justify its construction. Several of these are stated in the

the Sectional Committee's report. In any exchange of Crown land for freehold land required for the purposes of the railway, care should be taken that no Crown land in close proximity to the line should be given. All Crown land so situated, the Committee are of opinion, should be preserved in the interests of people, who, when the land becomes available for selection, will take it up in small holdings; and if the opportunity for this increased settlement and the completion of the railway could be arranged to occur at about the same time, the success of the railway would be the more assured.

14. The resolution passed by the Committee is shown in the following extract from their Minutes of Proceedings of the 10th and 14th instant :—

Resolution of
the Com-
mittee.

Mr. Trickett moved,—“That, in the opinion of the Committee, it is expedient that the proposed Railway from Parkes to Condobolin, referred to the Committee by the Legislative Assembly, be constructed *via* Bogan Gate, at a cost not exceeding £2,100 a mile, including the cost of land resumption.”

Mr. Molesworth seconded the motion.

Mr. Chanter moved,—“That the motion be amended by omitting the words ‘Bogan Gate,’ with a view to insert the word ‘Trundle.’”

The amendment was negatived on the following division upon the question,—“That the words proposed to be omitted stand part of the motion” :—

Ayes, 10.
Mr. Ewing,
Mr. Humphery,
Mr. Trickett,
Mr. Hoskins,
Mr. Davies,
Mr. Roberts,
Mr. Hayes,
Mr. Lee,
Mr. Gormly,
Mr. Molesworth.

Noes, 1.
Mr. Chanter.

Mr. Lee moved,—“That the motion be amended by the addition of the following words,—‘as soon as the Crown lands along the route have been made available.’”

The amendment was seconded by Mr. Davies, and negatived on the following division upon the question, “That the words proposed to be added be so added” :—

Ayes, 2.
Mr. Davies,
Mr. Lee.

Noes, 9.
Mr. Ewing,
Mr. Humphery,
Mr. Trickett,
Mr. Hoskins,
Mr. Roberts,
Mr. Hayes,
Mr. Chanter,
Mr. Gormly,
Mr. Molesworth.

The motion was then passed on the following division :—

Ayes, 9.
Mr. Ewing,
Mr. Humphery,
Mr. Trickett,
Mr. Hoskins,
Mr. Roberts,
Mr. Hayes,
Mr. Chanter,
Mr. Gormly,
Mr. Molesworth.

Noes, 2.
Mr. Davies,
Mr. Lee.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 21 May, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM PARKES TO CONDOBOLIN.

THURSDAY, 7 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee proceeded to consider the proposed Railway from Parkes to Condobolin.

Joseph Barling, Esq., Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you any Departmental statement to make in regard to the line under consideration? Just as the Committee wishes. Perhaps it would be well for me to make a short statement before being examined.

J. Barling,
Esq.

2. We should like you to do so? Very well. The proposal before the Committee was referred to it by the Legislative Assembly last night, on the following resolution, which was moved by the Secretary for Public Works:—

7 Mar., 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS (*Railway from Parkes to Condobolin*):—Mr. Young moved, pursuant to Notice, That it be referred to the Parliamentary Standing Committee on Public Works to consider and report on the expediency of constructing a line of railway from Parkes to Condobolin.

Question put and passed.

It would appear from the papers that this proposal was initiated in August, 1888, when on the representation of Mr. H. Cooke, M.P., the Minister (Mr. Sutherland) verbally authorised a survey to be made from Parkes to Condobolin. The survey was completed by Messrs. Wickham and Chalmers in December, 1888, and showed the line would be 60 miles 26½ chains long, with a ruling grade of 1 in 50, which, however, the Engineer-in-Chief considered too severe. The cost was estimated at £282,900 or £4,689 per mile. The present estimate is £2,100 a mile. No further action was taken until August, 1891, when a petition was received from the residents of Trundle and district asking that the line be taken *via* Trundle. On the recommendation of Mr. Deane, Mr. Secretary Young in September, 1891, approved of an examination of the district being made with a view to comparing the probable amount of traffic that might be expected from the different routes proposed. Mr. Gilliat (Examiner of Public Works Proposals) completed the examination in August, 1892, and reported in favour of a direct line from Parkes to Condobolin, *via* the Bogan Gate, partially on account of it being the shortest, and that the best Trundle lands being south of it that district would be sufficiently well served; but mainly as this route passed through large areas of Crown lands (some 238,000 acres), the only objection being the Parkes junction, leaving the line to Forbes a short branch. I have not got the latest particulars with reference to the land to be served by the proposed line; but I have written to the Lands Department for the information, and it will no doubt be in the hands of the Committee long before the termination of the inquiry. This, however, he points out, would disappear if the Forbes-Young connection were ultimately made. The Forbes junction is condemned on account of its passing through much alienated land. The Condobolin Council in March, 1892, wrote to the Parkes Council asking that Municipality to co-operate with them in endeavouring to have the proposed extension to Condobolin started from Parkes instead of Forbes, as it would be shorter, and benefit a larger population. On the 12th August, 1892, Mr. Hutchinson, M.P., forwarded a letter from the Trundle Progress Committee asking that a trial survey be made of the line *via* Trundle. Mr. Deane recommended that the line be examined by a competent surveyor, and the Minister (4th October, 1892) approved of this being done. Mr. Stawell made the examination and reported on the engineering features of the route; he said it would be an easy line about 67 miles long, with a ruling grade of 1 in 80 and possibly 1 in 100. Again, when the Minister was at Parkes in March, 1892, it was urged that a trial survey of the route *via* Trundle be made, but Mr. Secretary Lyne decided that the matter should stand over. The Melrose and Walker's Hill Farmers' Association wrote under date of April, 1893, urging extension of the Parkes-Condobolin line, and in June of the same year, Mr. Gardiner, M.P., forwarded a protest from the Trundle Progress Committee against Mr. Gilliat's report, and they asked that further investigation be made. On the papers being submitted, the Minister marked thereon "Not at present." A deputation representing the districts of Condobolin, Melrose, and Trundle, waited upon Mr. Secretary Lyne at Forbes, in December, 1893, and asked that

J. Barling, Esq.
7 Mar., 1895.

that the line be extended to Condobolin without any reference to route. The Minister, in reply, stated he would have a report, and, conditionally upon its character, a trial survey made. He referred to the desirability of tapping the rich lands of the Lachlan, and treated the Forbes or Parkes connection an open question. The matter then remained in abeyance until September, 1894, when Mr. Brown, M.P., forwarded a communication from the Council Clerk, Condobolin, asking that the proposal be submitted to the Parliamentary Standing Committee. Before this could be done, however, a fresh trial survey had to be made from Forbes station to a junction with the line already surveyed from Condobolin to Cudal, and the Minister, on 3rd October, 1894, approved of this work being done. Mr. Brown, M.P., and the Mayor of Condobolin, called about this time and urged that the Parkes to Condobolin line be sent to the Public Works Committee without any reference to route. In accordance with a request from Mr. Secretary Young that some information be given in regard to the probable traffic prospects on this line, the Railway Commissioners, on 9th October, 1894, forwarded particulars of preliminary inquiries made. They were fully convinced of the necessity and wisdom of an extension of the railway system into the Lachlan River district. The Commissioners were unable to give any rough idea as to cost, and also could not say which route, in their opinion, should be adopted, pending the result of surveys being submitted to them. They suggested, however, as a matter of national policy, that the extension suggested in the Lachlan district should be adopted as a step towards ultimately reaching Menindie. This proposed national railway, they stated, would cut through the territory that is now under the influence of the other colonies, particularly Victoria, and without imposing any tax upon the settlers and pastoralists in the district, secure to New South Wales its legitimate traffic. The Commissioners therefore, suggested for the consideration of the Government, the wisdom of considering, without delay, the further extension of the line after Condobolin is reached. On 24th October, 1894, Mr. Gardiner, M.P., introduced a deputation representing the Parkes Municipal Council, who urged that a trial survey of the proposed line from Parkes to Condobolin be made *via* Trundle. The deputation stated that although this deviation from the direct route would involve an additional length of 5 miles, it could be easily and cheaply constructed, and a thickly populated portion of the district would be better served than by the more direct line proposed. Mr. Secretary Young, in reply, said the proposal was worthy of serious consideration. If Condobolin was to be connected by railway, it was a question upon which no absolute decision could be arrived at without a thorough survey of both routes. The Minister promised he would consider the whole matter, as to whether it would be wise to have this survey made, and if the traffic promised to be large enough from such a deviation, it might possibly be done. Further investigation, however, would have to be made before he could come to a decision. The Acting Engineer-in-Chief (Mr. Firth) considered that the Trundle route, which he thought was 4 miles longer than the direct route, but which Mr. Deane, who is in possession of more correct information, says is probably more than 6 miles longer than the direct one, would be a little more costly per mile, in addition to the extra length, than the direct route. Mr. Young finally approved of the Trundle route being considered when the Forbes amended survey was completed. The amended survey—length, about 5 miles—to connect Forbes Station with the original permanently-staked line at about 270 miles, was completed in December last; but on the 18th of the same month, Mr. Eddy communicated with Mr. Young stating that the Commissioners had made careful inquiry, and had also been over the country from Forbes to Condobolin, and from Condobolin to Parkes, and they were clearly of opinion that if a line is authorised, it should be from Parkes. The Minister then directed that no further work was to be done in connection with the Forbes-Condobolin line. Mr. Burge recently made an exploration of the Parkes-Condobolin survey with a view of getting a maximum grade of 1 in 100 and other improvements if possible. The line he stated may be conveniently divided into two parts, viz.:—1st, Parkes to Bogan Gate, which is a gap through which any line between the objective points must pass; and 2nd, Bogan Gate to Condobolin. On the first part, Mr. Burge is of opinion the line as amended by him can be made a surface one throughout with 1 in 100 maximum grades, and notwithstanding these, will be half a mile shorter than the present survey. The second part of the existing survey is over easier country than the first; except for a few short lengths a surface line almost can be obtained here. There is permanent water at Bogan Gate and at other convenient places. I will now read the report of the Railway Commissioners upon the line:—

Office of the Railway Commissioners of New South Wales, Sydney, 19 February, 1895.

Proposed "Pioneer" line of Railway from Parkes to Condobolin, 60 miles 30 chains.

In accordance with the provisions of the "Public Works Act of 1888," section 13, we beg to report as under:—

Cost of Construction—

The Engineer-in-Chief estimates the cost of constructing a "Pioneer" line of railway (exclusive of land and compensation) at about £127,000

Annual Cost—

Capital expenditure at 3½ per cent. 4,445

The estimated cost of working would be as under:—

Permanent way	£2,700	
Traffic	750	
Locomotive	1,200	
Total working expenses.....		4,650

Total annual cost £9,095

Traffic Estimate—

Coaching and Mails £1,972 10s.

Goods 5,122 10s.

Total £7,095

After careful consideration of the routes from Parkes and Forbes to Condobolin, we consider that a direct line from Parkes to Condobolin, *via* the Bogan Gate, is the better one to adopt.

The survey traverses Crown lands for the greater part of the distance, and is bounded on the north and adjacent to the leasehold areas of Burrawan and Gunningbland. The line passes through comparatively easy country, consisting largely of rich red soil, specially adapted for agriculture. The route also is fairly free from inundation, which would not be the case were the line taken from Forbes.

This line should be looked upon, to a great extent, as a part of a national line, ultimately being extended to serve the Lachlan district as far as Hillston, and later on, by a further extension to Menindie on the Darling. It will be observed by the map attached hereto that this, together with a future extension of the Cobar line to Wilcannia, would make an excellent division of the central and western districts of the Colony.

Ultimately

Ultimately this will be of enormous advantage to the settlers in these districts, and will also largely influence the question of the present abstraction of New South Wales wool into Victoria, as if the pastoralists are able to put their traffic on to the railway lines closely adjoining their runs it would put a stop to the cartage that now goes on to the Murrumbidgee River, and thence *via* Echuca to Melbourne, particulars of which are shown in the attached paper.

J. Barling,
Esq.
7 Mar., 1895.

The Seal of the Railway Commissioners of New South Wales
was hereunto affixed this nineteenth day of February,
1895, in the presence of—

}	E. M. G. EDDY,	(L.S.)
	Chief Commissioner.	
	W. M. FEHON,	(L.S.)
	Commissioner.	
	CHARLES OLIVER,	(L.S.)
	Commissioner.	

JOHN KNEESHAW.

With reference to the remark that the route is "fairly free from inundation," Mr. Deane says that it is altogether free from inundation, and that is one of the strong reasons in favour of adopting the proposed route. I hand in the memorandum relating to rates referred to by the Commissioners, together with a map showing the area affected by special rebates and reductions allowed in Victoria. The official description of the line is signed by Mr. Deane, and is dated 6 March, 1895. It is as follows:—

PARKES TO CONDOBOLIN RAILWAY.—Length, 60 miles 30 chains.

Estimated Cost, £127,000, or £2,100 per mile, inclusive of Station Works and Buildings, but exclusive of Land and Compensation.

This proposed light railway begins by a junction with the existing Orange to Parkes and Forbes Branch Railway at the west end of Parkes Station, and proceeds in an almost due west direction to Bogan Gate, which is a gap in a range running north and south.

The direction here becomes slightly more southerly, and this is continued to Condobolin, where the line ends at the north side of the township.

The works will be light. The ruling grade will be 1 in 100.

3. *Mr. Molesworth.*] The Commissioners in their report make no recommendation such as they made in the case of the Berrigan line? No; but I have here a preliminary report signed by the Commissioners, which I need not read in full because it is practically superseded by the report which I have just read, in which they say:—

The time at the disposal of the Commissioners has not permitted of any inquiry into the merits of the above extension on the ground, but from general inquiry made from time to time they are fully convinced of the necessity and wisdom of an extension of the railway system into the Lachlan River district.

That report is dated, 9 October, 1894. I also hand in a compilation of the parish plans, and the Book of Reference. [*Vide Appendix.*]

4. *Chairman.*] Are you prepared to express an opinion in regard to a westerly extension of the line? I have had a talk with Mr. Secretary Young upon the subject, and he, of course, is fully aware of the great importance of the question of such an extension; but he says that it has not yet been determined upon.

5. You express no opinion? I express no opinion. The Commissioners give it as their opinion that there should be an extension to Menindie.

6. The Commissioners make reference to a leakage of traffic down to the Murrumbidgee, and thence to the Victorian Railways; do you know what route that traffic takes? The Commissioners mentioned it in their report.

7. They only referred to it in general terms? I am afraid I cannot give you the information, though no doubt Mr. Harper when he comes before you will be able to give you all particulars. I am not acquainted with the country.

8. How far is the Lachlan navigable? I do not think that it is navigable at all. If I remember rightly it ends in reed beds and swamps.

9. *Mr. Humphery.*] I suppose you have no personal knowledge in reference to this proposal. All your information is derived from the papers? Yes.

10. *Mr. Davies.*] The Commissioners report that there will be a loss upon this line of about £2,000 a year, and they make no direct recommendation in favour of its construction? Not in their report; but they are clearly favourable to it in the memorandum which I have before me, and a portion of which I have already read to the Committee.

11. They think that the line if constructed should go from Parkes, rather than from Forbes? Yes.

12. Coming to the cost of construction, will the same rule in regard to cheapness of sleepers and rails apply here, as applied in the case of the Berrigan line? This is a line of a similar character. It is what is called a pioneer line. Mr. Deane points out that it will be almost a surface line throughout.

13. The cost of rails on the Berrigan line was estimated at £3 a ton? Yes; some old rails are to be used there; but in this case new rails will have to be used. Mr. Deane will give you fuller information.

14. You do not know what they will cost per ton? No, I have not a detailed estimate before me.

15. When a detailed statement of cost is placed before us, will it also include the probable earnings of the line? No; the Railway Commissioners will give you that information.

16. You are not in a position to say what quantity of Crown land and private land will be traversed by the line? No, except from what I have read in Mr. Gilliat's report. I have, however, asked the Lands Department to furnish the information.

17. And you do not know if the line will go close to the public road? No, but Mr. Deane will be able to tell you that.

18. *Mr. Molesworth.*] Are there many towns to be served by this line, and if so what are they? The Railway Commissioners have been carefully through the country and they will give you that information. The various towns are marked upon the maps.

19. *Mr. Chanter.*] I notice that Mr. Gilliat puts the extra length of the line *via* Trundle, at about 12 miles? That is by road.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works
sworn, and examined:—

20. *Chairman.*] Mr. Barling has already told us the length, and the estimated cost of this line. Perhaps you will give us a description of the country through which it passes, and a detailed estimate of cost? I have not been over the route myself, but the surveyors report that it is chiefly red-soil country free from inundation.

H. Deane,
Esq.
7 Mar., 1895.

21. Easy country? It is slightly rolling country. It is not a dead level like the country over which the Berrigan line passes. Still there will be no difficulty about getting a grade of 1 in 100, and the line will be

H. Deane, Esq.
7 Mar., 1895.

be very nearly a surface line. There will be light cuttings here and there, but to what an extent has not been exactly proved. The surveyors are still at work in the field. They have surveyed about 25 miles out of the 60, and it will probably take them about two months to finish the survey. I understand that basalt or diorite can be obtained for ballast; that there is ironbark at Began Gate, and on some of the ridges beyond, while water can be easily got. The line, therefore, should be a fairly cheap one. I have gone into the matter of station accommodation with the Railway Commissioners very carefully, and a close estimate has been made of what is required in that direction. This amount is included in my estimate of the total cost. I do not know that the visit to the district would add very much to the knowledge which I have of the line, although, of course, it may make some difference; but I think that the work can be carried out for £2,100 per mile. While everything will be provided for that, I do not consider that the prices put down are too high. The detailed estimate of cost is as follows:—

PARKES TO CONDOBOLIN.—Length, 60m. 30 chns.		Per mile.		
Earthworks	£300	.....	£18,112	10 0
Culverts and bridges	120	.....	7,245	0 0
Fencing, $\frac{1}{4}$ of £100	17	.....	1,026	7 6
Level crossings, stops, gates.....	60	.....	3,622	10 0
Permanent-way materials	630	.....	38,036	5 0
Laying, 1s. 6d.	132	.....	7,969	10 0
Ballasting, 3s. per lin. yard ($\frac{1}{4}$ of £264)	66	.....	3,984	15 0
Sleepers, 2s. 6d., 2,400	300	1,625	18,112	10 0
Station works and sidings, water supply, turntables, &c.	213	.....	12,890	0 0
Mileage-posts, &c., and signals	15	228	905	12 6
		£1,853	£111,905	0 0
Engineering and supervision		93	5,614	17 6
		£1,946	£117,519	17 6
Contingencies, about 8%		154	9,297	15 0
		£2,100	£126,817	12 6

(Say) £127,000.

22. Do you know what sort of country the dotted red line shown on the map, going from Forbes to join the Condobolin line, passes through? I have not been over that country, but I believe the route you speak of passes through some flooded land, and through more alienated land than the proposed line.

23. Could it be constructed as cheaply as the proposed line? Yes, except that you would have a certain amount of flooded country to deal with.

24. *Mr. Hoskins.*] And would have to purchase more land? Yes.

25. *Chairman.*] Have you any means of forming an approximate estimate of the cost of that line—has it ever been surveyed? Yes, there has been a survey from Forbes to Condobolin, so that I may be able to get you some information upon the point. I have here a paper showing the distance between a great many places in this district, as well as their distance from Sydney, and as I think it will be of use to the Committee, I will read it:—

	Miles.		Miles.
Sydney to Orange	192	Sydney to Menindie, via Parkes	618
Orange to Parkes.....	77	„ Wilcannia „	597
Parkes to Forbes.....	20	„ Hillston „	429
Sydney to Parkes	269	„ Cootamundra, Southern line.....	253
„ Forbes	289	Cootamundra to Temora	38
Parkes to Condobolin (direct line)	60 $\frac{1}{2}$	Sydney to Temora	291
„ „ via Trundle	67	Temora to Wyalong	40
Forbes to Condobolin	57	Sydney to „	331
Sydney „ (direct line)	329 $\frac{1}{4}$	Wyalong to Hillston, via Cudgellico	120
„ „ via Trundle.....	336	Sydney to „	451
„ „ via Forbes	346	„ Cudgellico, via Wyalong	330 $\frac{1}{2}$
Condobolin to Euabalong	35 $\frac{1}{2}$	Cudgellico to Euabalong	16
Euabalong to junction of Menindie and Wilcannia lines.	55	Sydney to Euabalong	346 $\frac{1}{2}$
Junction to Menindie	195	Wyalong to Condobolin.....	51
„ Wilcannia	174	Sydney to Condobolin, via Wyalong	382
Condobolin to Menindie	288 $\frac{1}{2}$	„ Young, via Harden.....	249
„ Wilcannia	267 $\frac{1}{2}$	Young to Forbes	68
Sydney to Euabalong, via Parkes	365	Forbes to Parkes.....	20
		Parkes to Dubbo	79

26. Have you anything else to say? I do not know that there is anything else to which I wish to particularly refer.

27. Do you know the route from Wyalong to Cargellico? No.

28. From Barmedman to Hillston? No, I have not been further than Temora on that branch.

29. Do you know the route from Dubbo to Parkes? No, I have not been over it.

30. *Mr. Davies.*] What do you allow for rails in your estimate? I have put them down as costing £4 10s. a ton in Sydney.

31. What concessions have the Commissioners made in regard to delivering on the spot? I have assumed that they will be carried for 1d. per ton per mile.

32. That is a rate similar to that which you are to be charged for the Berrigan rails, but a little higher? Yes; the cost of carrying the rails for the Berrigan line is to be a little under 1d. per ton per mile; but the ordinary freight, as shown in the Schedule, is 2d. per ton per mile, so that we are getting them carried at half price.

33. The rails for this line will cost 30s. per ton more than the rails for the Berrigan line cost? I intend to use new rails for this extension.

ERRATA.

For distances in table on opposite page—

Sydney to Cudgellico, <i>via</i> Wyalong	330½ miles
Sydney to Euabalong	346½ „

read

Sydney to Cudgellico, <i>via</i> Wyalong	400 „
Sydney to Euabalong	416 „

34. But there will be that difference in cost? There will not be that difference exactly, because lighter rails will be used.
35. But the cost per ton will be £4 10s., as against £3? Yes.
36. Do you make provision for using the rolling-stock now used upon the Orange and Parkes line upon the proposed line? I do not see any objection to that.
37. The proposed line would be sufficiently stable to carry the ordinary rolling-stock? Yes. I think the speed should be limited to, say, 20 miles an hour; then it would be quite safe to travel over it.
38. With the same rolling-stock which is used on the other line? No; with the same rolling-stock as is used on the Forbes line.
39. Is that rolling-stock different from the rolling-stock used upon the other lines of the Colony? No; but the heaviest class of engines is not used there. The Commissioners have ordered that only engines with a weight of about 12 tons to the axle should be used there.
40. That would be engines weighing about 70 tons? About 60 tons, including the tender.
41. There would be no difficulty in obtaining sleepers in the neighbourhood of the proposed line? That is so, judging from the reports. There are bands of ironbark forest from which you can get them.
42. And they can be got more cheaply than on the Berrigan line? Yes.
43. Do you propose to fence the whole line? No; I only provide for the fencing of one-sixth of it.
44. That is at the stations and platforms? Yes.
45. What width of land do you propose to resume for the line? The line will go mostly through Crown land, which will not have to be resumed. The principle has been in dealing with land out west—and I know the Commissioners quite approve of it—to secure a width of 3 chains. Such a width is not absolutely necessary, but it is convenient.
46. And you would advise that 3 chains be reserved in this case? I do not know that it would matter so much in this case, where the line is to be unfenced, though we must resume some land, of course. Where we went through sheep runs the land would be available for pasturage right up to the line.
47. Still you will define the railway boundary by a certain resumption? Yes. I think it would be best to have 3 chains.
48. The major portion of the land through which the line will pass belongs to the Crown? Yes.
49. Do you know what the proportion of private land is? No, I cannot tell you that; but it would depend very much upon the route taken.
50. You are not in a position to give the Committee the names of the private owners along the route, or to tell us what quantity of land would have to be resumed? No, not yet.
51. Have you seen the country? No; I have not been over the country between Parkes and Condobolin, though I know the country between Parkes and Forbes.
52. *Chairman.*] Are you thinking of going to see the route of the proposed line? I should like to do so.
53. Will you see it before the inquiry terminates? I think I can easily manage that. It is much more satisfactory to see the country through which it is proposed to take a railway.
54. *Mr. Davies.*] Had you to do with the previous survey of the line from Parkes, or from Forbes to Condobolin, in 1888? The first year in which I had to do with any survey was in 1885. A line was then being staked to Forbes through Cudal and Toogong. The line beyond that point had already been surveyed, the survey going on from Condobolin to Wilcannia.
55. Do you remember what was the estimate then for the construction of a line to Condobolin? The estimated cost of the line from Forbes to Wilcannia was, I think, £1,050,000; but I cannot tell you what the portion from Forbes to Condobolin would cost. The estimate was probably a good deal higher than that which I have submitted to the Committee.
56. You do not remember an estimate of £4,689 a mile being made for the construction of a line from Forbes to Condobolin? No; I do not remember that estimate being made. It was probably for a different class of line.

H. Deane,
Esq.
7 Mar., 1895.

TUESDAY, 12 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

57. *Chairman.*] Have you any further evidence to tender? No; excepting that I was asked to obtain some information about the survey from Forbes to Condobolin, as compared with that from Parkes to Condobolin. I cannot find that the cost of the work would be any greater than it would be between Parkes and Condobolin, with the exception that it might be necessary to provide for a greater amount of flooded country.

58. *Mr. Hoskins.*] Would not more land have to be purchased? Yes; but I am speaking in regard to the engineering construction.

H. Deane,
Esq.
12 Mar., 1895.

- H. Deane,
Esq.
12 Mar., 1895.
59. *Chairman.*] You say then that the cost of the two routes would be very much about the same? Yes
60. Have you surveyed *via* Trundle? No; there has been no survey.
61. Has there been any report upon it? Yes.
62. Is the country similar? The country is somewhat similar. If anything, it would be a little more costly there; it is not quite so flat.
63. You can inform us more definitely later on, perhaps? I could not give you any more information than we have at present without a survey. It would not be a difficult route to survey. I mean to say, it would not be a difficult class of country to put a railway through.
64. Your evidence amounts to this: that in addition to it being a little longer, the engineering difficulties presented are a little greater? Yes; the earth-works would probably be a little higher.
65. *Mr. Molesworth.*] Have you been over this country yourself? No.
66. You are dependent upon the reports of your subordinate officers? Yes; I intend to go over the country. I propose to go that way, and to come back *via* Wyalong; or to start by the southern line, and to come back by the western line.
67. Do you contemplate doing so before the inquiry is likely to close? That depends on how soon it will close. I could not go this week; but I could make arrangements to go at an early date.
68. From the information at your disposal can you tell us, generally speaking, what is the character of the surface of the ground. Is it fairly level country? It is slightly undulating country; but all easy country. It is possible to keep very close to the surface nearly all the way.
69. What will be your deepest cutting? That I could not say at present,—we have not sufficient information.
70. And you cannot say what will be your deepest embankments? No.
71. You do not think they would be heavy? No; the amount put down in the estimate for earth-works will cover the cost.
72. It will be a little more uneven country than the line from Jerilderie to Berrigan? Yes, it is quite different from that.
73. Do you know anything about the nature of the soil? Yes, it is red soil.
74. You look upon that as being rather soft for railway construction? No; it is very good dry country, so the surveyor reports.
75. Will you require to ballast much of the proposed line? It would not be necessary to ballast very much. I propose to ballast chiefly about the station grounds.
76. You only propose, I understand, to fence adjacent to the stations? Yes.
77. Have you many culverts and bridges to provide for? I have only put down culverts and bridges at £120 per mile. There will not be very many. Probably the biggest opening will be at the creek which passes through the Bogan Gate—Gunningbland Creek.
78. What is the width of that opening? It has not been absolutely decided.
79. I understand that the bridging will not be extensive? No, only timber openings will be built.
80. And it will necessarily be put up at a moderate cost? Yes, a bridge of that character, even if we had to put in 200 feet of it, divided up over the whole of the line, would not amount to very much.
81. Do you get your ballast within easy distance of the line itself? Yes.
82. You get it almost as you go along, I suppose, from the side of the line? There is ballast on the ridges.
83. Without it having to be conveyed to the line any great distance? Yes, it is very handy.
84. And the sleepers are obtainable at or near the line? Yes; we pass through timber country near Bogan Gate, and there are some little spurs beyond there, between that and Condobolin.*
85. What class of sleepers will you get? They will be ironbark, but they will be round-topped.
86. And split? Yes.
87. They will be cheaper than the ordinary sleepers, of course? Yes, because with the ordinary sleepers it is stipulated for rectangular form.
88. Do you place them at the same distance from each other as you would the others? I have allowed, for sleepers, 2,400 to the mile, which is a little closer than usual. The others are placed about 2,000 per mile.
89. Is there any difficulty with regard to drainage upon that line? No.
90. I suppose you propose to construct the line as near as possible on the principle of the pioneer lines? Yes, to make it as cheap as possible.
91. You have been through the estimate yourself? Yes.
92. And you do not think there is any necessity for it being exceeded in any way? No, I think not.
93. You think ample provision has been made for all contingencies? Yes.
94. *Mr. Hayes.*] With reference to the survey of the line *via* Trundle, I see the Minister made a statement some time ago that the work should be done. Were any instructions given you to have it done? No; we have had no instructions to make a survey.
95. *Mr. Barling* makes a statement to the effect that a deputation waited on the Minister, and he stated that instructions were given to have the line *via* Trundle surveyed. You are not in a position to say anything about that matter? No actual instructions have been given to make a survey.
96. When you visit the district will you examine the route *via* Trundle? I could do so, although I did not propose to do so. I proposed simply to go over the line from Parkes to Condobolin, and then across the country to Wyalong, or take the reverse direction.
97. From the information you have so far with reference to the line from Parkes to Condobolin, is there any extent of flooded country on the route? No, none whatever. Of course, the Gunningbland Creek will spread out in times of flood; but I understand that when you speak of flooded country you mean country extensively flooded by a big river like the Lachlan. There will be nothing of that kind—not even near Condobolin. Care will be taken to avoid it.
98. There are no engineering difficulties on the line from Parkes to Condobolin, as surveyed? None whatever.
99. *Mr. Roberts.*] What is the amount of your estimate per mile for the line? £2,100.

100.

* NOTE (on revision):—After personal inspection I find that these answers require modification. There is no ironbark forest on the course of the survey. From inquiries I made, I learnt that ironbark grows on all the ridges in the neighbourhood of the line, and that there would be sufficient to provide the class of sleepers proposed.

MINUTES OF EVIDENCE—RAILWAY FROM PARKES TO CONDOBOLIN.

100. That exceeds the estimated cost of the Jerilderie to Berrigan line by £100 per mile? Yes.
101. Will you explain the difference in the two estimates. Is the increase on account of the country not being so level? Yes; £76 of it is due to earth-works, owing to the country not being level. I also have a larger amount for contingencies. I think, between the two, you would find that the difference would be made up.
102. Do you think it is necessary to provide for a larger sum for contingencies on this line than on the line just mentioned? Yes, I think so; considering that the surveyors have not finished the line. I dare say I can speak more definitely on that point when I have personally inspected the ground.

H. Deane,
Esq.
12 Mar., 1895.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

103. *Chairman.*] You come here at the instance of the Railway Commissioners? Yes.
104. *Mr. Lee.*] You are aware of the report submitted by the Minister for Public Works in connection with the line? Yes.
105. And the estimated total annual cost of the same, £9,095? Yes; that is interest and working expenses.
106. The estimated traffic is £7,095? Yes.
107. Showing a loss of £2,000 per annum? That is, on interest and working expenses.
108. Can you give the Committee any special views of the Commissioners for extending the line into that country? Nothing more than what is stated in the report. They think it is a desirable thing to do, and probably to extend it later on to Hillston.
109. Do you at present receive any large amount of traffic from that country? Of course a good deal of it goes to the other Colonies from Hillston.
110. What kind of produce do you usually get? It is all pastoral produce about Hillston—wool and stock, and general stores going up.
111. Do the Commissioners favour this particular route in preference to any other suggested route? Yes; they prefer the Parkes to Condobolin route for reasons they have given in their report.
112. Is your Department making any special arrangements with the station-holders in that part of the country at the present time? No.
113. On the same lines as some of those made in the South Riverina country? No; none whatever.
114. And the traffic from that part of New South Wales then would drift into Victoria? From Hillston district no doubt a great deal of it would.
115. Have the Victorian Railway Commissioners a rebate margin in this portion of the Colony? Yes; a very large one.
116. Do you know how far it extends? It extends right throughout the Colony, but is divided into zones. The further the distance is away from the Victorian lines the greater is the amount of rebate. The more difficult it is to get the traffic, the greater the rebate they have allowed.
117. To which of their lines would that traffic be diverted? I am not quite certain at which point it would go in.
118. The fact remains that it passes out of our Colony into the adjoining Colony of Victoria by river or otherwise? Yes; very largely—that is from about Hillston.
119. One of the objects of this extension would be to retain that trade to New South Wales? Not so much in regard to the first section. I do not know whether the first section would affect very many of what you may call the competitive stations, but if you extended it further on to Cargellico, Euabalong, and Hillston, it would; but this is proposed as the first section of a railway going into the Lachlan country.
120. But you anticipate a certain amount of traffic even from this extension? Yes; we expect to get a limited number of stations by this first extension.
121. Is it contemplated to fix any special rate for this line? The idea, so far, is to charge the rates practically as an extension of the existing line to Parkes—to base the rate on the present rates ruling; but the amount has not yet actually been fixed. At present we have an exceptional set of rates to Parkes and Forbes. We have a through rate for wool, live stock, ores, and so on; and for the cheaper class of goods—the A and B classes—we have what are called local rates. Probably the rates on this extension would be an extension of the rates on the Parkes and Forbes line, that is, through rates would apply to all the dearer class of goods, and local rates would apply to the cheaper, such as produce. If grain were coming this way, it would all come through at the cheap rate—the through rate.
122. Is there any difference in regard to the cost of the carriage of wool on that extension, and the extension from Narrabri to Werris Creek? No, I should not think so.
123. Proportionately, would the charge be the same? You mean the cost to us?
124. No, the cost of carriage;—do you make the same charge per mile? The wool rates right throughout the country differ slightly according to the locality.
125. You have fixed certain rates to suit certain districts? Yes.
126. When the extension to Forbes was first opened, did not the drays come into competition with the line? Not to a large extent. I think there were a few teams on the road.
127. Is that traffic continuing now? I do not think the teams are on the road now from Parkes to Forbes.
128. Have you any complaints from the residents of Forbes and Parkes as to the rates you are charging? I do not recollect any lately. The rates have been cut down since the line was first opened. It was proposed to charge local rates generally, but that has been considerably amended since the line was opened, and the rates charged are as I have mentioned.
129. Are you in a position to tell the Committee how that line has paid since it was opened—that is to say as compared with the estimate which was submitted to the Public Works Committee? I think a statement was laid on the Table of the House a short time ago, giving information on that point. The earnings have considerably exceeded the estimate, and the working expenses have been practically what was estimated, so that the net result is better than was originally estimated.
130. And upon that you have confidence in submitting your present recommendation to the Committee? Yes; the Commissioners think the line will pay more than working expenses.
131. The data of which I presume has been collected by one of the officers of the Department? Yes.

H.
McLachlan,
Esq.
12 Mar., 1895.

H.
McLachlan,
Esq.
12 Mar., 1895

132. By whom? Mr. Harper.

133. Is there any special point you would like to lay before the Committee? No; the Commissioners' report, I think, is clear as to their recommendation.

134. It is as full as you are in a position to give? Yes.

135. That is to say, it embodies all the information, generally speaking, which can be given? Yes; it embodies the general facts.

136. Has it taken into account the time it will take to construct the line? No.

137. There is no special reason for pushing it on hurriedly? It ought to be constructed fairly quickly. It is easy country, and there are no engineering works.

138. Have you taken into consideration the fact that traffic is likely to be developed up there from sources other than pastoral? The country, I believe, is very suitable for agriculture. It may open an agricultural district.

139. It is within the dry belt, I think? They have a fairly good average rainfall, about Forbes at any rate. All through the Lachlan country it is fertile country. They have had some very good crops further down the Lachlan.

140. That country is subject to drought occasionally? Yes; of course all the country is subject to drought.

141. I think it is very severe in that part of the country? At any rate for the last seven or eight years I think they have no drought of a severe character to my knowledge.

142. But a three years' drought would seriously interfere with your calculations? Of course it would.

143. It would take a good many years to pull that up? The country recovers very quickly. We have had several droughts of the worst character on the Narrabri line, and that line has been a paying one since.

144. *Mr. Molesworth.*] I see by the report of the Railway Commissioners that they do not give the definite recommendation in this case which they did in the case of the proposed line from Jerilderie to Berrigan. Do we understand that there is to be any doubt or any difficulty in connection with it? No; they recommend the line.

145. But they do not recommend it in the same decisive tone as they do the other one. They stated in connection with the Berrigan line that they recommended that it be constructed, provided that the land was given free of cost to the Government. Do we understand that although those words are not incorporated in the present report they really recommend the construction of the line? Yes, they recommend the construction of the line.

146. Notwithstanding that the estimated loss on interest and working expenses is £2,000 per annum? Yes; I do not know whether you were a member of the Committee when the Commissioners made some preliminary remarks in regard to new extensions, in which they pointed out that although a line might not pay the whole of the interest, and the whole of the working expenses, still, if it paid the working expenses and made some contribution towards the interest, they were always prepared to recommend it in view of the assistance it would be to the main line and the opening up of the country.

147. And although there will be this loss of £2,000 per annum on the proposed extension, you think that amount will be fully made up by the general traffic on the main line? I would not say that, but it would be wiped out in part by the assistance it would give to the main line.

148. Sufficient to justify the construction of the line? That is what the Commissioners think.

149. And with the anticipation of a growing traffic? Yes.

150. I understood you to say that the Commissioners recommend this line with the view of its eventually going on as far as Hillston? Yes.

151. Is it not the proposal of the Government that the line should go to Hillston *via* Wyalong? Not that I am aware of. I do not think there is a proposal to that effect.

152. Have the Commissioners really considered the question of the extension to Hillston at all? They have, in regard to the Condobolin proposal.

153. And they are favourable to its going in this direction? That is their present intention—they have not been asked for any definite recommendation, but that is their view.

154. Can you give any idea as to whether the haulage will be more extensive to Hillston *via* Wyalong, or *via* Parkes? No; the distance will be about the same.

155. But on the Western Line you have a higher altitude? Yes; but the grades in each case are somewhat similar—1 in 30 to 1 in 40. The road could be limited by the grade. There is not the same extent of severe grades on the south; but you have the same grade, which would limit the load in both cases. I do not know whether that point alone would make it worth while considering the Wyalong route instead of the other. Local considerations always influence these matters.

156. *Mr. Chanter.*] Can you tell the Committee about the date when the Commissioners inspected the route? No; but Mr. Harper was with them, and he will give you the exact dates. I think they were over there about the middle of December.

157. Do you know whether they personally inspected the routes; that is, the one from Forbes to Condobolin, and the other from Parkes to Condobolin? They went from Forbes to Condobolin, and drove back to Parkes.

158. Did they inspect the route as proposed in 1892 *via* Trundle? Not that I am aware of.

159. Do you know anything of this country yourself? No.

160. There were some papers laid on the Table of the Assembly, and ordered to be printed, in October, 1892, as the result of a special examination by Mr. Gilliat, a special officer? Yes.

161. Are you aware that he points out very strongly that the route as proposed then, from Parkes to Condobolin *via* Trundle and the Bogan Gate, would go through settled country? I am not aware of his report.

162. The statement, I presume, is a current one, and accepted by the officers of the Department, that the whole of the settlement in that locality is *via* Trundle? I do not know anything of the local circumstances.

163. You do not know, then, whether the Commissioners traversed the route *via* Trundle? I know there was some consideration given to Trundle; but I should not like to say how far, without local knowledge.

164. Do you know whether they have ever given any consideration to the report of Mr. Gilliat, to which I have referred? I know it was amongst their papers; but I do not know how far it was considered by them.

H.
McLachlan,
Esq.

12 Mar., 1895.

165. He states that the whole of the route between Parkes and Condobolin goes through leasehold and pastoral properties. The Commissioners, in their report, refer to a great portion of the route going through Crown land, which, perhaps, could be easier settled by a reference to the records of the Lands Department.
166. You say it is the intention or the desire of the Commissioners to extend this line from Condobolin to Hillston, and then on to Menindie? They speak of that as the ultimate terminus of the line.
167. Would they recommend this portion of the line from Parkes to Condobolin, with a view to further extension? I could not say anything beyond what is contained in their report. Their report indicates that they think it should be part of the further extension.
168. It has been stated that the Commissioners are of opinion that the extension of the line will conserve trade to New South Wales, which is now going to Victoria? That is, more particularly if the line is extended; but, of course, not so much in regard to the first section, because there is not so much competitive country near Condobolin, although there are five or six squatting properties affected by the extension, and we would get wool from them which otherwise would go to Victoria.
169. Is it not a fact that you are now carrying the whole of the produce of that country to Sydney? From Condobolin—yes, pretty well. There are five or six station properties further on which we are likely to get by the extension. But the competitive country is more about Hillston. We would get more about Enabalong, Cargellico, and further on.
170. Do not the Commissioners think it would be better to connect Hillston with some other line? No; they prefer the connection to be through Condobolin.
171. They do not keep in view the direct need of a line from the outlying points to the markets of the metropolis. I understand their proposal is to extend the line to Hillston, and then to Menindie? Hillston really is the point which they have considered, and Hillston would really be as close to Sydney as an extension by Wyalong. I do not think there would be more than 5 miles difference in either route.
172. Are the Commissioners prepared, in the event of the extension being carried out, to meet the Victorian Railway Commissioners in any offer they may make to the producers of Hillston? I am not prepared to say.
173. Is there any way in which the Committee could obtain that information? I am afraid not at the present time.
174. Is it a fact that all along this border country, where the Victorian Railway Commissioners in the past have been getting the trade, our Commissioners are meeting the squatters with special terms? There have been cases in which the Commissioners have made special terms for stations.
175. If these railways are extended, then it is fair for the Committee to assume that the Commissioners would still do it? If the Victorian people make what you may call fighting rates, I suppose the Commissioners would have to do something similar; but we are hopeful that the Victorian Commissioners will this year do something to do away with that differential system.
176. In giving the estimate the Commissioners show an annual loss of £2,000 upon the line? Yes.
177. But they do not give any information to the Committee as to how they expect this to be relieved in the future. Do they anticipate any increased traffic? Naturally. They think the country will be developed by the railway. Their views were set forth in a memorandum handed to the Committee some years ago on suggested new lines of railway. They stated their views in regard to new railways and the opening up of the country in general terms.
178. What is your experience as to the value of the traffic, if there is a choice, and the question of route has to be determined? Agricultural produce will always give you a better traffic as against pastoral, for you would have more population in the district.
179. If it can be shown that the agricultural produce can only come by a deviation of the line *via* Trundle, would it not be wiser to take it that way than from Parkes to Condobolin? Local considerations may affect the question to a considerable extent; but speaking generally an agricultural district would give more traffic to a railway than a pastoral one.
180. It is stated in Mr. Gilliat's report that the whole of the settlement in that district is about Trundle—that there is no settlement other than pastoral from Parkes to Condobolin? Yes.
181. It is also stated that the nature of the country is entirely different—that from Parkes in the direction of Condobolin the route passes through plain country which is not suitable for agriculture, but that between Parkes and Trundle there is a very rich timber country which would be suitable for agriculture? Personally, I may say that I am not acquainted with the local considerations. Mr. Harper will be able to speak more particularly in regard to the nature of the country.
182. Mr. Gilliat states that on the route from Parkes to Condobolin there are 238,000 acres of Crown land now under lease? Yes.
183. Whereas the country has been so settled about Trundle that there are only 86,000 acres? Yes.
184. *Mr. Hayes.*] Can you state whether the Commissioners, after fully considering the route *via* Parkes to Condobolin, and *via* Wyalong to Hillston, have decided on the Condobolin route? Yes; they consider the Parkes to Condobolin route is the best.
185. They have fully considered those two questions? They have not had the advantage of going over the country between Wyalong and Hillston, but so far as they see, from information gathered, they are inclined to think that this would be the better extension.
186. One reason why I ask the question is that there will be before the Committee shortly the railway extension to Wyalong, and the possibility of the extension being continued to Hillston;—you still adhere to the answer you gave that the Commissioners are of opinion that the Parkes to Condobolin route is the best in the interests of the country? Yes.
187. Although the Commissioners do not absolutely say so in their report, are you of opinion that they would not propose this section unless there was a probability of its being extended to Hillston? I am inclined to think that they recommended the line on its merits with a view ultimately to its further extension.
188. Irrespective of the extension of the line beyond Condobolin, you think the Commissioners would recommend its construction? I think so, on its merits.
189. *Mr. Gormly.*] You stated that the proposed extension would divert some trade to Sydney which now goes to the adjoining colonies? The first extension would, to a small extent, but as it goes further on, it gets into the competitive country.
190. I see that the proposed extension to Condobolin would be 328 miles from Sydney? Yes.

H.
McLachlan,
Esq.
12 Mar., 1895.

191. Are you aware of the approximate distance from Condobolin to Melbourne by the nearest route, say by way of Hillston, Hay, Deniliquin, and Echuca? No.
192. In making those distances up, I find it is about 520 miles? Yes; from Hay you have river carriage.
193. You state that the Railway Commissioners are of opinion that the line may be ultimately extended to Hillston? Yes.
194. You have no knowledge of the country, I suppose, on that side of the river where Condobolin is situated? The Commissioners personally did not go over the route.
195. Are the Commissioners aware that there would be considerable engineering difficulties, and some moderately large bridges to construct going down on the north side of the Lachlan River? No, I am not aware.
196. There is the Willandra Billabong which would require a large bridge; and several other narrow trenches which break off from the Lachlan? Yes.
197. They have taken the two routes into consideration—by way of Wyalong, and by way of Condobolin to Hillston. I suppose you are not aware of more engineering difficulties on the one than on the other? With regard to routes I may mention we are subject to reports of examining engineers. The Commissioners do not make any suggestions as to the actual routes—that would depend on the reports of engineers.
198. But is it intended to have both routes examined before the proposed route from Parkes to Condobolin is recommended? No; the Commissioners do not propose anything further than what they have recommended in their report.
199. But the object of the recommendation is, perhaps, for a further extension? That is simply a matter for the Government. They throw it out as a suggestion.
200. But they have not caused a report and examination to be made of the two different routes, so that they might pick out the most suitable one to Hillston as yet? No; they would not do that, unless they were asked by the Government.
201. Because of the greater distance to Melbourne, you do not think there is a probability of much of the trade, even a short distance from Condobolin, going to Melbourne? No; I think the trade within a short distance from Condobolin would come to Sydney. Of course, the greater part is coming here now.
202. Is there any direct route from the neighbourhood of Condobolin going towards Hay? Not that I am aware of. I may say that I have not been over the country, and my opinion of local questions is not worth much.
203. *Mr. Davies.*] Have you seen a detailed statement of the Engineer-in-Chief for Railways as to the cost of the proposed line? Yes.
204. Do you know that he estimates the cost at something like £2,100 per mile? About that—it is 60 miles at £127,000.
205. Can you tell the Committee what concession the Commissioners are making with reference to the carriage of rails for the proposed line? I do not know the exact rate which was fixed. We have been carrying them at 1d. per ton per mile and under.
206. You are aware that they made a concession of 9s. a ton on rails to Jerilderie? Yes; 1d. per ton, or a little under. I am not sure whether any special figure has been quoted for the rails for this line.
207. Has any figure been quoted by the Commissioners for rails which has made up the estimate of the Engineer-in-Chief? Not to my knowledge. I do not know how he has worked it out—perhaps at 1d. per ton per mile.
208. I mean as to the cost of rails? *Mr. Deane* would make that estimate himself; but I know that rails are very cheap now.
209. You are aware that in connection with the Jerilderie to Berrigan Railway the Commissioners supply a portion of the rails at £3 a ton? Those were second-hand rails; but I recently saw a quotation of £3 12s. 6d. for new rails in London.
210. What would they cost here? The freight is as low as 7s. 6d. per ton, and you could get them out very cheaply; that is without insurance or handling.
211. They would cost somewhere about £4 a ton? Yes.
212. You are not aware that the Engineer-in-Chief, in conjunction with the Railway Commissioners, has arranged for a cheap kind of rail in connection with the proposed extension? No; I understand that there will be 60-lb. steel-rails.
213. What rate would the Commissioners charge for the carriage of the rails? I have not heard of any arrangement.
214. Would the rate, in your opinion, be the same as the rate to Jerilderie? It would be 1d. per ton per mile, or a little under.
215. You do not know of any reason at all why there should be a higher rate charged for the carriage of rails for the proposed extension than for the extension from Jerilderie to Berrigan? No, I am pretty well sure the Commissioners would charge the same proportionate rate. We have made a general rate for rails of 1d. per ton per mile. In one or two instances they have quoted a rate a little less. The ruling rate is practically 1d. per ton per mile.
216. What is the distance to Parkes from Sydney? About 270 miles.
217. And from Sydney to Jerilderie? About 400 miles.
218. The actual cost of rails would be very much less from Sydney to Parkes than from Sydney to Jerilderie? Yes, the distance is less. But as I say, the general rate fixed—there may be one or two exceptions—has been 1d. per ton per mile, which is very much lower than was charged a few years ago. That has cheapened the capital cost of new railways. On the Cobar line it made a difference of many thousands of pounds.
219. Am I to understand that the charge made by the Commissioners will be less for the carriage of rails by reason of the shorter distance for the extension from Parkes to Condobolin, than it would be from Sydney to Jerilderie and Jerilderie to Berrigan? I think to Parkes it would be £1 2s. 6d. a ton.
220. And the other? The other is 25s.
221. Being a reduction of about 5s. a ton on previous rates? The previous rates and the general rate have been 1d. per ton per mile.
222. You reduced the rate on the 60-lb. rails from 35s. to 24s. a ton on the Jerilderie line? Yes.

H.
McLachlan,
Esq.
12 Mar., 1895.

223. Do you know the weight of the rails proposed to be used? 60-lb. steel-rails, I believe.
224. How is the traffic estimated? It is made up by Mr. Harper.
225. Has he supplied the Commissioners with the results? Yes. He got the actual traffic coming into Parkes and Forbes, and other information, and then he made up an estimate.
226. He supplied the Commissioners with a written report? To some extent; but they discussed the matter more largely with him.
227. He has not given you any written data as to how he estimates certain traffic on the proposed line? To a certain extent he did to the Commissioners.
228. And you have not got it? No.
229. It is of no use asking them whether it is likely his estimates will be realised? No.
230. Would the Commissioners use the same rolling stock on the line as is used on the Parkes railway? I do not say that they would use the exact vehicles; but the same class. It may be that this may be worked as a branch—that is, by working between Condobolin and Parkes. We might make one journey in and out a day; but, of course, detailed arrangements have not been worked out.
231. But the trains which leave Sydney and take goods inland would be the same rolling stock? The trucks would be the same. The same trucks could run through if they were filled. There would simply be a change of engine.
232. Would it be a lighter engine? I think they would work it as a branch line from Parkes; but that, so far as I know, has not been considered by the Commissioners.
233. The coaching, of course, includes the passing of the mails? Yes.
234. You do not know how many persons Mr. Harper has estimated would travel on the line? No.
235. But you are aware that the estimate for coaching and mails is nearly £2,000 a year? Yes.
236. You cannot tell the Committee how that has been arrived at? A certain amount annually is allowed for the carriage of mails, and that is easily got at. I think we should get about £720 for the mails, and the rest is for parcels and passengers. It leaves about £1,000 for passengers.
237. Would you get £720 a year for the carriage of mails from Parkes? Yes; it is 60 miles each way—120 miles altogether, and there would be a fair amount of mails coming over that country, because there is a big back country and considerable mails to carry.
238. Can you tell us the total amount paid to the Railway Commissioners every year for the carriage of mails on our railway system? I think it is a little over £60,000.
239. I think you stated in answer to a question that it is contemplated by the Commissioners at some early date, provided that the railway is constructed to Condobolin, to extend it to Hillston? No; that is a matter entirely for the Government. But the Commissioners think it will naturally form the first section of a railway to Hillston later on.
240. The Commissioners favour an extension in that direction? They think so. So far as the proposal is concerned, of course, it would be purely a matter for Government and Parliament.
241. What traffic and trade are they likely to tap by the extension to Hillston? Principally pastoral, and a little mining from Mount Hope and other places.
242. Would there be much goods traffic in that direction? It would drain a big area of country. There would be a fairly big traffic of live stock, wool, and general stores, and some mining.
243. Have the Commissioners given any consideration to the extension of the line by way of Forbes to Condobolin? Yes; they think it best to recommend a direct line from Parkes.
244. They have investigated the other route? Yes; they went over both routes.
245. And they find that the direct line from Parkes to Condobolin is the most acceptable and the likeliest to serve the country best? Yes; and it passes principally through Crown lands. They make a point of that.
246. The Commissioners have not given the same direct recommendation for the construction of this line as they did to the Berrigan line;—do you know any reason why? No; they favour the construction of the line.
247. You remember there was a condition in connection with the Jerilderie to Berrigan line of which the Commissioners made a very strong point;—they recommended the line to be constructed, provided the land was given? Yes.
248. Have they made any condition of that kind in connection with their recommendation? So far as I am advised, this line passes largely through Crown land.
249. They do not make any strong point to the effect that the private holders would give the land through which the line passes? Not that I am aware of.
250. Has the question come before the Commissioners at all as to the probable amount of private land which it would be necessary to resume if the line is constructed? I think so; and if it is information for the Committee, I will ask the Commissioners to ask Mr. Harper to give information on the subject to-morrow.
251. If the private lands, which will be necessary to facilitate the construction of the line from Parkes to Condobolin, have to be paid for, it will increase the capital cost and the annual loss to the Commissioners beyond their present estimate? Yes; the estimate is exclusive of land.
252. Have you had any estimate made of the probable increase of trade likely to arise from the construction of the line? No.
253. Have you taken that into account in any way? It would be impossible to give an estimate of what might arise; but the Commissioners have laid down a general rule in suggesting new lines of railway, and have given their views.
254. You will not only get the traffic trade on the proposed extension, but also on the main line? Yes.
255. So that what you may lose on the short mileage of 60 miles will be more than made up by the general traffic which will flow from this extension to the main line? If there is any development of traffic that should be so.
256. So that practically there would be no loss? Probably not with any development of traffic.

WEDNESDAY, 13 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Railway from Parkes to Condobolin.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and examined:—

J. Harper,
Esq.
13 Mar., 1895.

257. *Chairman.*] Do you know the railway under consideration from Parkes to Condobolin? Yes.
258. Have you been through the country? Yes.
259. And made a full investigation? Yes.
260. Would you like to make a statement, first of all, with regard to the objective points of the railway and general principles before we commence our inquiry? The object of the line is primarily to serve the Lachlan country, from which we get a large body of wool at different points, either to Parkes or Forbes, or to the southern lines. I think the Commissioners have in view its probable extension across country west in the direction of the Darling.
261. *Via Hillston?* Not necessarily *via Hillston*. Hillston can be approached by a branch line.
262. You think the line would go as far as Euabalong and then due west? Yes, with a branch line down to Hillston.
263. That is the Commissioners' idea at present? Yes. At some future time the extension may be made, but at present the idea is that a railway built to Condobolin will earn a certain revenue, which the Committee have before them, and will also tend to conserve a certain portion of trade in the north west, which at present goes to another colony. That is, practically, the reason for the construction of the line.
264. What route does this traffic, which goes to another colony, take? To the Murrumbidgee at Hay or below Hay.
265. And coming from the north of Condobolin and Euabalong? Yes, a portion of it from the north of Euabalong, but chiefly from the north-west. There is nothing north of Condobolin which goes down to the river; it is north of Euabalong.
266. When you commence to get west of Euabalong you get into a country, the produce of which finds its way down to Hay? Yes, the map which I now produce will more fully illustrate the position. The portion coloured green indicates the wool trade, which at present goes down the Murrumbidgee to Melbourne or South Australia. The portion coloured red indicates the business which comes to New South Wales.
267. You place before us a sketch showing certain localities? Yes, this map which I find has been handed in by Mr. Barling, shows the area over which Victoria gives largely reduced rates for the carriage of goods and wool. The green portion represents an area over which they give 61 per cent. rebate, and the yellow portion an area over which they give 66 per cent. against their own people. The portion coloured yellow indicates territory which will be served by this railway. The wool at the present time is carted to Hay, and shipped from there to Melbourne. Were the railway built, the wool would be carted east in the direction of the proposed line, and we think would be brought to Sydney.
268. *Mr. Molesworth.*] Have you been over this country lately? Yes.
269. With the view of inspecting and reporting upon the proposed route? Yes.
270. I suppose you know that the Commissioners have practically approved of the construction of the line? Yes.
271. Notwithstanding the fact that there will be a probable loss of £2,000 per annum? Yes.
272. Will that £2,000 estimated loss be made up by business brought to the main line? It is anticipated that it will be.
273. There is a prospect of an increase in business? Yes, decidedly.
274. So that in a short time the line may be expected to be worked at a profit? Yes.
275. What is the principal nature of the traffic you expect from that direction. Have you any details with which you can supply the Committee? Yes, I anticipate that 2,000 tons of goods averaging 3d. per ton per mile, and earning £1,500 will be carried, and 1,000 tons at 2d. per ton per mile, which will be £500. Then we expect 200 tons from intermediate points on the line, which will be, practically, about the Trundle district, at 3d. per ton per mile, £55; and 300 tons at 2d. per ton per mile, £55. Then we estimate that we shall get 5,000 tons of wool from Condobolin at 2d. per ton per mile over the whole of the distance, at 10s. a ton, or £2,500; and 1,400 tons of wool from a distance of 22 miles, which will mean £262 10s. Skins and other produce are estimated at £100; copper from Mount Hope, 200 tons at 2d. per mile, £100; live stock—1,000 trucks of sheep—17s. 6d., that is the extended mileage rate, £875; 200 trucks of cattle at 17s. 6d. per truck, £175. That means a total goods traffic of £6,122 10s. The Commissioners' estimate is £1,000 less than this. With regard to the coaching traffic we estimate that from Condobolin there will be 2,000 passengers at 17s. 6d. each, £750; 500 passengers at 10s. each, £250; from the Bogan Gate, which represents the station at which the Trundle traffic would fall in, 310 passengers at 2s. 9d. each, or say £42 10s.; 50 at 4s. each, £10; horses, carriages, dogs, parcels, &c., £200; mails, £720. Total coaching, £1,972 10s.; grand total, £7,095. I may mention in connection with this estimate that no wheat has been included.
276. Do you imagine that there is a prospect of getting wheat eventually from that district? Yes; it is a very good district. I have seen some of the best wheat crops I have seen anywhere, there.
277. And you are of opinion that the construction of this line will promote settlement, and increase the traffic? Yes.
278. How many intermediate stations do the Commissioners intend to build? Including sidings, about four or five.
279. Can you give any idea at what points they will be? I could not say at present; because, as a matter of fact, the detailed survey of the line is not yet complete. The station sites have not been definitely decided upon.

J. Harper,
Esq.
18 Mar., 1895.

280. You spoke about the Bogan Gate? There is no objection to mentioning that as a station, because it is on a travelling-stock route a mile wide.
281. There would be a station at Bogan Gate with the view of meeting the Trundle traffic? Yes.
282. Have you travelled lately over the country between Condobolin and Hillston? Yes.
283. Are you aware that the Commissioners favour the continuation of the Condobolin line to Hillston? Yes.
284. Rather than meet it at any other point? Yes.
285. Do you consider that is the best way of reaching that particular part of the country? Yes.
286. The question was raised the other day as to whether the haulage up the greater elevation on the western line would not be more expensive than the haulage on the southern line; can you give any information with regard to that matter? The whole thing has been gone into departmentally. I can only answer in a general way. The traffic is being hauled at the present time in the cheapest way.
287. The conclusion at which the Department have arrived is that the best way to reach Hillston will be *via* Condobolin? Yes, *via* the western line.
288. Have you any knowledge as to the holdings along that particular line? Yes, I got some information from the Lands Office. Of course it is second-hand information.
289. Are there many private holdings where the line will traverse? On the south the land is almost exclusively owned by the Burrawang station. There is very little selection to the south. The principal selection is to the north, and in the neighbourhood of Condobolin, and north of Condobolin. There are 800 *bond fide* selectors on the books of the Lands Office at Condobolin.
290. Within what radius? Within a radius of 20 or 30 miles.
291. And all these selectors would necessarily use the Condobolin line? Yes.
292. With reference to that land which you said was mostly in the hands of one large station—is that a freehold or a leasehold? It is all freehold.
293. What quantity of Crown lands does the line pass through? The survey passes on the northern boundary of the leasehold area of Burrawang. There are 240,000 acres at Burrawang and Gunningbland which are available; I saw the other day that the Minister had extended the lease. At all events they will be available for settlement eventually. The country which we consider will be immediately affected by the line is about 3,000,000 acres of leasehold areas, most of which is pretty good land.
294. Then I understand that you are really favourable to the construction of the line? I am.
295. And you believe it will eventually be a paying line? Yes.
296. It will not long be a non-paying line? No.
297. *Mr. Chanter.*] You have traversed this country yourself? Yes.
298. Did you traverse the three routes from Parkes to Condobolin, Forbes to Condobolin, and Parkes to Condobolin *via* Trundle? Yes.
299. Did you say just now that the survey, as shown on the map, is situated on the northern boundary of the Burrawang leasehold? On the northern boundary of the resumed area of Burrawang, and on the southern boundary of the leasehold area.
300. What is the nature of the country immediately south of the surveyed line and the line surveyed from Forbes to Condobolin. Is it freehold or leasehold? It is all freehold. The greater portion of it belongs to the Burrawang station. That survey extends for 40 miles through the Burrawang freehold.
301. What is the character of the soil immediately on the Lachlan? It is black soil. North of the Lachlan River, along the surveyed route from Forbes, it is chiefly black soil country; but north, on the surveyed route between Parkes and Condobolin, it is red country.
302. What is your opinion as to the capabilities for agricultural purposes of that heavy black river soil? I do not think, with the rainfall they have there, it is any good.
303. Then, you do not anticipate anything from that locality? No; I anticipate nothing south of the line. In my estimate I have simply included the Burrawang clip, about 5,000 bales.
304. What is the character of the country between the surveyed line from Parkes to Condobolin? Very good—a red soil country.
305. Is it heavily timbered? No.
306. What is the character of the timber there? Nearly 50 per cent. of it is pine. It is broken in places with low mountain ranges.
307. Will that line, as surveyed direct from Parkes to Condobolin, run through the greater part of freehold or leasehold land? Leasehold from the Crown. There are about 240,000 acres, speaking approximately, of leasehold area at Burrawang and Gunningbland, and the line passes south of the boundary of that leasehold area.
308. Do you anticipate that the holders of those leases will go in for wheat-growing during the next five years? I do not know—it is very hard to say. From the inquiries I made up there, I should not think they would.
309. Then, you do not anticipate during their tenure of this land that anything will be produced beyond wool and stock? I do not think so.
310. And from that part of the country that is the whole of the traffic you depend upon? Yes.
311. Will you point out where you expect to get the additional wheat traffic to make up the estimated loss of £2,000 a year. Where is the settled country in that locality? Between Trundle and the Bogan Gate. Within 10 miles round Condobolin it is settled. There is a lot of settlement down the river to Euabalong.
312. Is there any settlement north or north-west of Trundle? Yes, of course, there is settlement on the Bogan.
313. Trundle is only 12 miles from Bogan Creek? Yes.
314. Did you explore the country north or north-west of Trundle? Not in connection with this matter, but I have been over it.
315. What is the character of the country? Good country.
316. Is it suitable for agricultural purposes? Yes; it is under heavy agriculture now.
317. As a matter of fact, a great portion of the country north of Condobolin is suitable for agricultural purposes? Yes.
318. Whereas on the south of the surveyed line it is not so good—it is heavier country? Yes, it is heavy black soil.

J. Harper,
Esq.
13 Mar., 1895.

319. Has it not been brought under your notice in connection with your experience throughout Riverina that the plain country is not suitable for agriculture? Yes.
320. Does not the Parkes to Condobolin line, *via* Bogan Gate, run through a great deal of plain country? No; I do not think there is a mile of plain country in the route.
321. It is all timbered country? Yes, it is plain country to the south, on what you practically might call the river flats.
322. If this line is constructed from Parkes to Condobolin, what effect will that have upon the traffic coming from Forbes to Parkes? None at all. The traffic from south of the river will still continue to come into Forbes. Practically the proposed line will not pick up any traffic to the south until it picks up the Burrawang wool clip at a distance of 30 miles from Parkes. Then, about 20 or 22 miles, it will pick up the Trundle traffic; but the whole of the south side of the line is simply one big run.
323. If the line from Parkes to Condobolin were deviated *via* Trundle, would it not put you in possession of a larger amount of settlement? No.
324. Did I not understand you to say that there was a vast settlement there? Yes; but the country to the north is already served by the western line. The greater part of the settlement in the neighbourhood of Trundle is between Trundle and the Bogan Gate.
325. What is the distance from Trundle to Bogan Gate? About 12 miles.
326. You said there was a travelling-stock route there? Yes.
327. Did you make any inquiries as to whether the land-holders would be prepared to meet the Government with a view to giving the land required for the line? No; we did not consider that question at all, because, as a matter of fact, the line passes almost entirely through Crown land. And as I have already pointed out the line itself had not been located at that time. The line, as originally surveyed, had grades of 1 in 50. The Commissioners suggested that a re-survey should be made, which I understand is now in progress.
328. Did I understand you to say there was a stock route 1 mile wide at Bogan Gate? Yes.
329. Where does it run to? Right up the Bogan, through Trundle.
330. Is there no stock route from Parkes to Condobolin? No; there is a stock route along the river. As a matter of fact, there is no road between Parkes and Condobolin at the present time. There is a practical buggy track. There is a road as far as Bogan Gate.
331. How does the stock route run? It runs almost from north-east.
332. Does it follow the course of the river, or take a more direct line? No; it intersects the river at Merungle.
333. Following up this question about settlement, you have already stated that the line as surveyed from Parkes to Condobolin runs through leasehold? Yes.
334. Then there can be no other settlement than that at present until the leasehold falls in? No.
335. You are aware that the leases are extended for a further term of five years? Yes.
336. You are also aware of the low prices ruling for wheat? Yes.
337. In your opinion, if the line were brought nearer to Trundle, *via* Bogan Gate, would it serve more wheat traffic for you? No, I do not think it would affect it one bit, for the bulk of the production about Trundle would have to be carted as far to a railway at Trundle as it would to Bogan Gate.
338. But would not Trundle be a greater centre for the wheat than at Bogan Gate? Probably it might be at present.
339. I suppose, from your large experience, you will admit that wheat will only continue to be grown if it is very close to the railway? Yes.
340. They will not continue to grow at present prices if they have any distance to carry it? Yes. There is this feature to which I should like to draw attention, namely, that there is as good, if not far better wheat growing country—and probably ten times as much—in the neighbourhood of Condobolin than in the neighbourhood of Trundle.
341. What are your rates from Parkes to Sydney per bushel now? About 4d.
342. What would be the additional rate from Condobolin to Parkes? About 1d. That would be about 5d. a bushel, but we have not included that in our estimate at all. We did not deal with the wheat aspect of the question.
343. You verify the statement that the Commissioners expect a loss of £2,000 per annum on the line? Yes.
344. Then, although you have not estimated it, you look for some outside traffic to relieve you of this annual loss? Yes. I am rather of the impression that the estimate I have given is under-stated. I am always very careful not to make any excessive estimate.
345. There is no other class of traffic from which you will expect to make up the loss, except wheat or agricultural produce? We have good hopes that there is another feature to which attention has not been drawn, and that is the mineral possibilities of the district. The estimate I have given for copper is the actual output of the Mount Hope mine at the present time, when it is working practically under the influence of depression.
346. What distance is Mount Hope from Condobolin? About 80 miles north-west of Condobolin.
347. Is there any other class of traffic which you would anticipate, beyond copper and agricultural produce? No, excepting wool and stock.
348. You have estimated for the stock? Yes.
349. You estimate the mails at £720 per annum for a distance of 60 miles? Yes; that is £12 per mile.
350. Is that the usual rate? Yes, on the first-class lines. On the main line we get more than that,—£15 per mile.
351. What is the nature of the arrangement between the Postal Department and the Railway Commissioners? I could not tell you precisely. A certain amount is allowed per annum for the conveyance of mails according to mileage.
352. Is it proposed to work the line daily? No, three days a week, excepting during the busy season when it would be necessary probably to run more frequently.
353. And the mails will be delivered three days a week? Yes.
354. Without in any way disclosing what you do not wish to disclose with regard to the arrangements now pending between the New South Wales Railway Commissioners and the Victorian Railway Commissioners, I would ask you where is the zone or rebate line,—how near would it approach Condobolin? It embraces it.

J. Harper,
Esq.
13 Mar., 1895.

355. What are the rates for wool from here to Sydney? £3 4s. 9d. per ton.
356. What are the rates from Hay to Melbourne? I never found any one who could tell me that.
357. What I want to get at is this: We have a terminal point at Hay now connected with the metropolitan market at Sydney. If we have a terminal point at Condobolin, where will this difference end? Of course the big factor in connection with the carriage of traffic from Victoria, and wool to Victoria is, I need hardly tell you, the road. That controls everything. As far as the road is concerned we are dealing with a known quantity, but the moment we get on to the river we do not know what we are doing; and if you can lessen the road transit by 50 or 100 miles, you know you have gained something.
358. Is it a fact that the Railway Commissioners of Victoria enter into negotiations with the pastoralists at Hay, and north of Hay, to take their wool from the Murrumbidgee—to cover all charges including shipping? I am sure I do not know what they are doing. I do not think they know themselves. We can only form our own opinions about it.
359. But constant overtures are being made to you, I suppose, by these people, that they can get their produce carried cheaper that way? Yes.
360. If this line extends to Condobolin, do you think they would be so keen in regard to the matter? I think there are half-a-dozen clips which must come into Condobolin by reason of the shorter road to the railway station. No matter if they carried it practically for nothing by river, the road carriage would be so much greater to Hay that it must necessarily come into Condobolin.
361. You stated in reply to Mr. Molesworth that the wool from Hillston and district, and Euabalong, is now carried to Hay? Yes.
362. You have a terminal railway point at Hay, and Victoria has not? Yes.
363. Is it not possible to serve the whole of the trade there when it gets to Hay;—are there any exceptional advantages in sending the wool down to Echuca, and then on to Melbourne? I know a clip which was carried to Melbourne for 30s. a ton, from Hay. It went by river to Echuca, and then by rail to Melbourne.
364. And that would be an arrangement made entirely with the Victorian Railway Commissioners? Yes.
365. Has it ever been stated to you that the charge to Echuca on all outward goods from Victoria, such as station stores, is about £4 a ton, and the rebate £3, or 75 per cent? Yes, that has reached me amongst other things; but you scarcely know what to think. In view of the way in which that trade is being fought for now, I am prepared to hear that 95 per cent. has been given. What I want the Committee to understand is, that our point in connection with this line is this: If a line is built to Condobolin, the most important and controlling factor is the cartage. On the road they cannot travel below a certain rate. If they have to travel 60 or 70 miles less to come in to Condobolin, and have to pay a higher freight through to Sydney than they would have from Hay, they will come in to Condobolin.
- 366-7. What is the distance from Condobolin to Hay? 235 miles.
368. You travelled over the route which goes a little north of Forbes, junctioning on to Cudal? Yes; that is an old survey. It was an original survey in connection with the extension to Parkes and Forbes. I did not travel over that in connection with this inquiry.
369. I suppose the character of the soil would be heavier than you indicated further north? The greater portion of the survey from Forbes to Condobolin is black-soil country.
370. What is the extent of the Burrawang holding? About 240,000 acres of leasehold land, and the same quantity of freehold land.
371. How much of that 240,000 acres of freehold land would be adjacent to the surveyed line from Parkes to Condobolin? The northern boundary of it is about 25 miles away.
372. This line would run right through Burrawang? Practically so; on the border of their freehold—on the leasehold area.
373. Who is the owner of Burrawang? Edols and Co.
374. The surveyed line would touch part of their freehold? I do not know exactly where the survey runs; it has not been permanently staked yet.
375. There is no other station to the west? Gunningbland.
376. What is the character of the land there? There is a good deal of leasehold land on it—very good land.
377. Does this line run through any part of that land? It is just on the border of it.
378. It would necessitate a certain amount of resumption? No; it is on the leasehold area.
379. As an expert, with a full knowledge of the traffic you expect to get, do you think the line as surveyed from Parkes to Condobolin will serve the adjacent country better than any other? Yes.
380. Taking into consideration the fact that the actual settlement is to the north and north-west? Not the actual settlement. I do not admit that. The settlement about Trundle is very limited, compared with the settlement at the other end of the line.
381. Have you seen Mr. Gilliat's report for 1892? Yes.
382. He says the whole of the resumed areas of the two runs you have mentioned are to the north of Bogan Gate, and that they have been extensively settled, and he gives the difference of area at 238,000 acres of Crown lands as against 86,000 acres, or, in other words, the line as surveyed runs through 238,000 acres of Crown lands, and there are only 86,000 acres of land about Trundle? But probably Mr. Gilliat did not deal with the matter in the same general way as we are doing. We are dealing with the extension to Condobolin. The question with him was that of going through Trundle. There are 3,000,000 acres of Crown land in the neighbourhood of Condobolin equally as good as that in the neighbourhood of Trundle. I would also point out that the bulk of the settlement is between Trundle and Bogan Gate. That is where the bulk of the selectors are. They are either there or to the north-east of Trundle, and would use Parkes even if a line were built to Trundle.
383. *Chairman.*] How far is it from Trundle to Bogan Gate? About 12 miles.
384. And a good deal of the settlement referred to as Trundle settlement lies upon that? Yes.
385. *Mr. Chanter.*] You are quite satisfied that it is not more than 13 miles, because it has been stated already in evidence that the actual distance of deviation *via* Trundle would only be 7 miles? I do not know any one who is in a position to speak about the distances over the line at all yet. I should think 10 or 12 miles would be the difference in the length of the line, but I understood the Chairman to ask what is the distance from Trundle to Bogan Gate.

- J. Harper,
Esq.
18 Mar., 1895.
386. If it were thought advisable to take the line from Parkes to Condobolin *via* Trundle, would the country be of a similar character from an engineering point of view? I should imagine that the country would, if anything, be a little more difficult when you got north. It rolls more—it is more hilly than it is to the south.
387. It would require more cuttings? Yes; it is hard, however, to pronounce an opinion about that from driving over it; but it struck me that the country rolled more, and there would probably be more expensive work in connection with it.
388. From a traffic point of view, you consider the line as proposed, is the best suited for the requirements of the district? Yes.
389. *Mr. Hayes.*] The 240,000 acres of Crown land now under lease, are, you state, of good quality? A great deal of it is, not all.
390. And when the leases expire you believe they will be largely taken up by settlers? I think so.
391. Will that materially add to the traffic on the line? Yes.
392. If the line were only constructed as far as Condobolin with no intention of taking it further, would you still advocate its construction to that point? Yes.
393. Irrespective of any future extension? Yes.
394. Do you think the traffic and the settlement which will come in the near future will make the line a paying one? Yes, I am satisfied that Condobolin will always be an important centre.
395. How does the land north of the proposed line compare with Riverina? There is some land between Parkes and Condobolin equally as good as any I have seen in Riverina; in fact, I have seen as heavy crops up there, about Condobolin, and between Condobolin and Euabalong, as any I have seen anywhere in Riverina. As a matter of fact, they get from 30 to 38 bushels to the acre from some of it. I think the average is 20 bushels.
396. Is the soil of the same character? Yes, red soil. There is a good deal of myall country, and a lot of pine scrub country, but the red soil bears exceptionally heavy crops.
397. What is the rainfall? Twenty inches, I think.
398. Is the country up there more liable to drought than in Riverina? They have not experienced it. There were a great many Victorian farmers up there, who left Riverina, and who went up there for the purpose of securing larger areas, and they consider the country there better than Riverina. The average rainfall is 20·23 inches.
399. But as far as your observation goes, this country is particularly suitable for wheat-growing? Yes.
400. And with railway accommodation it is probable that wheat will be grown to a large extent? Yes.
401. You have not estimated anything from the wheat traffic? No.
402. But when the leases are thrown open, you think wheat will be an important factor in the traffic? I think so; of course, it will be hard to tell what conditions will exist then. But I think there will be plenty of people who would like to get on the land even now if they could.
403. You also stated that the line, if carried through to Bogan Gate, would serve the Trundle traffic as well as if it were diverted *via* Trundle to Condobolin? The whole of the farmers in the neighbourhood of Trundle would be within easy distance of railway communication, and the important consideration of extending the line 7 or 8 miles further would be obviated, and probably a better and cheaper line would be obtained. Of course, every mile eventually added to the line must be a burden upon it. The people of Trundle will not be more than 12 miles away from the line.
404. You have been to Trundle? Yes.
405. How does the land north of Trundle compare with the land immediately on the line to Forbes? There is very good land there until you get into the Gunningbland Range.
406. I notice that Mr. Gilliat, in his report, states that the whole of the land is taken up there, with the exception of some leasehold on two or three runs, which he mentions? Yes; I did not go into that aspect of the question.
407. With reference to the extension—the Commissioners, in their report, referred to the desirability of extending the line from Condobolin to Hillston? Yes.
408. Have you considered the question as to which line would be most suitable, *via* Condobolin to Hillston, or *via* Wyalong? Yes. The surveyed line to Wyalong *via* Cargellico, and to Hillston, which I take it is the line you refer to, is 10 miles longer than the line from Condobolin would be. I do not think, however, it would open up as much country. A railway extended west from Parkes in the direction of Condobolin would space out that country, and provide railway communication.
409. From a traffic point of view, which line would you prefer? The Condobolin.
410. You believe that would serve a larger number of people than a line from Wyalong? Yes.
411. And from a traffic point of view the results would be more profitable? The results would be more profitable. Of course, it is rather hard to make a comparison unless it is on the net result. As far as Wyalong is concerned, it is some months since I gave evidence, and I do not know how the circumstances have altered; but I do not think that even at the time I gave evidence the prospects of a line from Temora to Wyalong was as good as a line from Condobolin to Parkes; but I am going to Wyalong again.
412. *Mr. Roberts.*] Is it a fact that there are a large number of selectors around Condobolin? Yes.
413. How many? About 800. I got that from a most authentic source. I can tell the Committee, too, that these selectors have the credit of being *bonâ fide*. In county Gipps alone there are 239 selectors who pay into the Condobolin Lands Office.
414. *Chairman.*] What does the land district of Condobolin embrace? Part of Dowling, part of Ashburnham, Gipps, and Cunningham.
415. *Mr. Roberts.*] What do these selectors principally produce? A great many of them carry on mixed farming—sheep and wheat.
416. They grow wheat? Yes; I think they have 5,000 acres at present under wheat.
417. What would be their market at present for the wheat? With the exception of the local market, they were getting, I think, 1s. 6d. a bushel in Condobolin for it. They have a fine mill in Condobolin, but they have been carting it into Forbes.
418. In your opinion, if the line is constructed the produce of wheat in the district will be considerably augmented? Yes; I think that if they can continue to grow wheat anywhere successfully they have a very good chance of growing it there.

419. What is the average yield per acre? Twenty bushels. Of course, there have been crops from which they have taken 36 and 38 bushels.
420. Is there much wool sent to Melbourne which was produced within a radius of 20 miles of Condobolin? No, not within 20 miles.
421. In making this estimate do you base it in anticipation of getting wool which at present goes to Melbourne? Yes; I have included only five or six clips. The other is wool which we at present get which falls in at other points.
422. And you think this line should be looked upon as what I might term a national line, with a view of its ultimately reaching Menindie *via* Hillston? Yes. I should like to point out to the Committee the distances to Adelaide by the various routes:—Sydney to Adelaide—existing line, 1,059 miles; *via* Condobolin and Menindie, 1,013 miles; *via* Cobar and Wilcannia, 1,064 miles; *via* Hay, 868 miles.
423. Have you been over the various routes which have been surveyed or asked for from the Government;—you have no hesitation in recommending this as the best and most practicable? No.
424. *Mr. Chanter.*] Supposing this line is eventually carried on to Menindie, where will it junction on to the Victorian system? Not the Victorian system, but the South Australian system. It would go *via* Broken Hill, I suppose.
425. *Mr. Gornly.*] Which of the large stations in the neighbourhood of Euabalong and towards Willandra Billabong send their wool to Sydney. The Coan Downs has gone down this year for the first time for six years.
426. Would you expect, if the line were extended to Condobolin, the Roto wool and the Willandra wool would come to Sydney? Yes; I would expect the Roto wool to come in.
427. Would you expect the wool down as far as Mossgiel would come to the Sydney lines? No.
428. A portion of the wool from about the country on the south side of the Lachlan goes, I suppose, to Whitton? Yes.
429. Would you expect the wool on the south side of the Lachlan below Euabalong, and as far as Lake Cargellico, and further on, to come? Yes; on the south bank of the Lachlan; Euabla is the furthest going west. I expect Euabla to come in. I have also included the Merri Merrigal.
430. Have you been down the Lachlan below Euabalong? Yes.
431. There is a bridge crossing the Lachlan there, to the west of Euabalong? Yes.
432. That would enable the traffic from that neighbourhood to go on to Condobolin? Yes; there is a very fair river road on the north side.
433. And there is a bridge over that other branch called the Booberi Creek, which would enable traffic to go up the Lachlan? Yes; there is a very good road on the northern side.
434. You know the country between the Lachlan and the source of the Willandra Billabong? Yes.
435. There would be some expense in constructing a railway down that side of the river? Yes; the only difficulty would be in crossing the river below Euabalong.
436. Would you propose to cross the river? Yes.
437. You would not propose to go on the north side? No; the idea would be to extend the main line to Euabalong, and a branch to Cargellico and Hillston.
438. With regard to the probable need of an extension from Condobolin westward to the Darling country—are you aware about what quantity of land it takes to feed a sheep in that country? I know a lot of it is worthless. I do not estimate much from that.
439. But it has been stated by the Secretary to the Railway Commissioners that this extension to Condobolin would be for the purpose of an ultimate extension over that country? Yes.
440. And you say you are aware that the country only carries a small number of stock? Yes.
441. If the land was rich, and there was a good rainfall, it would probably carry a large amount of stock? Yes; a lot of it is not very good. The rabbits are responsible for a great deal.
442. I suppose you are aware that even before that country was over-run with rabbits it only carried a small number of stock? No; it never carried much stock.
443. It was never considered a heavy-stock pastoral country? No, never.
444. I suppose you would expect a country would necessarily have to be good for pastoral purposes to be likely to be good for agriculture? Yes, generally.
445. With regard to the extension to Cobar—the country between Condobolin and the north-west would be somewhat similar country to that close to Cobar? Yes; about the same.
446. The people have not gone in extensively for agriculture on the Cobar line since it has been constructed? No.
447. Therefore, it would not be probable that that large extent of Crown land between Condobolin and Cobar would be likely in the near future to be thought favourably of for agriculture? Not to any distance from the railway line.
448. But they have not used the land near the Cobar line although that line has been constructed for two years? No.
449. Then agriculturists cannot look upon that country favourably for their pursuits? I suppose not; but they are gradually extending out in that direction on the Bogan.
450. But still it is not yet recognised as are other portions of the Colony? No.
451. From your knowledge of the Condobolin country, do you think the rainfall decreases to a large extent as you go down the Lachlan? Yes.
452. Then it will be somewhat drier at Euabalong than at Condobolin? Yes; I think there is about an inch difference. I was rather surprised to find there was not a bigger difference going west. The people I spoke to at Euabalong, who have been farming wheat and barley, are well satisfied with it.
453. There is a considerable amount of lightly-timbered good land about Euabalong? Yes.
454. And a considerable amount of dry plain? Yes—dry, open, red plain.
455. The land could be brought under cultivation at a trifling cost;—it would not cost much to clear the timber? No; it is comparatively light timber.
456. You say it is about 45 miles from Condobolin to Euabalong? Yes, and 20 miles from Euabalong to Cargellico, 60 miles from Cargellico to Hillston, and 100 miles from Hillston to Hay.
457. Then the wool which would go from the neighbourhood of Euabalong would have a considerable distance to travel to Hay before it could be shipped by steamer to Melbourne? Yes.

J. Harper,
Esq.
13 Mar., 1895.

- J. Harper,
Esq.
13 Mar., 1895.
458. If a railway were made to Condobolin, all the wool trade and wheat, and things of that description, would go to Condobolin? A good deal of it would.
459. It would not go the other way? No; it would stop a lot of the traffic to Hay, to which it goes by reason of the distance being shorter.
460. Do you think the wool traffic likely to increase if the line goes to Condobolin? Yes; I have explained about that. I have included about six clips in my estimate.
461. Does any wool come in from the country known as Cowal Creek? No. The Wirchellebar, I think, this year came in on the Cobar line. We had to make a special rate for that wool.
462. You do not think the Wirchellebar wool went to Victoria this year? No; it came to Sydney.
463. But you do not know whether it went on the Western line? I am inclined to think it came in on the Cobar line, because we made low rates on that line to secure it.
464. With regard to the 800 *bonâ fide* selectors stated to be on the books of the Condobolin Land Office—you said, I think, that you were not certain as to the boundaries of that land? No.
465. I suppose you are aware that there is a large number of selectors about the Humbug Creek? Yes; I did not include them.
466. Did you not include the Humbug Creek selectors, and those close to Wyalong? No; I did not go within 40 or 50 miles of Wyalong. As a matter of fact, in connection with these two lines, there are only eight clips of wool with which I credited the Wyalong extension which may be included in this.
467. There are a number of selectors at Bygalorie, and a number on the Humbug Creek; did you include them amongst the 800? No, I think not.
468. Were the 800 chiefly on the north side of the Lachlan? Yes; there were more at Melrose than anywhere.
469. They have not been many years in the district? No; they are chiefly Victorians who have gone to take up land.
470. Have you heard that some of the selectors there have been seriously thinking of abandoning their holdings? I do not know of any.
471. How long is it since you were there? Five or six months; of course, they were discouraged at the low rates of wheat.
472. It has been rumoured that many of the selectors were very much dissatisfied with their holdings? Yes.
473. They are chiefly men of large holdings? Yes.
474. 2,560 acres, and some families hold more than one selection? Yes.
475. You have been over the country, I suppose, about Melrose and Eremeran? Yes.
476. And those are places where some of them have gone into cultivation? Yes; at Melrose there is a good deal of cultivation.
477. Then, a substantial number of these 800 *bonâ fide* selections are on the north side of the river, and would have no other means of getting to market than by the proposed railway? No; as a matter of fact, they did not know what to do with their wheat or the produce of their land when I was up there. They had the prospect of a good crop, and did not know what on earth to do with it.
478. Have you been at the Mount Hope copper mines? No; I was there nine or ten years ago, but I have not been since.
479. When they have sent copper from Mount Hope, do you know where it has been sent to? It has been coming into Forbes. I based my estimate on the quantity actually sent by them—200 tons at 10s. a ton.
480. Are you of opinion that the mine might be developed to a much greater extent if we had railway communication within reasonable distance? I have no doubt it would assist them by cheapening the cost of transit.
481. If the line went down and was further extended on the north side of the river, or close to the river, it would go closer to Mount Hope? Yes.
482. The proposed line would go approximately near it? Yes.
483. And if a line were run down the river it would go much nearer Condobolin? Yes.
484. *Chairman.*] Is Mount Hope due north of Euabalong? No; it is further north-west.
485. How far is it from Euabalong? It will be about 35 miles, as the crow flies.
486. *Mr. Hoskins.*] If the line were constructed from Forbes to Condobolin, would not the Government have to purchase a much larger quantity of land than if it were taken from Parkes to Condobolin? Yes, most undoubtedly. It would pass almost exclusively through freehold land from Forbes to Condobolin.
487. I suppose you have seen the reference of the landowners on the proposed line between Parkes and Condobolin? No.
488. But it is nearly all Crown land? Yes; I judge of that from the section I had in my possession.
489. There are only seventeen private holdings? Yes.
490. Therefore, on the ground that the Crown in extending the railway to Condobolin would have to purchase so much less land on the Parkes line than they would on the Forbes line, do you think it would be better to have the line taken from Parkes? Yes. Apart from that, there is the element of increased distance from Forbes, and there is also the element that there is comparatively very little population at all on the river, except in the immediate vicinity of Forbes. Burrawang has, I suppose, 40 miles of frontage to the river. Apart from that, the river floods out for some 15 or 20 miles back. There is a good deal of flooded land.
491. Therefore, more timber viaducts or deep cuttings would be required to avoid it? They would have to make formations, or be prepared to let the river overflow.
492. *Mr. Humphery.*] Is it a fact that in order to obtain the New South Wales traffic the Victorian Railway Commissioners have been granting concessions up to 80 per cent.? Yes. Of course, 66 per cent., we know, is their published rate.
493. Over the charges made to their own people? Yes.
494. Have you examined the country between Wyalong and Condobolin? Not with a view to reporting upon it. I am going to Wyalong to-night.
495. Do you know anything about Lake Cowal? I have been there, but I do not know sufficient to give any evidence.

496. As a matter of fact, the New South Wales Commissioners are unfavourable to the extension of the line from Wyalong to Hillston? Yes; they consider that the Lachlan extension would be the better one.

497. And should the line be constructed between Temora and Wyalong, Wyalong will remain the terminus? Yes; that is the idea. I do not think the Commissioners have considered the question of the extension from Wyalong to Hillston at all. I think they considered a more favourable extension down the Lachlan, should it be deemed necessary, would be from Condobolin.

498. *Mr. Davies.*] How do you arrive at the sum of £1,972 as your estimate for the passenger traffic and the carriage of mails? I gave, I think, £720 for mails.

499. What is paid now for the carriage of mails? £12 a mile for 60 miles.

500. How often is the mail run between Parkes and Condobolin? Three times a week at present.

501. Have you an estimate of the number of people who travel by coaches? No.

502. How do you make up your estimate of the number likely to travel? From the returns we have in districts corresponding in character with this district.

503. It is only a supposition then? It is an estimate; but it is a more valuable one than you would get from coaches.

504. How did you arrive at a conclusion? We took a district which corresponds with this, and found out how many people travelled, and upon that we based our estimate.

505. Has it been usual for the Department to consider the number of passengers carried by the coaches? I have never done so.

506. Was not that done with the Glen Innes-Inverell railway? No; I did not do it. It might be used by the way, but we recognise the fact that it is of little value, because the number of people who travel by coach do not represent the number of people who travel by rail. In the first place, the fares would only be about one-fourth, and the convenience would be so much greater that you would naturally look for more people travelling by rail than by coach.

507. Then you take the basis of population in the district and compare it with other districts of equal size and arrive at a conclusion? Yes.

508. What is the population of the district which would be served from Parkes to Condobolin? About 4,000. The population of Condobolin is, I think, 1,200. The district has, I think, 3,000. There is a population altogether of between 4,000 and 5,000.

509. What would be the fare of a first-class passenger between Parkes and Condobolin? Ten shillings return; second class, 7s. 6d.

510. Then you are of opinion that your estimate will be fully realised? Yes.

511. And you think your estimate of the carriage of goods would be realised? Yes. Of course, we can tell precisely how much wool is coming in from the stations of the Colony. I have considered the number of bales of wool cut at every station.

512. And you have reason to hope that the wool will come by the railway if constructed? Yes.

513. Did you go to Trundle? Yes.

514. What would be the difference in the distance of mileage if the line was constructed *via* Parkes to Trundle, and then to Condobolin? The engineers have given it in so many different ways that I do not, as a layman, care to express an opinion—one has said 7 miles, another 12, and another 17; but I should think it would be 10 or 11 miles.

515. Would the settlers in the district of Trundle be fairly served by the direct route from Parkes to Condobolin? Yes; I think the greatest distance from them would not be more than 12 miles. Those who are within 12 miles of railway communication would, I think, be fairly served with the main road.

516. Then, after your visit to Trundle, you would not recommend the deviation in that direction to reach Condobolin? No.

517. You advocate the direct route? Yes.

518. Believing at the same time it will fairly serve Trundle? Yes.

519. Is the population and settlement in Trundle extensive? There are two public houses, a store, and three private houses. It is an open question as to whether Bogan Gate is not larger. I think there is probably a store more at Trundle than at Bogan Gate.

520. After your personal visit to the district you recommend the direct route? Yes.

521. Believing at the same time that it will serve the Trundle people? Yes.

522. Are the people in the district of Trundle principally free selectors or pastoral holders? Most of them are selectors.

523. The trade and traffic from Trundle would not be sufficient to justify a deviation of this line by way of Trundle to Condobolin? No; I cannot see any justification for it at all. I would point out that the bulk of the traffic we anticipate, and upon which our estimate is based, will come into Condobolin. It simply means saddling the people beyond Condobolin with a deviation *via* Trundle.

524. It would saddle the people at Condobolin with an additional mileage for all time? Yes.

525. Which you could not possibly advocate? No.

526. You estimate, then, that there will be an annual loss on the line of £2,000 a year? Yes.

527. That simply applies to the 60 miles of line between Parkes and Condobolin? Yes.

528. It does not take into account the earnings the main line will receive for the additional carriage of goods which will come from Parkes to Sydney and elsewhere? No.

529. So that it would be scarcely fair to charge the branch with the loss of £2,000 a year? No; the branch certainly ought to be credited with the addition to the earnings of the main line, but it is an unknown quantity.

530. From your knowledge of the country, you firmly believe your estimate of the coaching and goods traffic would be realised? Yes.

531. And you strongly, as an officer of the Department, recommend the construction of the line? Yes.

532. *Mr. Lee.*] You went to Trundle? Yes.

533. Do you remember the names of the selectors whom you met there? No.

534. Do you remember a Mr. Cusack, a Mr. Drake, or a Mr. Croft? No; as a matter of fact, I never look for these people when I make inquiries. I generally find I can get at my results better without them.

535. How far would it be from Trundle to the nearest point of the proposed line? About 12 miles.

536. If the Trundle people were satisfied to cart their produce to Parkes railway station, and could profitably do so, is it not a fair inference that they will be perfectly satisfied when they get the line within 12 miles? Yes; it is about 30 miles from Trundle to Parkes.

J. Harper,
Esq.,
13 Mar., 1895.

- J. Harper, Esq.
13 Mar., 1895.
537. So that that settles the question as to the deviation to Trundle? Yes. Then there is so much of the settlement lying between Trundle and the line. Practically, it is not 12 miles to the line for a lot of the settlement.
538. In fact, to get to Trundle you would have to make the line the shape of the apex of a pyramid? Yes.
539. What is the population of Trundle? It does not appear anywhere on the records; but there are two public houses, a couple of stores, and two or three private houses.
540. According to evidence those were there in 1890? As a matter of fact, Trundle happens to be a stopping-place on the stock route I have spoken of. That has really called it into existence.
541. Has any representation been made to you by the Forbes people with reference to the line? No; I think the Forbes people are somewhat indifferent about it, and those who have sense recognise that it will be better if it does not go to Forbes at all.
542. Do you know whether the Burrawang wool is sent by the Forbes railway? Yes; it comes into Forbes.
543. You are absolutely clear about that? Yes.
544. And is there much traffic down the Lachlan coming into Forbes? Yes; as a matter of fact, there is a road passing the Burrawang wool-shed. There is a river road from Forbes which is the usual route which is pursued. There is a back road which is used when the river is in flood which passes the Burrawang wool-shed. Practically speaking, it follows the line. We had 4,980 bales from the Burrawang this year at Forbes. The Burrawang wool-sheds are 26 miles from Forbes, and from 8 or 9 miles from one of the points on the line.
545. You are basing your estimated return as to the area outside the influence of the Parkes and Forbes district? Decidedly; the first business I have anticipated is Burrawang, 36 miles from Forbes, and the Trundle traffic at Bogan Gate will be 22 or 23 miles away.
546. Apart from the considerations of traffic, I suppose the Committee must view this line from a diplomatic point of view? Yes; that is the position.
547. That enters largely into consideration? Yes.
548. Mr. Davies.] Have the Railway Commissioners carried a larger quantity of wool during the last year than any previous year? Yes.
549. Where has the large increase come from? There has been a natural increase.
550. Where has the larger proportion of the increase come from? It has been general all over the Colony. Of course, we have increased the quantity. We have gained 14,000 or 15,000 bales in Riverina.
551. Which hitherto went to Victoria? Yes.
552. Has there been any increase in the district under consideration? Yes; we got it from three stations, but a couple of them came down to Hay.
553. What gross quantity of new business had you? There is one station—Gunbower—which we got. I should think we got 1,500 bales altogether from the district which would be affected by the railway, but there is a good deal more to get yet.

THURSDAY, 14 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

EDMUND WILLIAM MOLESWORTH, Esq.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and examined:—

- P. Scarr, Esq.
14 Mar., 1895.
554. Mr. Roberts.] You know the line of railway under consideration from Parkes to Condobolin? Yes.
555. *Vid* the Bogan Gate? Yes.
556. Have you been over that country at all? Not as far as Bogan Gate. I have been out as far as Mr. Lackey's station, 15 or 20 miles from Parkes, but I have not an intimate knowledge of that part of the country.
557. What is the general character of the country? So far as I went it is common to all that country about Parkes and Forbes.
558. Is the road from Parkes to Condobolin at present in good repair? I could not say.
559. Is it a first-class road? No; I should not say so. The road is very much in a state of nature.
560. Can you give any idea as to the annual expenditure upon it? At the present time it is at the rate of £800 a year—that is, from Parkes to Condobolin.
561. And what is the annual cost of maintaining the road from Forbes to Condobolin? I have not looked into that matter.
562. You are aware that the soil of the country between Forbes and Condobolin is black soil? Yes.
563. Whereas that from Parkes to Condobolin is red soil? Yes.
564. Which would be the most expensive road to make—through black soil or red soil? Through black soil.
565. Can you give the Committee an estimate as to the probable cost of making a first-class road from Parkes to Condobolin? I telegraphed to our officer at Forbes, who is in charge of that part of the district, yesterday, and his reply was £1,200 a mile, but, in my opinion, I think he has considerably underestimated it.
566. About how much more do you think it should be? I do not think you could make a first-class metal road in that part of the country for less than £1,500 or £1,600 per mile.
567. And I presume a road from Forbes to Condobolin would cost still more? I think so.
568. What do you think it would cost, going through the black-soil country? In that black-soil country you cannot construct roads much under £1,800 or £2,000 a mile. 569.

569. That being so, which would you think would be the most desirable thing to do—to construct a railway at £2,000 a mile, or a first-class road to cost about £1,800 a mile? I should say a railway, by all means, because you have the maintenance of the road for ever, and more than that, a road takes two or three years before it consolidates and is fit to carry traffic, whereas the railway brings in revenue. P. Scarr, Esq.
14 Mar., 1895.
570. *Mr. Hoskins.*] And you do not get any tolls on the roads? No.
571. Have you any idea as to the settlement about Condobolin? No; I have been to Condobolin, but it was some years ago, and I do not know much about that part of the country.
572. Can you say whether the trade in and about the Condobolin district gravitates to Victoria or to Sydney? I could hardly speak on that point.
573. *Mr. Humphery.*] Does the surveyed route of the railway follow the existing road? I could not say. My information about that part of the country is very meagre, and I do not know the exact position of the road; but I find that the scheduled road goes by way of Trundle. It is called the road from Parkes, *via* Trundle, to Condobolin.
574. Even if the railway were constructed, the present annual expenditure on the road would continue? I think not.
575. Why? Because the through traffic would come on the railway. It would become merely a local road after that.
576. And it would become unnecessary to spend any money on the existing road? As a through road, certainly.
577. What would the probable expenditure be in that case, assuming the line of railway to be constructed? One could hardly say that, because it would be a matter of consideration as to what local traffic there might be. There might be a large local traffic, which would justify a large expenditure on certain parts of the road.
578. Are you not familiar at all with this particular road? No.
579. Who in the Department is? I do not think there is anyone in Sydney who is.
580. Who is in the country? The local officer there, Mr. A. E. Newton, would be able to give the Sectional Committee all information.
581. Where is his office? At Forbes.
582. *Mr. Trickett.*] You say a road would cost about £2,000 a mile? I was speaking then of the road from Forbes to Condobolin, on the black soil. The roads on the black soil could not be constructed for much less than that amount.
583. But do the roads which the Department construct cost that amount? They do before they are properly consolidated, because although you construct a road you cannot call it a road for two years at least, because it has to be maintained pretty heavily for the first couple of years with additional metal, and so on, and, as a rule, the cost on the black soil runs up to at least £2,000.
584. How many miles of road have the Government under their charge now? I think 27,000 miles—that is, roads of all classes.
585. Then, if your estimate is right, the roads would cost about £5,400,000 to construct? Remember please, I am only speaking of the black-soil roads when I place the amount down at £2,000. There are many of our roads which cost less—down to £800; and some of them cost more than £2,000 in hilly country, perhaps, where there are heavy cuttings.
586. With regard to the proposed line of railway, do you know whether there is suitable material in the locality for the purpose of constructing a railway? I think there is in that part of the country; but I have not much personal knowledge about it.
587. What kind of ballast could be obtained? I could not tell you.
588. Is there not a general kind of stone to be obtained in black-soil country? In much of the black-soil country you cannot get any stone at all; but in that part of the country, along the river and back from the river, you can generally get stone.
589. You think you could get ballast within a reasonable distance of the railway? I think so; but that information you would be able to get accurately from our local officer there.
590. Is it the practice of the Government to make roads as costly as £2,000 a mile over this character of country? We do not make any great length of road over the black-soil country anywhere.
591. Seeing that this line of railway will be about 61 miles long, it would be very unusual for the Government to construct an ordinary road over that length at a cost of £2,000 a mile? Yes; you might say that we only work piecemeal at any time. With the exception of the old main southern, northern, and western roads, I do not know that we have any long lengths of metalled road.
592. So that really comparing the railway with the road is not much of an argument after all? No; I do not think so. As a matter of fact, in that black-soil country the construction of roads is practically out of the question.
593. *Mr. Lee.*] I understand that personally you have no knowledge of this country? No.
594. And you prefer the resident engineer to give all the particulars as to what ballast there may be, and as to the length of roads and their direction? Yes.
595. Could you not examine the railway route as submitted on the parish map, and after examination show the route of your main road through the country, in order to see what relation the one bears to the other? I think we should have to refer that also to the local officer.
596. Would it not be a difficult matter for a road officer to give that information? No; he ought to be able to lay the road down quite accurately.
597. Do not your own office maps show that particular road? No; not with any great accuracy. We have not maps which show the exact position of the road; but if the Committee wish it, I could send parish maps to the local officer, and he would have the roads laid down on the maps ready for the Sectional Committee when they visit the district.
598. *Chairman.*] Is there no other route to Condobolin than *via* Trundle? I could not say.
599. *Mr. Molesworth.*] You state that in the event of the construction of the line from Parkes to Condobolin the main road as scheduled *via* Trundle will not be required to be maintained? Not as a through road.
600. What maintenance would be required on the road? I could not say, because we do not know what local traffic would arise in consequence of the construction of the railway. After a railway is constructed we always have a number of roads coming into use to serve the local traffic.
601. Have you a scheduled surveyed road between Trundle and the Bogon Gate? Yes. 602.

- P. Scarr, Esq. 602. You anticipate, in connection with the construction of the line, that that is a road which will have to be maintained as the principal road to Trundle? I should think so.
- 14 Mar., 1895. 603. *Mr. Chanter.*] Are the scheduled roads arranged in the Department? They are arranged between the resident engineers and the divisional engineers.
604. These scheduled roads are fixed in the Department on the recommendation and report of the local officer? Exactly.
605. Can you tell the Committee what the object was in taking the road, which might almost be classed as a main road—that is, in the sense that a certain sum of money is allocated for its maintenance—*via* Trundle to Condobolin, instead of in a straight line from Parkes to Condobolin? I could not tell you unless it was to serve the Trundle traffic as well as the through traffic.
606. Is there any difference in the features of the country as between the through route from Parkes to Condobolin and the route *via* Trundle? I could not tell you.
607. I suppose your local officer at all times takes into consideration in recommending a road to be scheduled, not its direct character, but its capacity to serve the greatest number of residents, or to carry the greatest proportion of traffic? Serving the greatest number of residents without taking the through traffic too much out of its way.
608. Can the Committee assume that the scheduled road from Parkes to Condobolin, *via* Trundle, was scheduled in consequence of its serving the greater number of residents, and carrying the greater amount of traffic? I think you might assume that in the absence of any other information, but you would be able to get all those particulars from the local officer.
609. You do not know anything personally as to the nature of the country? No.
610. Have you macadamised any roads in that locality at all—on the Trundle scheduled road or Forbes? Yes; there has been a considerable amount of work done there. The total expenditure on the road from Parkes to Condobolin has been £8,631.
611. From when? From the time we commenced to expend any money upon it at all. I could not tell you exactly when that was, but probably in the past ten years.
612. What is the allocation per mile? About £10 per mile at the present time. It is at the rate of £800 for 70 miles.
613. I presume, then, the metalling on the road is done on the worst places, it is not continuous? No; the worst places are always done first.
614. Then you do not know any reason why the road was scheduled from Condobolin to Parkes, *via* Trundle? No.
615. Would the local officer be able to give that information? Yes; he has been there a number of years.
616. Is there a road scheduled from Condobolin to Forbes? Yes; there are two roads, one on each side of the river.
617. Do they bear the same proportion of vote? I think not. I think the road on the left bank of the river has the largest expenditure upon it.
618. *Chairman.*] That is the more important one? Yes, I think so.
619. *Mr. Chanter.*] Which is the more costly for the Department—the maintenance on the road from Condobolin to Forbes, or the maintenance on the road from Condobolin to Parkes? I should say the maintenance on the road from Condobolin to Forbes, because of the nature of the soil.
620. Only on that account? That would be one reason.
621. Have you any personal knowledge as to the traffic from Condobolin to Forbes, and from Condobolin to Parkes? No; only in a very general sort of way which would not be of much value to the Committee.
622. *Mr. Hayes.*] Who, as a rule, locates the different roads? The Survey Department, as a rule.
623. Does your Department exercise any control whatever in locating the roads? Not at the first.
624. Looking at the plan of the road from Parkes to Condobolin, does it not seem extraordinary that a road of that kind should be taken through a country like that, which increases the length very materially? The natural features of the country may have forced it in that direction.
625. Take the part from Parkes to Bogan Gate—would it not be an advantage to remove that road, and make it part of the proposed line after the line is constructed? Possibly.
626. Would it not shorten the distance very materially? Judging by the map, it would.
627. And the same remark applies to the road between Bogan Gate and Condobolin? I should think so.
628. Then if the character of the country would permit it, do you think it would be an advantage to do that? I think so. I think it would be a great advantage to have the road near the railway.
629. To do that would shorten the distance very much, would it not? Yes.
630. What is the width of the road as shown on the parish map? Five chains all through, apparently.
631. Would there be ample room on a road of 5 chains for a road and railway? I should hardly think so. I do not know what they require for a railway—whether it is 2 or 3 chains or what.
632. We will assume the maximum to be 2 chains? I should think it would be sufficient.
633. Three chains would be all you require, including accommodation for travelling stock? Yes.
634. *Mr. Humphery.*] Touching your reply to Mr. Hayes' question as to the width of the road and the direction it takes on the map—you mention the distance by road as 70 miles? Yes.
635. That is the road *via* Trundle? I take it that the road as shown on the map is not the same one.
636. Is that the road *via* Trundle you refer to? No; I think not.
637. Can you tell from the map the direct road between Parkes and Condobolin? No; I do not understand how it is that the 5-chain road is shown on the map, and yet our road goes *via* Trundle.
638. Can you say what the length of the 5-chain road is between Parkes and Condobolin, as shown upon the map? No.
639. Therefore, you do not know whether it would be the same length of line as the proposed railway, or much longer? Taking the red line as the railway line, it is quite evident that the road is the longest. I could not tell you the relative distances.

Alfred Brown, Esq., First Clerk, Valuation Branch, Department of Public Works, sworn, and examined :—

640. *Chairman.*] What are you? First Clerk in the Valuation Branch.

641. You are next to Mr. Thompson, I presume? Yes.

642. Have you a statement with you? Yes.

643. *Mr. Gornly.*] Have you had anything to do with the valuation of the land on the railway extensions from Molong to Parkes, and from Parkes to Forbes? No.

644. Have you a statement in regard to the cost of land likely to be required for the construction of a line from Parkes to Condobolin? No.

645. You have, however, some knowledge of the cost of resuming land from Molong to Parkes, and from Parkes to Forbes? Yes.

646. Have you detailed statements of the suburban and country lands resumed in those particular places? I have the country lands; I have excluded the town lands.

647. Have you excluded the suburban lands? No; I have excluded those within the town boundaries only.

648. But you have a statement as to the country and suburban lands? Yes.

649. Have you a statement of the cost of the different lands which have been resumed? Yes.

STATEMENT showing area, cost, &c., of land taken for Railway purposes on the extension Molong to Forbes, exclusive of lands taken within town boundaries.

	Area taken.	Probable cost of land and buildings.	Probable cost for severance.	Total cost.	Rate per acre.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	
Molong to Parkes	369 3 31	4,338 5 8	760 1 5	5,098 7 1	£14 (about)
Parkes to Forbes	22 3 16	1,303 4 0	136 4 0	1,439 8 0	£63 (about)

650. Have you a statement showing the cost of the lands without the buildings? No.

651. Is that the actual cost? No; because some of the claims are not adjusted.

652. What quantity of lands out of the 369 acres are suburban? I could not tell you.

653. *Chairman.*] We want to know what you really did pay in connection with the Molong and Parkes line in order to form an idea as to what we will have to pay in connection with the Parkes to Condobolin line;—we want to know what your severance was, and also the cost of your suburban and country lands? Yes.

654. Do the claims which are not complete form an important point? No, there are very few.

J. Molesworth Stawell, Esq., Supervising Engineer, Railway Construction Branch, Department of Public Works, sworn, and examined :—

655. *Chairman.*] Do you know the Trundle-Condobolin railway? Yes; I have been over it.

656. *Mr. Chanter.*] Having a personal knowledge of the country between Parkes and Condobolin *via* Trundle, will you tell the Committee what its special characteristics are? It is undulating country until you get near to Condobolin, and then it is flat.

657. Within what distance of Condobolin? About 20 miles.

658. Are you speaking now of the direct route from Parkes to Condobolin as shown on the plan, or *via* Trundle? *Via* Trundle.

659. What is the character of the route as shown on the map from Parkes to Condobolin? I have not been over that. The Trundle line I know, and the line from Forbes to Condobolin.

660. What is the character of country between Forbes and Condobolin? It is very flat.

661. Level? Yes.

662. What is the character of the soil? Red soil, lightly timbered with pine and box for a portion of the way, and the rest of it is open plain.

663. Is there any plain country on the route from Parkes to Condobolin *via* Trundle? Not until you get within 20 miles of Condobolin.

664. And does it continue from that point 20 miles into Condobolin? Yes; the further you get north of the Lachlan the more you get into ridgy country. The plains are on the river, and as you get back you get on to ridges.

665. What is the character of the settlement along the route *via* Trundle? It is taken up in small holdings nearly all the way.

666. Are the small holdings numerous? No; they are not very numerous.

667. Are they more numerous there than they are along the surveyed route, or south of the road from Parkes to Condobolin? I think they are. They are more numerous than on the Forbes to Condobolin route. I have not been over the Parkes to Condobolin route *via* Bogan Gate.

668. Would the line *via* Trundle be more costly to make or less costly to make than a line direct from Parkes to Condobolin? I should say it would be more costly per mile. The country is more undulating.

669. There would be more cutting? Yes, and probably more waterways, because you have more gullies to cross. You would have more banks.

670. I suppose you wish to convey that the country is slightly undulating, not what you would term hilly? No; it is slightly undulating, except crossing the Gunningbland Range. The direct line goes through the Bogan Gate. If you go by way of Trundle you cross it at another gap called Treeweek's Gap, and it would be rather hilly getting up there. You might get up with a 1 in 80 grade with a little work.

671. What would be the deepest cutting approximately. I suppose there has been no special survey? No; I only rode over the country.

672. Has there been any special survey of this line other than direct from Parkes to Condobolin *via* the Bogan Gate? No.

673. Then you are not in a position to give the Committee any direct information? No, only from what I saw whilst riding over the country. I was told to inspect the route and report upon it.

674. Which would be the nearest point at which you would obtain your timber supply for sleepers? It is very bad timber for sleepers all through there. I doubt if you could get any nearer than Parkes. You might get a little ironbark in the Gunningbland Range, but it is poor stuff.

675.

A. Brown,
Esq.
14 Mar., 1895

J. M. Stawell,
Esq.
14 Mar., 1895.

- J. M. Stawell, Esq.
14 Mar., 1895.
675. Would there be a sufficient supply at Parkes? Not at Parkes itself. It is out of the ironbark country. You would have to go back for it.
676. Is there plenty of red gum on the Lachlan? Yes.
677. Suitable for sleepers? Yes.
678. Could they be obtained at less cost than the ironbark sleepers from Parkes? No; I do not think so.
679. Would there be any material difference in the cost? I could not say.
680. From what point could ballast be obtained for the line? You could get ballast at different places nearly all along the line.
681. I understand you to say you have not traversed the line direct from Parkes to Condobolin? No.
682. Have you received any information as to whether any ballast could be procured along the direct route? I know from my knowledge of the country that you could get ballast pretty well all along it.
683. What character of ballast? It would be mostly sandstone. It is sandstone formation nearly all through there.
684. In this undulating country, *viâ* Trundle, could ballast be more easily obtained than in the river country? I doubt it very much, in constructing the line, because in that flat country you could have your ballast-pits at certain places along the line, and run the ballast down to the head of the road. I do not think that the fact of getting it at little places along the line would make much difference.
685. From the information supplied by the map itself, this route from Parkes to Condobolin direct would appear to go through flat country the whole of the distance? There are isolated hills cropping up out of the plain at different points.
686. Is there any other than the range of hills shown in the gap at Bogan Gate? No.
687. There is no defined range? There is a range called the Black Range, but it is an isolated one.
688. I suppose, if ballast were obtainable, it would be obtained on that range somewhere—it would not be on the river flats? No; there is no ballast on the river flats.
689. As supervising engineer, taking everything into consideration—the character of the country and the character of the traffic, do you think this direct line is as suitable as a line *viâ* Trundle? Yes; I should think so.
690. Do you think it would command as much traffic that way? Yes; I think the direct line would draw all the Trundle traffic. I doubt if you would get much more by going round.
691. Is there any considerable amount of settlement to the north and north-west of Trundle? I have never been north or north-west of Trundle. I know a good deal of the traffic north of Trundle goes to the Western line west of Dubbo.
692. Do you know anything of the immediate conditions of the surroundings of Condobolin proper in regard to settlement? No; I do not. I have been to Condobolin, but I have never been beyond it.
693. I understand you to say you have no personal knowledge of the direct route from Parkes to Condobolin? I do not know anything about the direct route.
694. *Mr. Hayes.*] Practically, the survey you made was what you call a flying survey? It was not a survey at all; it was a mere inspection. I rode over the country.
695. Did you receive instructions from the Department to do so? Yes; from Mr. Deane.
696. To make a cursory inspection—to see whether there were any engineering difficulties? Yes.
697. In riding over the roads you have mentioned, you went as near as you possibly could to Trundle? I went almost direct.
698. There are no engineering difficulties crossing the Gunningbland Range? No.
699. Would it be costly to cross that range? It would add to the cost per mile.
700. To what extent? I cannot say from just riding over the route.
701. But it would add to the cost? It would, certainly.
702. In going from Trundle to Condobolin, did you follow the main road? I went through the different holdings. I used to ride to one selector, and get him to show me through his land, and then on to the next.
703. You did not take the mail road? No; I drove back by the mail road. I went pretty straight over the country.
704. Would there be any more difficulty in taking a line along the mail road than along the route which you took? The mail road is a little hilly in places. You would have to get south of it in order to get upon flat country.
705. The country is suitable for what you call a pioneer line of railway? Yes; you could make a light line. You could not make a line in the way you could make one on the Riverina Plains.
706. Would it be more costly in this part of the country? Yes.
707. How much? It might cost £300 or £400 per mile more.
708. And if it costs about £2,000 a mile in Riverina, a line from Parkes to Condobolin, *viâ* Trundle, would cost £300 more? Yes; I know there is more flat country on the Bogan Gate line.
709. And an easier country to construct a line in, and the line could be constructed much cheaper? Yes.
710. With regard to the line from Parkes to Condobolin *viâ* Bogan Gate—from your knowledge of the country, you having inspected the line *viâ* Trundle, would it meet all the requirements of Trundle at present, from a traffic point of view? I think so.
711. How does the settlement lie;—is it between the proposed direct line and Trundle, or to the north of Trundle? Most of the settlement is in a direct line between Trundle and Condobolin. The line by the Bogan Gate is to the south of most of the settlement.
712. Then, according to that statement, a line from Trundle to Condobolin would suit the convenience of the settlers there best? Under the present circumstances it would, I think.
713. You say the settlement lies rather to the north of the direct line? Yes.
714. How far would that settlement be from the line? An average of 6 or 7 miles.
715. Then the bulk of the settlers would not be further than 6 miles from the direct line of railway? Not unless you go out north of Trundle; but I have not been out there, and can hardly give an opinion.
716. Take the settlement which lies immediately to the north of Trundle;—if this line is made, will it not be more convenient to them, and will they not be closer to railway communication than going over to Trangie? Of course, when you get north of Trundle you get on to large stations, and you go from one large station to another.
717. Where there is hardly any traffic? Not much.

718. You consider the small settlement in the neighbourhood of Trundle would be perfectly served by the direct railway route from Parkes to Condobolin? Yes; judging from what I have seen of the country. J. M. Stawell,
Esq.
14 Mar., 1895.
719. With regard to ballast, you say there is plenty of sandstone all through the country? It is in places.
720. Quite sufficient of it? Quite sufficient to get ballast without any extraordinary difficulty.
721. Of what character is the sandstone? Some of it is very hard.
722. Suitable for railway ballast? Yes; some of it is regularly crystallised—as hard almost as quartz.
723. Can it be got cheaply? No; you would have to break it—it would have to be quarried and broken.
724. And as far as sleepers are concerned, you think there is very little suitable timber on or near that line? Very little timber of any good at all except for fencing.
725. And all the sleepers will have to come from between Molong and Parkes? Or else out towards Peak Hill. You can get very good timber out there; in fact, we used a great deal of it on the Forbes line.
726. Can you state what was the cost of the sleepers used on the Forbes and Molong line? 3s. 10d. laid on the road.
727. *Mr. Gormly.*] I think a good deal of the sandstone in that country is hard red sandstone? I did not see any.
728. Is it hard? Yes; most of it that I saw was white.
729. Would there be a necessity on portion of the line to make curves or cuttings; you could not run a straight line on the surface? No.
730. You would either make curves or cuttings? You would probably have to do both.
731. And the gullies would have to be filled by moderately large culverts? Yes.
732. A good deal of water runs between the ridges in time of rain? Yes; you would have to provide for that, but nothing extraordinary.
733. But it would be necessary to have fairly large culverts? Not very large, except in one or two instances.
734. But culverts would be required? Yes.
735. Box drains would not do? In most of the gullies you could drain with the box drains.
736. Would they be sufficiently large? Yes.
737. There would have to be some embankments in the gullies? Yes.
738. And some cuttings on the ridges? Yes.
739. Have you gone over the Gap at the Bogan Gate? No.
740. You are not aware whether there would be any necessity for making any cutting across that range? I do not know.
741. The country is timbered? In places.
742. It is mostly timbered? Yes.
743. Some portions are pine scrub? Yes, and oak scrub.
744. It would be necessary, therefore, to clear the line? Yes.
745. Would the cost of the clearance be slight or considerable? Very slight, I think.
746. Have you examined the class of timber about the Lachlan River and Condobolin? Yes.
747. Is there a considerable quantity of gum suitable for sleepers? Yes; there is some excellent gum there.
748. I suppose you have seen railway sleepers sawn out of gum timber? Yes; but unless they are very carefully sawn, they are not much good. They might be sawn across the grain.
749. But if the trees are straight there is no need to cut them across the grain. You say you saw excellent gum on the Lachlan? Yes.
750. I suppose an excellent tree would be straight in the grain? Yes.
751. I suppose you are of opinion that a tree cut in the grain is stronger than a tree cut against the grain? Yes.
752. Therefore, the trees which you say would be good for railway sleepers would be straight? Yes.
753. And if they were straight they would not be cut against the grain? No.
754. Do you think gum sleepers could be procured about Condobolin as cheaply as ironbark sleepers could be procured? I daresay the cost would be much about the same by the time you got them on to the line, because you would have to cart the sleepers back from Condobolin.
755. Because Condobolin would be the wrong end at which to commence? Yes.
756. Therefore, you think that if ironbark sleepers are procured they might be procured cheaper even than gum? Yes.
757. But still gum sleepers could be procured if necessary? Yes.
758. And at a reasonable cost? I think so.
759. Condobolin is situated on a reasonable elevation; it is not at all subject to flood? Not the town itself.
760. It is on a high bank? Yes; it is on a little ridge.
761. Then there would be no flooded land to go over in approaching Condobolin? You can keep out of the flooded land.
762. You have stated that you have travelled on the road from Forbes to Condobolin? Yes.
763. You see the proposed railway line from Parkes to Condobolin marked on the plan? Yes.
764. Does that appear to you to go chiefly outside the flooded country? Yes.
765. It would be well outside the creeks shown on the plan? Yes.
766. And therefore would not be likely to encroach on to the flooded land? No. Just when you are getting into Condobolin it is flooded a little, but there is a bend in the line to the north which avoids the flooded land.
767. In going from Trundle to Condobolin did you come upon any portion of the proposed line before you got to Condobolin? I hit it about 4 miles from Condobolin.
768. Was the country level then? Yes, quite flat.
769. Where a line could be constructed on the surface? Yes.
770. Did you travel on the proposed line any distance from Parkes in the direction of Condobolin before you turned off in the direction of Trundle? No; I turned off straight away from Parkes. I left Parkes and went out in a north-westerly direction.

- J. M. Stawell, Esq.
14 Mar., 1895.
771. Did you have any personal knowledge of the proposed line except within 4 miles of Condobolin? No.
772. But were you approximately near it in going from Trundle to Condobolin? Yes; I was approximately near it, and I know the country from having run a line from Forbes to Condobolin.
773. And the country does not change suddenly there in its formation? The formation changes gradually. It is undulating country, gradually changing down into plain country.
774. But chiefly timbered? Yes; timbered more or less.
775. There is a good deal of outcrop of stone in that country, is there not? In places.
776. Sufficient to find ballast? Yes.
777. In different directions? Yes.
778. Then there would be no need to cart the ballast any considerable distance? No; I think they could run the ballast down.
779. From your observation of the Gunningbland Range, I suppose you are of opinion that ballast and metal could be procured about the Bogan Gate Gap? From what I know of the range north of the Bogan Gate Gap, I should say yes.
780. The range is of stone formation? Yes.
781. Therefore you think that stone exists there? Yes.
782. And that stone should be used if necessary all the way to Condobolin? Yes.
783. By carrying it in the trucks? Yes.
784. Would that be an economical way of conveying the stone? Yes, it would. It is the method generally adopted.
785. By the contractor? Yes; they generally open a quarry at some convenient place and run the ballast from it.
786. And you are of opinion that such a quarry could be found about the gap at the Bogan Gate? I think so.
787. Then all the material required, with the exception of the rails for the construction of the line, could be got in the neighbourhood? Yes.
788. *Mr. Hoskins.*] In performing your duties as supervising engineer, do you inspect proposed lines of railway which have been surveyed, or do you supervise preliminary surveys with a view to ascertaining the best tracks of country for making a railway from two given points? My duties are to supervise railways in course of construction.
789. Therefore you have not in any way been consulted as to the propriety of constructing a railway from Parkes to Condobolin? No.
790. And you have not been over the line? Not the direct route.
791. Can you tell us what would be the extra distance in running a railway from Parkes to Condobolin, if it went *via* Trundle? Seven or 8 miles longer.
792. *Mr. Humphery.*] What is the distance from Parkes to Trundle Lagoon? I could not tell you; but I think about 35 miles.
793. And from Trundle Lagoon to Condobolin? About 32 miles.
794. In the report prepared by Mr. Gilliat he says the distance from Parkes to Trundle Lagoon is 32 miles by road, and thence to Condobolin 40 miles;—does your surveyed line follow the road? There is no surveyed line; I simply rode over the country.
795. Then, is the line, as shown on the diagram plan attached to Mr. Gilliat's report, the route which you took on your flying survey? The line as shown here, going through Trundle, is the line I rode over and reported on.
796. Did you measure the distance in any way? No; only from the surveyed plans and county maps I made the total distance 67 miles.
797. Can you say how it comes about that in this report of Mr. Gilliat the distance is said to be 72 miles? No.
798. Do you think he is wrong? I would not say that. If you have not made a survey of the line it is very difficult to get at the exact length. I would not say he is wrong, and I would not say the direct distance is 67 miles, but that is what I estimated it at.
799. He says the proposed survey is to extend from Parkes to Trundle Lagoon, and thence on to Condobolin, and that that was under contemplation in 1892;—was that proposed survey carried out? No.
800. Can you say at what distance from Condobolin you struck the line shown upon the map from Parkes to Condobolin *via* Bogan Gate? About 4 miles from Condobolin.
801. Will you look at the diagram plan in Mr. Gilliat's report and say at what distance from Condobolin the road by way of Trundle Lagoon is shown to meet the line *via* Bogan Gate? About 5 or 6 miles, perhaps.
802. Would it not be nearer 10? It is 15 miles according to this—at least it is 15 miles to the last mileage. The line here has been deviated from the line I struck. The line since I was up there has been altered. It has been taken further north to avoid the flood waters. Therefore it strikes the direct line further from Condobolin.
803. In this report it says that there is a very large area of flooded country near the river;—did you pass over that country? Yes.
804. Can you say if that is correct? Yes, it is. I do not know what they call a very large area. I would not say a very large area of flooded country.
805. This is said to be a description of the line:—

Passes through an almost uninhabited part of the district, leaving all the populated portion to the north and north-west; and, further, that it passes through leaseholds, station properties, and plains country, which have been almost under water during the past three seasons.

—? That is the direct line; but I have not been over that line, and could not say whether that is right or not.

806. During the time you were in the district did you make any inquiry with reference to the route of what is called the direct line? Yes.

807. Did you gather any information while you were there, so as to be able to make a comparison of the route *via* Trundle with the route *via* Bogan Gate? I spoke to many people about it during my residence in Parkes.

808. But you did not examine the country? No; because I was not instructed to do so. They sent J. M. Stawell, some one else.
Esq.
809. Who? I think Mr. Wickham ran the survey there.
810. But as the distance between the two routes is so short, is it not customary in surveying for a railway to examine the whole country? Yes.
811. If one line is 67 miles, and the other 60 miles only, it would almost appear to be absolutely necessary to examine the whole of the country between the two points? I think that has been done.
812. But not done by the same surveyor? No; when I was sent over that direct line I was at Parkes looking over the construction of the railway from Molong to Forbes, and they sent me on from Parkes to report on this line *via* Trundle.
813. Were you long in the Parkes district? I was there nearly three years.
814. Does your general knowledge of the district lead you to think that a direct route *via* Bogan Gate is better than a deviation *via* Trundle? Yes; I should say it was, taking everything into consideration. I think it would serve the Trundle people.
815. What is the distance between Trundle and the nearest point on the direct route? I could not say exactly. I think it is about 12 miles.
816. Is there any settlement to the north of Trundle? Yes; a little. You get all the large stations when you get north of Trundle.
817. There is no small settlement there? I do not know, because I have never been out there, except a little way.
818. During the three years you were stationed at Parkes what portion of the country did you become familiar with? I was familiar with the country between Molong and Parkes, and Parkes and Forbes.
819. You never went beyond the lines of railway? Never; except I was sent out to report on a line like this.
820. You did not go out west, except on the occasion you went direct to Trundle, and then on to Condobolin? I went on that occasion, and in 1883 I ran a survey from Forbes on to Condobolin. I know that country.
821. Have you read Mr. Gilliat's report? Yes, it was sent up to me.
822. There is a creek between Parkes and Trundle, which you would have to cross? Yes; there is a small creek—the Gunningbland Creek.
823. Would that be an expensive creek to cross? No.
824. Where would be the most expensive portion of the railway? Between Parkes and the Gunningbland Range. After you get over that you get on to flatter country.
825. What length of line would be more costly than the remainder? From 12 to 15 miles.
826. Are you able to form an estimate of what the additional cost of that 12 or 15 miles of railway would be? No; not without having made a survey and taken levels of it.
827. Are you speaking of the railway *via* Trundle or Bogan Gate? *Via* Trundle.
828. That is not the line under consideration? No.
829. *Mr. Trickett.*] Between Parkes and Trundle there is a range of hills marked on the map? Yes.
830. Is that hill considerable? It is in places very steep; but there are gaps in it.
831. If you will look at the map you will see, in the direct line from Parkes to Condobolin, that the railway goes through a gap, whereas if it went from Parkes to Trundle, it would, apparently, have to go right through the hill, or else make a big deviation? It would have to go over more or less of a hill. I take it that where the direct line goes through, the range dies out.
832. If you went direct from Parkes to Trundle, would not the cost be increased by reason of your having to go through that hill, or over it? It would be increased, certainly.
833. Is it a hill which would be crossed or tunnelled through? You would cross over it. You could get over it with a comparatively easy grade of 1 in 80.
834. Would that be by a direct line, or going round a bit? You would have to contour round the hill to a certain extent.
835. Can you say to what extent? No.
836. But a grade of 1 in 80 could be secured there? Yes. That was the conclusion I came to when I went there.
837. How far off the direct route would you have to go to get that grade round the hill. How much would the distance be increased? I should not say it would increase it very much.
838. How much? About half a mile.
839. Then that matter is hardly worth taking into consideration in judging of the two lines? No; the increase of length due to getting over the Gunningbland Range in a length of 67 miles would be a very small proportion.
840. And I suppose the expense would not be very much greater? No.
841. Can you tell us what it cost to construct the Molong to Parkes line? It was let in two sections. I had charge of the second section; that was from the Parkes end. It was about from half way between Parkes and Molong into Forbes.
842. Can you tell us what that cost per mile? I think about £130,000 for 41 miles.
843. That is about £3,200 a mile? Yes.
844. Was that irrespective of land resumption? Yes.
845. *Mr. Gormly.*] Does that include rails? Yes; I should say it would, speaking from memory.
846. But the contract, as let, usually does not include rails? Yes; but the contract was let for a good deal under £130,000.
847. *Mr. Trickett.*] As compared with the proposed line, or with that portion which you have seen, how does the Molong to Parkes line stand in regard to engineering difficulties? The Molong to Parkes line is very rough in places.
848. Is it rougher than the part you saw from Parkes, *via* Trundle, to Condobolin? Much rougher.
849. Therefore, the Committee can reasonably infer that this will be a much cheaper line? Much cheaper even if it were built on the same principle as the Molong to Parkes line.
850. The line from Molong to Parkes was not a pioneer line? No.
851. What depth of ballast was put upon it? Six inches under the sleepers.
852. And were the sleepers of first-class character? Yes, first-class ironbark sleepers.
853. And more expensive sleepers than would be used on this railway? Yes.

J. M. Stawell, Esq. 854. What is the least thickness of ballast that would be required to make this an efficient line? I should say 3 or 4 inches.

14 Mar., 1895. 855. Do you think it would be advisable on this red loamy soil to dispense altogether with ballast in some parts? I think it could be done provided you put in more sleepers.

856. You know the Berrigan line? I know the district.

857. Is this country somewhat similar to that? No; it is more undulating than that. It would cost more to make this line than a line in the Riverina Plains.

858. But if you dispense with ballast and have more sleepers, I suppose it is as broad as it is long with regard to expense? There are some places where you must have ballast.

859. But you think where ballast is required the country is of such a character that 3 or 4 inches thickness would suffice? I think so.

860. And there would be no fear of the line being washed away. There is a big spread for the water there? I think with the ordinary water-ways there would be no fear of the line being washed away.

861. Did you see any damage done to the line which was under your supervision from washaways during the three years you were resident in the district? No; there was no damage done there. We had the water a little way up the bank in one or two places, but nothing of a serious character.

862. Is it not usual in the Department when a gentleman is sent to report upon a projected line that the same persons should see the various lines, so that they could give us the benefit of comparison? I do not think it is. They send some men to do one line and some men to do another.

863. For instance, if you had been over the direct line, what a great advantage your evidence would have been to us for the purposes of comparison? It would have been; but I do not suppose they thought of it. I know the country pretty well, although I have not been over it.

864. *Mr. Davies.*] How long have you been in the Department of the Engineer for Railways? Since January, 1882.

865. You stated in reply to questions put to you, that you had control over the construction of the Parkes to Molong line? Of the second section of it.

866. You stated that the cost of the line was £3,200 a mile? Approximately.

867. Would you be surprised to know that the estimate of your chief was £6,000 a mile? No.

868. Can you tell the Committee whether the road was constructed within the estimate? It was. That estimate may have included the two sections. The first section was heavier than the second section; and I am only speaking of the second section.

869. I find from the report of the Public Works Committee recommending the construction of that line the following:—

The estimated cost of the proposed railway is £430,100, or something more than £6,000 per mile; but this, the Acting Engineer-in-Chief for Railways states, can, to a certain extent, be reduced. The cost of the line as far as Parkes by the Flagstone Creek route is set down at £329,700, or £6,444 per mile; and this estimate, it is represented, can be reduced by £67 a mile, which would make the total cost to Parkes £306,000. For the length from Parkes to Forbes the estimate is £100,400, or £4,950 a mile; this can be reduced to £90,450, or £4,412 per mile. In each case the estimate of cost is exclusive of land and compensation.

Do you think those figures are likely to be more correct than the statements you have made to the effect that the portion of the line over which you had supervision only cost £3,200 a mile? No; I think my statement is nearer the actual cost.

870. You do not believe it cost £4,000 a mile? Not the running road which the Committee asked me for. They asked me for the price of the earthworks, culverts, fencing, and things like that.

871. The estimate of the Engineer-in-Chief in connection with the line under consideration is £300 a mile for earthworks;—are you of opinion, from your knowledge of the country, that that is too high an estimate for earthworks? No.

872. He estimates as follows:—

Earthworks	£300	
Culverts and bridges	120	
Fencing, $\frac{1}{2}$ of £100 ..	17	
Level crossings, stops, gates	60	
Permanent-way materials	630	
Laying, 1s. 6d.	132	
Ballasting, 3s. per lin. yard ($\frac{1}{2}$ of £264)	66	
Sleepers, 2s. 6d., 2,400	300	
		£1,625
Station works and sidings, water supply, turntables, &c.	213	
Mileage-posts, &c., and signals	15	
		228
		£1,853
Engineering and supervision		93
		£1,946
Contingencies, about 8 per cent.		154

That is a total of something like £2,100 per mile for the construction of the line from Parkes to Condobolin. Do you think the estimate for the construction of that line is sufficiently liberal in view of the knowledge you must have acquired in connection with the construction of the line to Parkes? I am hardly in a position to answer that question, because this proposed line is altogether different from the line upon which I was engaged. I understand it is to be a pioneer line, and I really do not know what work Mr. Deane wishes this estimate to include. I have had no conversation with him on the matter, and I could not say at all.

873. But do you think his estimate is sufficiently liberal? I cannot well answer that question until I know what he includes in his estimate. I do not know, for instance, how much ballast he is going to put on or how many sleepers he would use.

874. But you gained some knowledge and experience during your three years' residence in Parkes supervising the construction of the railway to Parkes;—can you not tell us, judging from the prices which existed then and the work which was done, whether it is probable that a railway could be constructed for the sum I have just mentioned? Not unless you tell me what sort of a railway you propose to construct.

875. A railway of an ordinary character, to carry the traffic of the district, the railway to be ballasted and the sleepers to be supplied at 2s. 6d. each, which, I suppose, would be the general price? It depends on the general price. You could not get the sleepers we used on the Molong to Forbes line for 2s. 6d. each. We paid 3s. 10d. for them.

876. Is there not a great difference in the cost of labour and the productions of labour now, compared with the cost when you were engaged in the construction of the line to Forbes? I do not think so.
877. You do not think these things can be obtained cheaper now than then? No.
878. Do you think rails can be obtained cheaper now than they used to be? Yes; the price of steel rails has fallen a little.
879. But the price of sleepers has not fallen? I do not think you would get sleeper-cutters at Parkes to cut the sleepers a bit cheaper than they did a year ago. If Mr. Deane has estimated the sleepers at 2s. 6d. each, I do not think he can intend to have first-class ironbark sleepers.
880. Do you know of any portion of the line which was under your supervision between Parkes and Molong which could be built for anything like the price this line is estimated to be built for? You could not build any portion of the Molong to Forbes line for £2,000 a mile—not in the way we handed it over.
881. Do you still maintain that the portion you have control over was laid down at £3,200 per mile? I say approximately—to the best of my knowledge.
882. How far did you go when you explored this direct line? I never explored it at all.
883. What line did you explore? I explored the line by Trundle.
884. You went to Condobolin? Yes.
885. You had no survey? No; I rode over the country.
886. The country is pretty much the same after leaving Trundle, going through Condobolin? It is generally undulating, going into flat country.
887. Have you been through the Bogan Gate? No.
888. You made a trial survey between Forbes and Condobolin? Yes, nearly into Condobolin. I did not quite finish it.
889. The country is broken and subject to flood between Forbes and Condobolin? No; it is very flat, but plain country most of the way.
890. And easier for a line of railway than it is *via* Trundle? Yes.
891. How much longer would Trundle be as compared with Forbes to Condobolin? I have never measured either distance right through, but I should say from my general knowledge of the country that the Trundle route would be 7 or 8 miles longer.
892. But you have never been over the direct route as surveyed and submitted to the Committee? No.
893. You do not know very much about the country as far as the direct line is concerned? No.
894. But from your general knowledge you are able to say it is pretty much of the same character as that by way of Trundle? It is easier.
895. And consequently it would be cheaper to construct a line of railway? Yes.
896. *Mr. Molesworth.*] I understand you only made an estimate of the distance from Parkes to Condobolin, *via* Trundle;—you had no means of measuring when you made that inspection? I measured the distance off the county maps.
897. At the same time you do not think that is altogether reliable—it is only a rough estimate? I would not say it was right to 2 or 3 miles.
898. You would not be surprised to find that there was a difference of 5 miles between your rough estimate and the estimate given by Mr. Gilliat? No.
899. You think it is possible that Mr. Gilliat might be correct? I do not think he would be more correct than I am.
900. But would he not have measured it? I do not know what he did. He may never have gone over the line at all for anything I know.
901. Who was the officer who pegged out the ground of the proposed line from Parkes to Condobolin as shown on the plan? I know Mr. Wickham did some, and Mr. Chalmers did some, and there are two surveyors up there now altering the line. The direct line was run six years ago. That was staked by Mr. Wickham.
902. Now there are two surveyors altering the line? Yes; in order to cheapen the work.
903. Then they have not quite finished? No.
904. Are they altering it with a view to bringing it further northward to avoid severance of property as well? No; I think it is with a view to cutting down the grades, and cheapening the earthworks.

TUESDAY, 19 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Railway from Parkes to Condobolin.

Alfred Brown, Esq., First Clerk, Valuation Branch, Department of Public Works, sworn, and further examined:—

905. *Chairman.*] You have some information in regard to the Molong-Parkes Railway and the Parkes-Forbes Railway? Yes.
906. What information is it? I have the area of land, and the amounts paid per acre, on the Molong-Parkes line and the Parkes-Forbes line.

A. Brown,
Esq.
19 Mar., 1895.

A. Brown, Esq. 907. Have you divided it into suburban and country lands? Yes; the information is as follows:—

AMOUNTS paid for Suburban Land.

19 Mar., 1895.

	Area.	Land.	Buildings.	Severance.	Rate per acre for Land only.	Rate per acre for Land, Buildings, and Severance.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Molong to Parkes	19 3 5	900 13 8	203 10 0	456 1 10	45 10 8	78 17 6
Parkes to Forbes	9 0 35	443 6 0	5 0 0	.....	48 2 2	48 13 0
For Country Land.						
Molong to Parkes	292 2 23	1,833 8 0	25 0 0	1,218 4 6	6 5 3	10 10 3
Parkes to Forbes	2 0 6	6 14 6	.....	11 4 0	3 6 0	8 15 11

PROBABLE Amounts to be paid for Suburban Land.

	Area.	Land.	Buildings.	Severance.	Rate per acre for Land only.	Rate per acre for Land, Buildings, &c.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Molong to Parkes	16 3 19	1,016 9 1	.....	5 0 0	60 5 2	60 11 0
Parkes to Forbes	5 0 19	144 3 7	483 19 11	15 0 0	27 10 0	125 13 0
For Country Land.						
Molong to Parkes	69 2 14	501 9 4	.....	75 0 0	7 4 1	8 5 8
Parkes to Forbes	4 1 36	124 0 0	.....	101 0 0	27 14 2	50 5 7

Harry A. Gilliat, Esq., late Examiner of Public Works Proposals, Department of Public Works, sworn, and examined:—

H. A. Gilliat, Esq. 908. *Chairman.*] Do you know the proposed line from Parkes to Condobolin? I made a report upon it in 1892, which was printed.

909. *Mr. Hayes.*] At the time you went out to make an examination of the district there were three existing surveys? Yes.

910. The first from Parkes, *via* Bogan Gate, to Condobolin; the next from Forbes to Condobolin; and a deviation from that survey somewhere near the Lachlan River;—were those the three routes you examined? That and the line *via* Trundle.

911. You examined them all? I went over the greater part of the line from Trundle, although there was a small portion between Trundle and Condobolin which was not examined. It was a country I knew about. I had acquired sufficient information. It was all flat land, and there were no engineering difficulties.

912. With reference to settlement—where is the largest settlement, taking Trundle to the north and the river to the south? At the time of my examination, I have no doubt the largest settlement was around Trundle. Most of the land available for selection had been taken up in the immediate neighbourhood of Trundle.

913. Does the same remark apply to the Crown lands between that and the river? The Crown lands on the river had been very largely purchased by the run-holders, and where exchanges were desired to be effected on outlying purchases by the run-holders, they were trying to consolidate upon the river. The owners of Burrawang—the Edols—were attempting at the time I was there to consolidate, I think, some 30,000 acres which they owned in the back country upon the river. That, I believe, has since been carried out.

914. Is not there a very large area of leasehold land on the proposed line direct from Parkes to Condobolin? The evidence given by Mr. Sharpe, the district surveyor, showed there were 238,000 acres which, when the leases fell in, would be available for special areas. This he described to me as being land of the very highest quality.

915. When the leaseholds fall in will there, in your opinion, be a considerable settlement on these lands? Mr. Sharpe, in his evidence, stated distinctly that the 238,000 acres would probably be absorbed within eighteen months or two years, in special areas not exceeding 640 acres.

916. From your personal examination of the district, are you of opinion that this land is specially suitable for agricultural purposes? I think it is admirably adapted for wheat-growing.

917. Is there a sufficient rainfall? The rainfall tables given at the end of my report seem conclusive of that. They include some of the driest years of the drought. Mr. John Dawson's evidence—and he has resided thirteen years, I think, in Condobolin, which is still further west, with a declining rainfall—shows that he has grown wheat during the whole of the time he has been there, and after an experience of sixteen years in South Australia, and, I think, ten years near Albury, he considers the 14,000 acres of land he holds there—of which he was, cultivating 200 acres chiefly in wheat—better than either of his previous farms.

918. Is there a large settlement in the immediate neighbourhood of Condobolin, say, within a radius of 15 miles? Do you mean an agricultural settlement?

919. Small holdings? No; that is the difficulty. They can hardly be called farms—they range as high as, 14,000 acres. They run from 5,000 to 14,000 and 15,000 sheep.

920. That class of settlers, then, is not very numerous? No; the whole of the farms about Trundle are large.

921. In using the term special areas, do you use it as meaning agricultural land? Yes.

922. Then, the remaining Crown lands in the immediate neighbourhood of Trundle—within 10 miles of it—are not suitable for agricultural purposes? That is Mr. Sharpe's statement, and he is a gentleman of sixteen years' experience in the district. The other evidence I had was that as you went north from Trundle the land became inferior. As you went south from Trundle the land improved.

923. That would be practically on the Bogan Gate line? Yes.

924.

924. That is on the line from Bogan Gate to Condobolin? Yes; that is the direct survey.
925. From your examination do you think there is likely to be a large increase of population if the railway is built in the near future *via* Bogan Gate? That, of course, would depend upon what time the leaseholds are liberated. There are certain reserves, but the great bulk of the country to which my report refers was under lease, which, I think, was to fall in in June of this year.
926. But, as you are aware, those leases in that district have all been extended? Yes.
927. Up to five years? I am aware of that.
928. Speaking briefly, then, you recommend the construction of the line? I recommended that as, on the whole, in my opinion, the most suitable line.
929. Did you look into the question of traffic—as to whether the line would be a profitable one if constructed? I stated at the time I made the report that I thought the case was one for the construction of a pioneer line—a cheap line as suggested by Mr. Eddy in his Railway Report for 1891.
930. Do you think a cheap pioneer line of the character suggested by Mr. Eddy would obtain sufficient traffic to pay interest and working expenses? I hardly think it would.
931. Do you think the future development of the country would make the line pay? I think that if this land is to be acquired by settlers future development will make a pioneer line pay.
932. Do you know anything of the country going to the west from Condobolin? I have been through from Condobolin to Cargellico and from Cargellico to Hillston.
933. What is the character of the country going down west as far as Lake Cargellico? I think it deteriorates as you get down the river. There is some very good land in patches, but I do not think the land back from the river is equal to this special district of which we are speaking.
934. Do you think that when you go west of Condobolin you get outside the agricultural area? I should be sorry to commit myself to making a positive statement. There is no doubt the rainfall averages I obtained, and which were printed in my report, from the line from Hillston, showed that as you went to the westward the rainfall decreased very appreciably.
935. But mere rainfall is not altogether reliable as a guide to wheat-growing? I saw some very fair wheat grown at Hillston, but still I do not think it is comparable for a moment with the country we are talking about. The wheat-growers all state that if they get the rainfall at the proper time of the year they can put up with a moderately dry season for the rest of the year.
936. Having made a personal inspection of the route, do you think a line direct from Parkes *via* Bogan Gate would be the most advisable line to construct to serve the interests of all parties? I think so.
937. You are not in favour of a deviation *via* Trundle? No.
938. These large areas held by the settlers about Trundle prevent the settlements being concentrated about Trundle itself? Yes, and actually from the township or village of Trundle to the nearest point of the Bogan Gate line the distance would not be more than 10 or 12 miles.
939. Quite sufficiently near for the inhabitants? Yes.
940. Is the settlement about Trundle on the large areas held by one or two individuals? Yes; the two witnesses who presented themselves for examination at Condobolin showed that they held from 14,000 and 7,000 acres. John Dawson, I think, holds 14,000 acres, and a man named Crouch holds 6,000 acres.
941. I see you have a return giving the names of owners of land, and the quantity held by each in the vicinity of Trundle? Yes; that was collected by the Progress Committee.
942. According to that return there are not very many large landowners? No; there are a great many holding about 640 acres freehold. Walter Berry owns and manages 10,000 acres at Trundle along with his brothers. Thomas Carey, farmer and grazier, owns 7,000 acres; George Simmons owns 5,160 acres.
943. *Mr. Roberts.*] When you started out on your mission, was your object to report upon the proposed extension of the railway from Parkes to Condobolin *via* Trundle? Yes.
944. Is that what you were really asked to report upon? There were no previous papers in the matter; but a letter was received from a resident of Trundle, and was forwarded to me with instructions to make inquiries upon the various routes.
945. That was sent at the request of the Minister for Public Works? My instructions were received from the Minister for Public Works.
946. To report as to the desirableness of constructing a railway from Parkes to Condobolin? Yes; and upon this unsurveyed line *via* Trundle.
947. You set out with the view of reporting on the proposed line from Parkes to Condobolin *via* Trundle? Yes.
948. Am I to understand that, having visited the district, you are impressed with the fact that a more desirable route would be by way of Bogan Gate? Yes, for the reasons I state in my summary; that is, that there was a large area of land which, at that time, was expected to be thrown open from lease in the course of a year or two.
949. Is that land specially adapted for agricultural settlement? It is excellently adapted; it is very high-class land indeed.
950. And, I suppose, in making your recommendation the lesser distance would be taken into consideration? To some extent. I think the principal object which moved me in the matter was, that there were 240,000 acres of very high-class land which would be thrown open in 1895. That would all be alienated in special areas not exceeding 640 acres. The district surveyor stated that it would be all taken up within eighteen months or two years, and that would concentrate settlement along the line.
951. Do you think the people about Trundle would be sufficiently served by a line going by way of Bogan Gate? As I have just stated to Mr. Hayes, the areas alienated around Trundle are of very considerable extent, going as high as 7,000 and 10,000 acres, and, of course, the settlement is not very concentrated.
- 952-3. Is there any town at Trundle? There are three or four small buildings, that is all—a public house, a blacksmith's shop, and I think three or four buildings.
954. Trundle is surrounded by very large holdings? Yes; which diminish in quality as you extend to the north, and improve as you go to the south.
955. Is it a fact that the soil is very much better to the south of Trundle? Yes.
956. Have you been to Condobolin? Yes; I examined witnesses at Condobolin—I think in April, 1892.
957. Is it a fact that there are about 800 settlers around Condobolin? The selections, as shown by the witnesses in my report, are still of that large character. The two Dawsons, between them, I think, own something like 21,000 acres. James Dawson has 14,000 acres, John Dawson 4,000, and Hezekiah Crouch 6,000 acres.

H. A. Gilliat,
Esq.
19 Mar., 1896.

- H. A. Gilliat, Esq. 958. What is the general character of the country between Parkes and Condobolin by way of Bogan Gate? It is generally flat and of rich red soil, differing from the black soil on the river frontage.
- 19 Mar., 1895. 959. You met the black soil, I think, between Forbes and Condobolin? Chiefly between Forbes and Condobolin.
960. Then, it would appear to you as being specially adapted for a light line of railway? Excellently adapted for a pioneer line, as suggested by Mr. Eddy. There appear to be no engineering difficulties at all. It was alleged that there was a creek which came down heavily at the Condobolin end; but I went out there with the stock inspector, and examined a portion of it, and he and several other witnesses assured me that there was nothing serious there at all. The engineering difficulties are greater on the Forbes line.
961. You met with a different character of country there? Yes.
962. *Mr. Davies.*] The rainfall in the district you visited in 1892 seems to be a very irregular one? It varies from year to year.
963. You stated just now it was a good district for wheat-growing? I stated that all the evidence I received was to the effect that it was a good wheat-growing year—that the different farmers who have been growing for fourteen or fifteen years, long enough to justify them in forming an opinion, succeeded in getting crops which justified them in continuing its cultivation.
964. Are you of opinion that, with a rainfall such as you have shown in your report, it will be recognised by agriculturists as a reasonably fair district for wheat-growing? I think that the average rainfall given is sufficient for wheat-growing.
965. And the evidence you obtained on your visit confirmed that impression? Yes.
966. And from your visit, after passing over the proposed line, you are strongly of opinion that it would be a line easy of construction? Yes.
967. A most inexpensive line? Yes; the Bogan Gate line. And I think there would be very little difference in the cost of a line to Trundle, the character of the country being the same in both cases.
968. You know the difference in the distance between the Trundle line and the Bogan Gate line? I think there is from 7 to 8 miles difference.
969. And you favour the line being constructed? Yes; it is the most direct line, and goes through the largest amount of unalienated Crown land of a superior quality.
970. Has there been a good deal of settlement around Condobolin? Yes, a very considerable amount of settlement in large holdings.
971. What do you call large holdings? One which Mr. James Dawson holds is 14,000 acres; another which Mr. John Dawson holds is 7,680 acres, and another which Mr. Crouch holds is 6,000 acres.
972. But there is a large population in the district of Condobolin? Upon that I was unable to get a return. The Condobolin people took so little interest in the question of the railway, that although they were written to about three months in advance to prepare a return for me, they failed to do it.
973. Is most of the land held by conditional purchasers or in selection areas? The land is held by selection with a conditional lease attached.
974. When did you visit the district? In 1892.
975. Have you been there since? No.
976. But you strongly recommend in your report that the line should take the direct route? I did not strongly recommend the railway at all; I merely left that matter open to be decided. I thought the general interest of the district would be best served by the route surveyed from Parkes *via* Bogan Gate.
977. And you have seen nothing since to alter your opinion? I know of nothing. Of course there is one matter which has altered very much since then, and that is the extension of the leases. If those leases are closed for the present, then the principal reason for carrying the line *via* Bogan Gate is also closed.
978. Do you think the wool of the district would come by this line from beyond Condobolin and around Condobolin? Yes; but I doubt very much whether the wool would justify the railway.
979. You are aware that the mails travel, at the present time, by the ordinary coach and horses between Parkes and Condobolin? Yes.
980. Would £720 a year be a large estimate for mails? I should fancy so. I have not looked into the mail contract, but I should be surprised if that amount was paid.
981. What if the Secretary for Railways states that £720 a year is the estimated earning on account of mails? I should have nothing further to say then.
982. Do you think that the sum of £5,122 10s. would be a large estimate for the railway to earn from the carriage of wool, live stock, and other commodities? That I am not prepared to say. I frequently had evidence given to me as to the probable earnings of a railway by the transport of live stock; but all the inquiries I have made from the Railway Department have shown that the transport has been very inconsiderable indeed.
983. The Commissioners estimate that they will receive £1,972 10s. from passengers and mails;—from your knowledge of the district do you think that is an excessive estimate? The Commissioners, of course, are far better able to judge as to the growth of traffic and the earnings of a railway. I should not be able to form any estimate of that character at all.
984. You would not think, then, that so large a sum would be realised from the carriage of passengers and mails? There is no doubt that the opening of a railway increases traffic, and increases it very largely.
985. Did you observe very much traffic upon the ordinary mail coaches between Parkes and Condobolin? To the best of my recollection there was no coach between Parkes, Trundle, and Condobolin. I do not think there was any mail *via* Bogan Gate. I think the mail went entirely by Trundle, and if I remember rightly it went by buggy in fine weather, and on horseback in wet.
986. You have no recollection, then, whether there was an ordinary mail coach? I do not know what has occurred since I was there; but I am almost confident that when I was there there was no coach running.
987. Then if there was no coach running there would be no passengers taken? People going to Parkes went in their own vehicles.
988. Have you any knowledge of the wool traffic coming from Condobolin to Parkes? I think there is a return in my report by the Mayor of Condobolin. He averages the estimate of wool in the Condobolin district at 5,104 tons, and you will see in the same return his estimate of the stock traffic between Parkes and Condobolin and Condobolin and Parkes.

989. Was there much traffic by way of Trundle? At that time, the greater part of the settlement being around Trundle, I do not think the road *via* Bogan Gate was used at all, or very rarely, by persons who had business that way. I think the Trundle line was the one chiefly used.

H. A. Gilliat,
Esq.
19 Mar., 1895.

990. Do you think an estimate of this kind would be realised: It is estimated by the Railway Department that 2,000 tons of goods, averaging 3d. per ton per mile, and earning £1,500, will be carried, and 1000 tons at 2d. per ton per mile, which will be £500;—do you think that will be realised? Yes; I should think it will. There are 5,000 tons of wool which will come away from the district. It will all depend whether the whole of it is sent by rail or not. You are probably aware that since the line from Molong to Parkes has been completed, wool and goods are still going by road.

991. Then, if the Commissioners estimate that they will carry 5,000 tons of wool from Condobolin at 2d. per ton per mile over the whole of the distance, at 10s. a ton, or £2,500, you think it will be realised;—do you think that that would be within the mark? In the first place I should reduce the average of wool, because I doubt very much whether the sheep in the district average 5 lb. per head.

992. Do you think they would carry 1,000 trucks of sheep at 17s. 6d., or £875 a year? It is a difficult question to answer whether people will truck or not. Of course, in order to save the sheep's lives in the dry season, it is quite possible they would do so, but if there was good grass I do not think they would; I would not.

993. You could not say whether these figures are likely to be realised? I could not.

994. But you admit freely that the country is of a character in which a cheap railway should be constructed? Yes; if the land was available for selection, there would be, within a very brief period indeed, a largely and fairly concentrated settlement, which would tend to pay a revenue to a light line of railway.

995. *Mr. Lee.*] When you went to the district in 1892, had the tenders been let for the construction of the line from Molong to Parkes? That line was in course of construction at the time.

996. What was the object of your going to the district at all at that time? I went under instructions from the Minister.

997. Was it to provide for some extension in the future of the Molong to Forbes line? I fancy that the matter was initiated by letters from Trundle applying for an examination of the line that way, before any decision was arrived at with reference to the three surveys then actually in existence.

998. And that was the reason you went *via* Trundle? I think so.

999. If you had gone out unfettered, probably you would have taken the direct course from Parkes to Forbes or Condobolin? I should not have dreamt of going to Trundle—not with the evidence which was placed before me. I may say that before visiting any of these places I wrote to the principal men in the district—that is, to the Mayors of Parkes, Forbes, and Condobolin, and the Secretary or President of the Progress Association, or whatever they call it, at Trundle—stating that I would be there on a certain day, and giving them some two months in advance in which to have certain facts and figures prepared for me.

1000. Did you personally see much cultivation about Trundle? There was very little to be seen—the evidence shows it.

1001. But did you see any? No. As a matter of fact, about Trundle they said, "If we have a line of railway we will do so and so, but at present it does not pay us to do it."

1002. Trundle depends entirely, then, upon pastoral pursuits? Yes.

1003. Was that your first visit to Trundle? Yes.

1004. Did that happen to be a good season? 1892 was, if I remember rightly, a very fair season indeed.

1005. In the course of your examination there, did you discover that at times that country is extremely dry? I had the returns which were furnished to me, and I know the country around Hillston and to the westward intimately. I have been there at different times, and know exactly what it is in a dry season.

1006. It is practically abandoned in droughty seasons, is it not? I scarcely think that the Bogan Gate country is as bad as that.

1007. What special reason did the Trundle people lay before you when you got there? Simply that they had what they considered a large settlement.

1008. Trundle is about 32 miles from Parkes? Yes.

1009. If a line were constructed it would bring the Trundle people within 12 miles of railway communication? Yes; if the line goes to Bogan Gate.

1010. Amongst other witnesses you examined at Trundle was Mr. H. H. Croft? Yes.

1011. Mr. H. H. Croft told you he had resided for ten years in the district, that he owned 2,550 acres of land, and had 12 acres under crop? Yes.

1012. Christopher Francis, another witness, told you he had 15,000 acres, and had been resident five years, and had 60 acres under crop; Walter Berry, a farmer and grazier, owning and managing 10,000 acres, resident five years, had 8 acres under crop; Thomas Carey, owning 7,000 acres, and resident nine years, had no land under crop; A. Fell, farmer and grazier, resident at Trundle seven years, owning 2,570 acres, had 10 acres under the plough; therefore, whatever opinion you might have formed as to the quality of the land, there was some good reason why it was not put under crop? Yes.

1013. What was the reason? These men all assert that it does not pay them to grow where they have to carry their produce such a distance to market. My experience is that wherever you get men with these large areas, they find it cheaper to live off the grass than by farming, and they will not do it. That is one of the reasons why I considered the area about Bogan Gate which would be alienated in 640 acres would be the better one for a line.

1014. One witness, H. A. Croft, had been examined by the Sectional Committee on the Molong to Parkes railway some two years prior to your visit. He resides at Trundle, and he was asked these questions:—

How far are you from Parkes? Thirty-two miles.

Is that not too great a distance over which to cart grain to a railway? No. Usually, the settlers consider that if they are within 20 miles of a railway, and can make one day's stage with a load of wheat, they are all right.

This is the same gentleman who appeared before you, and who has 10 acres under cultivation? Yes.

1015. As a matter of fact, you happen to know that in other parts of the Colony they cart their wheat regularly 20 miles and more to the nearest railway? I was engaged on the Berrigan inquiry, and I know for how far they had to cart theirs, and I know they complained very bitterly.

1016. If it were possible in the case of Berrigan, it would be possible in the case of Trundle? Quite possible.

- H. A. Gilliat, Esq.
19 Mar., 1895.
1017. If these people were satisfied in 1890, to draw their wheat 32 miles, do you not think they would be well served if they have only to draw it 12 miles? Unquestionably; and that is my recommendation.
1018. Were you impressed with the settlement around Condobolin? Not particularly.
1019. Did it appear to you to be of a good character? Yes; what there was of it. Most of these men are either old Victorians or Murray River farmers. They are really farmers, a great many of them; and, as you will see, their evidence is different from that given by the Trundle people. They have a much larger area under wheat.
1020. Did it occur to you that there were 500 or 600 selectors there? That I could not get any positive evidence upon. I asked for a return, and they took so little interest in the matter that they did not make it out.
1021. In what respect does Condobolin stand, as far as the prospects of wheat-growing are concerned, as compared with Trundle? Condobolin is more to the westward. As I stated before, the rainfall average tends to decrease as you go to the west. In examining a witness, one places more or less value upon the evidence given as he recognises the personality of the man. Most of the men who gave evidence about Condobolin were men of a superior stamp. One man had been there for thirteen years, and said he had had a fair average crop during that time.
1022. Were you not surprised to find it? I was; I did not expect it. My own belief, and I will not say I have been converted yet, is that the wheat district will hardly extend to the westward of Narrandera.
1023. In any case there must be seasons occasionally when wheat crops will be an utter failure? Yes.
1024. And on the whole, the traffic for a line would largely depend upon wool and station produce? Yes; and the density of settlement.
1025. Did you go into the larger question of policy as to retaining the trade for our own country? That was a little beyond my function. My instructions were to report upon certain points, and not to deal with others.
1026. Did you touch Forbes in your inquiry? They took no interest. I spent a week there.
1027. They were dormant? Absolutely.
1028. Has anything occurred since the date of your report which caused you to alter your opinion in any way? The whole of my report in favour of that line rested upon the alienation of the 238,000 acres. If these leases are all extended, the ground for the railway going through there is to a large extent altered; there is not so much justification for it.
1029. But it will not interfere with the possible traffic from Trundle? There we come back to the old point again, and that is, that with these large areas they find it cheaper to live off of the grass than off of the cultivation.
1030. *Mr. Molesworth.*] Have you traversed the route of the proposed line direct from Parkes to Condobolin *via* Bogan Gate? Not the whole way. I have been from Parkes to Bogan Gate.
1031. That is only about 20 miles? Yes; and then I have also been 10 miles from Bogan Gate towards Condobolin, and from the Condobolin end I also made an examination out.
1032. About how much of the proposed route do you think you have missed? I suppose I have been over 40 miles out of the 60.
1033. Have you any knowledge of the character of the country over the 20 miles which you have not traversed? As far as I could learn, there were no engineering difficulties. I think it would be possible to run a light line of railway there.
1034. You think there would be no difficulty in running one of these pioneer lines? I do not think so. I have made careful inquiries, too, from well-known residents in the district, as to the effect produced in heavy flood time, and they state that there would be no difficulty arising from that.
1035. Would the Gunningbland Creek require a large span of bridge to cross it at Bogan Gate? No; nothing very large at all.
1036. I understand you completely examined the line between Condobolin and Parkes *via* Trundle? That I went over in the same way. I went over one end of it. I went through to Trundle, and examined it from the Condobolin end.
1037. Are you of opinion that the direct line, as now proposed, would sufficiently serve the people of Trundle? I think so.
1038. The settlement about that district is more to the south than to the north of Trundle, is it not;—there is more settlement to the south than to the north? The larger properties, I think, lie to the south. There is a greater area to the south alienated. I think the bigger properties lie there.
1039. You have no hesitation, from your knowledge of the country, in recommending the direct route *via* Bogan Gate? No.
1040. *Mr. Chanter.*] When you were requested by the Works Department to inquire into the construction of a line *via* Trundle, I suppose you gave everyone in that locality full notice of your visit? I think that I gave them two or three months' notice.
1041. And the residents of the various districts affected were fully aware of your visit? Yes, for some time beforehand. I wrote to them, arranging a convenient time to meet them.
1042. And you did, as a matter of fact, take a considerable amount of evidence from various persons in that locality? Yes, all they desired to produce.
1043. Refer to the evidence of Mr. J. A. Rose, at that time Mayor of Parkes;—would you consider him a reliable witness? He was the Mayor of Parkes. He was the head of the Borough Council, and a man who had given evidence before the Committee on the Molong-Parkes-Forbes line.
1044. He says in his evidence that there is a considerable settlement at Burraburra, extending 30 miles north of Trundle;—did you traverse it? As far as I can find out, that is very scattered, and when he said "considerable," I think he meant that there was settlement there. "Considerable" is, perhaps, a vague term. I could not find anyone who could give me information as to what actually was there.
1045. Would you consider his statement that Burraburra, extending 30 miles north of Trundle, would be the area affected by the proposed line from Parkes to Condobolin *via* Trundle? My own experience goes to show that the people will not grow much agricultural produce if they have to haul it 30 miles, where they hold these large areas, they depend more on the grass than agriculture.
1046. In his evidence he also said that there is a large settlement between Trundle and Condobolin? As far as I could learn there was not.

1047. Did you traverse the route? Not the whole of it; but I had evidence at each end. I made H. A. Gilliat, Esq. inquiries; but where these large selections are held they do not lie very closely. It is impossible.
1048. This Committee may safely assume that there is some settlement 30 miles north of Trundle? Yes. 19 Mar., 1895.
1049. And that there is also some settlement between Trundle and Condobolin? Yes.
1050. And you yourself say that there is more settlement about Trundle proper than there is further south to Bogan Gate? Yes; there is no land further south available. That is under lease.
1051. Then the settlement which has already taken place in that locality has taken place about Trundle? That was because the resumed areas were all taken up at once.
1052. And there was no possibility then of the selections being taken up along the proposed route *via* Bogan Gate? Not until the leases were vacated.
1053. You are aware now that these leases have been renewed for a further term of five years? Yes; and as I said in answer to one member of the Committee, that makes a very material change in the conditions.
1054. Do you know the Rev. F. G. Neild, incumbent of the parish of Parkes at that time? Yes.
1055. Would his position necessitate his travelling about the district very materially? Yes.
1056. And he should have become fairly well seized of the requirements of the district? Yes.
1057. In his evidence he states, "The extension of the railway from Parkes, *via* Trundle, to Condobolin would serve the larger population"? I have no doubt of that at present.
1058. I am speaking now of the evidence given before you at that time? Yes.
1059. Refer to the evidence of Mr. A. Pholeros, a resident of Parkes for fourteen years. These three people are all residents of Parkes? Yes.
1060. So that they are not likely to be influenced in favour of Trundle, Bogan Gate, or elsewhere? Yes.
1061. Mr. Pholeros corroborates by saying that a larger population will be served by a line *via* Trundle, and consequently a better revenue obtained, while at the same time the line would pass through a better class of country;—have you traversed the road from Parkes to Condobolin *via* Bogan Gate? No; only a portion of it.
1062. How far from Parkes? I went from Parkes to Bogan Gate, and I went 10 miles beyond. That would be about 30 miles altogether at that end.
1063. What part of the year was it when you made the inspection? March or April, 1892.
1064. That would be the dry season of the year? Yes.
1065. Did you make any close inspection of the natural features of the country and its liability to inundation? Of course, in the dry season, it is impossible in that country to tell much from the features. There was nothing sufficiently indicative of flood there, but the inquiries I made at each end of the line led me to believe that there was no danger from inundation.
1066. But I notice that a great many of the witnesses who appeared before you, and who appear from their positions to be reputable, state that there is a great danger of inundation at the Bogan Gate? As far as I could ascertain the weight of evidence was, that there was really no trouble there. I crossed the stream there a number of times, but could find nothing there which could lead me to anticipate any serious trouble.
1067. That is crossing at that season period of the year? Yes; but the general appearance did not show that there was anything of a serious nature. A very slight bridge and embankment would cover all the trouble.
1068. Do you know Mr. A. H. Florance, medical practitioner, resident in the Parkes district? Yes.
- 1069-70. He says the line should go *via* Trundle for the following reasons:—
- (1.) The soil is well adapted for the growth of cereals, the vine and olive; considers that prairie, lucerne, and canary grasses would flourish; (2.) The line *via* Trundle will avoid all flooded country that must be touched by either of the other routes; from the Bogan Gate for 20 miles towards Condobolin along the line of the direct survey from Parkes in a wet season the country is all flooded.
1071. Do you know Mr. A. Fell, farmer and grazier, resident seven years at Trundle? Yes.
1072. In his evidence given before you he also states that during a wet season the line *via* Bogan Gate is a very heavy one; while that by Trundle would avoid the flooded land at the Condobolin end? I admit that the whole of the Trundle residents took the line of argument that floods might be anticipated upon that road.
1073. Refer to the evidence of Mr. H. W. Gray-Innes, Mayor of the Borough of Condobolin, who would be a reputable man? Yes.
1074. In his evidence he not only says that a line by Trundle would be the best suited to the interests of Condobolin, but he adds: "There are no engineering difficulties on the Bogan Gate line, and by the flooded country the line will be interfered with by flood waters." He goes on to say, that by Bogan Gate would pass through 10 miles of flooded land in one place and 6 miles in another. He corroborates by saying there would be 16 miles of flooded country against another witness' 20 miles;—he would be likely, having been a resident in the district for nineteen years, and occupying the position of mayor, and being a stock and station agent, to know exactly what the nature of the country was; and when he says that for 16 miles along the Bogan Gate line there would be 10 miles of flooded ground in one place and 6 in another, and that the river line would pass through even more,—is there any reason to doubt his statement? I can only say that I inquired particularly about that 16 miles from people who reside in the district; but I could not find any justification for it. You are quoting all the Trundle evidence—all in favour of Trundle.
1075. The evidence I am quoting is from residents of Parkes and Condobolin, not from Trundle? Yes.
1076. So that, as far as the Committee are concerned, they would have no direct interest in Trundle? Yes.
1077. Do you know Mr. R. D. Jones, who was then stock inspector for the district? Yes.
1078. He, naturally, from the nature of his calling, would be constantly riding about the country, and would have a close acquaintance with it? Yes.
1079. His evidence is in favour of the line *via* Trundle, and he gives the following reasons;—he says:—"There are no engineering difficulties, and it is beyond the flood-waters affecting the other lines"? Yes.
1080. Mr. John Dawson, who resides 16 miles north-east from Condobolin, also gives evidence in favour of the line by Trundle, and he says it avoids floodwaters? Yes.
1081. He corroborates the statements of the others? Yes.

- H. A. Gilliat, Esq.
19 Mar., 1895.
1082. Mr. Bassett also gave evidence before you;—he lives 12 miles from Condobolin on the line from Trundle, and he also corroborates? Yes.
1083. So that, practically, the bulk of the evidence given before you by witnesses in no way directly connected with Trundle went to show that the line by Trundle was the only one which could be made to avoid the flooded country? I am quite aware of that; but I think, in dealing with this question of flooded country, there was a great deal too much made of it. I doubt very much whether what they call flooded country would have the least effect upon the construction of a light line of railway at all. That is my opinion.
1084. Look at the map to assist your memory. You will see from the tracings on the map that as you get north from Bogan Gate, you get away from the river country? Yes.
1085. Bogan Gate, and south of that, is what is termed in Riverina, river country—it is intersected by creeks? Yes.
1086. At certain periods, in ordinary seasons, these creeks would overflow, causing, perhaps, a large area of the adjacent country to be flooded? Yes; on that flat country, but no serious overflow.
1087. That is taking the average rainfall? Yes.
1088. But you are aware that there are seasons which are exceptionally wet, and that during those exceptionally wet seasons, practically the whole of that country, from Bogan Gate to Forbes, is under water? I do not think so from my experience of the country.
1089. I am speaking of extraordinary seasons? I do not think, even in the most extraordinary seasons, that that would be the case.
1090. Do you not think that those gentlemen who have occupied public positions for nineteen and twenty years, having to traverse the country every week, would be in a better position to give evidence on that point? I am only giving my own opinion, and after carefully considering everything, I think those gentlemen have very little idea what rainfall, or what they call flood-water, would interfere with the line. I have no doubt there is a certain overflow on some of these creeks in exceptional seasons, but nothing, I think, to justify the deviation of the line.
1091. You traversed the line from Parkes to Trundle, and thence on to Condobolin altogether? Not altogether, but a greater part of it from either end; and, as far as I could see, it was absolutely free from engineering difficulties.
1092. How much of the direct line did you traverse? About 30 miles.
1093. Was that continuous? That would comprise nearly the first 30 miles from Parkes.
1094. That from Condobolin you did not cross? No; I was disappointed about horses in getting over that end.
1095. But that is the country which these witnesses assert was flooded? A portion of it is.
1096. You say that about Trundle and Condobolin the holdings are from 7,900 to 14,000 acres. I am now quoting from your own report? Yes.
1097. Grazing from 5,000 to 12,000 sheep? Yes.
1098. Mr. Arthur Sharpe, District Surveyor of the Forbes Land Board District, gave evidence before you, and you quoted him in reply to one of the other members of the Committee just now. He says that this land is suitable for special areas? Yes.
1099. What does he mean by "special area"? He says, "An area of 238,000 acres of Crown land of the very highest quality; of course a line *via* Trundle would serve this area; but the direct line will go through it."
1100. Are you not aware that the proclamation of these special areas has been an absolute failure, and that the people holding them are crying out for relief. They cannot continue to hold them without some assistance from the Crown? I have been retired from all public matters for the last two years. Of course, I am aware that there has always been a good deal of complaint about special areas. But remember that in all those cases the special areas were small, such as those upon the Murray, which are from 60 to 80 and 100 acres; but with a special area of 640 acres of good land, anyone ought to be able to make a living.
1101. From what you saw of the quality of the soil and its capabilities for wheat producing in that district, do you think it would be possible for a selector on a special area to produce wheat at 1s. 6d. a bushel, pay the Crown 1s. 6d. an acre, and pay the carriage, 328 miles, from Condobolin to Sydney, and remain upon the land? It all depends whether a man goes up there with sufficient capital to cultivate his 640 acres. I do not think a man who goes in heavily hampered with debt would.
1102. You took into consideration, when framing your report, the fact that there is a larger area of Crown lands on the road from Parkes to Condobolin than from Parkes to Condobolin, *via* Trundle, in consequence of the settlement having taken place at Trundle, and you thought the settlement would be denser in consequence of the special areas limiting the selections to 640 acres;—under the circumstances, the low price of produce and special area limitation of price to 30s. an acre, do you think it would still be possible to retain a settlement there based upon 640 acres of land? I think these gentlemen were all very ready to take up these special areas. Mr. Sharpe stated that they would be taken up in eighteen months or two years, and they would not be taken up unless they were satisfied they could make money out of them.
1103. But that evidence was given about three years ago? I know, and I can only go by that, because I do not know how the conditions have changed. I do know that these leases have been extended.
1104. You had evidence given as to the price of produce? Yes.
1105. It was then about 3s. a bushel? 3s. or 3s. 6d.
1106. It is now 1s. 6d.;—would not that alter the circumstances? Unquestionably; and that is a point upon which I was prepared to be examined to-day, because I know that wheat is now selling at 2s. 1d. and 2s. 2d. Mr. J. G. Raymond, the miller, states, in his evidence, that he has obtained 4s. 6d. per bushel.
1107. All I want to get at is this;—taking these circumstances into consideration, if the Crown say they are not going to limit the area as special areas, and will allow selections to be taken by the direct route, the same as they did on the proposed route *via* Trundle, how would that affect the construction of the line;—where would be the greater settlement? It would simply wipe out one of my arguments altogether. I specially pointed out that the concentration of settlement was the justification for the line.
1108. In other words, except the settlement could be made dense by the Crown lands being handed over in special areas, you would not report as you have done? No; I should have reported the line as unnecessary.

1109. It was contingent upon dense settlement? Contingent upon the fact that there was a large amount of settlement there—that there was a certain amount of settlement at either end—at the Condobolin and Trundle ends—all of which would be served by the line. Do away with the 238,000 acres or increase the conditional purchases there, then the very ground I mentioned in my summary is done away with.

H. A. Gilliat,
Esq.
19 Mar., 1895.

1110. Then taking the evidence as you did, and taking everything into consideration at the time, you were led to believe, placing great stress upon that density of settlement, that the direct line would suit the greatest interest? Yes.

1111. But if that density of settlement could not be obtained would your information then be in favour of the direct line, or would it go with the settlement which already exists? I do not think the existing settlement is sufficient to justify the construction of a line at present.

1112. There can be no further settlement for five years? Precisely; then I think the line can very well wait for five years.

1113. Then it is your opinion that the line should not be constructed until there is sufficient settlement upon it? Until there is sufficient settlement upon it.

1114. You have not considered the proposition of this section of the line being part of the national line ultimately extending to Wilcannia? No.

1115. The Railway Commissioners, I understand, have in contemplation the ultimate extension of this line from Condobolin to Menindie,—looking at it from that point of view, would you favour the construction of the line? Unless the railway survey pointed out that there were serious or any engineering difficulties upon the direct line, I can hardly see any reason for deviating *via* Trundle, when Trundle would be served by the line by Bogan Gate.

1116. If this line as proposed from Parkes to Condobolin is carried out, do you think agriculture would increase in that district very much? I think so. I think even amongst the large selectors a line of railway would increase the production of wheat, providing that the wheat market does not continue to fall as it has done. But when we see that in February last the London wheat market reached the lowest point that was ever known, that is not promising for wheat-growing in this Colony.

1117. Comparing the quality of the soil for agricultural purposes north of the proposed line from Parkes to Condobolin, and south of it, which is the better? I did not go far enough to see. I merely had to go upon the evidence I heard; and they all admitted that the land deteriorated as you went north.

Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, sworn, and examined:—

1118. *Chairman.*] The plan before us was prepared under your supervision? Yes.

1119. *Mr. Roberts.*] You see Condobolin marked upon the map? Yes.

1220. How many miles is it to the western boundary of your map? About 20 miles.

121. That shows the country, I presume, taking Condobolin as a centre, for an area of 20 miles? It does.

122. Could you state to the Committee the number of acres of freehold land which might possibly be affected by the proposed railway from Parkes to Condobolin? In round numbers the total area would be 274,000 acres of freehold land. That is tinted red on the plan.

123. How many acres of conditional purchases and conditional leases? 729,400 acres; that is tinted blue on the plan.

124. And how many acres of reserves? 284,000; tinted green on the plan.

125. And how many acres of Crown lands would then be left? 600,000 acres; the Crown land is untinted.

126. Are the leasehold areas shown on the map? Yes; they are edged brown.

127. *Mr. Davies.*] Do you know the location of the railway through those lands? It is approximately shown by the black dotted line. I cannot say in detail the amount of Crown or other lands taken.

128. You have not prepared a return showing the amount taken? No.

A. J.
Stopps, Esq.
19 Mar., 1895.

FRIDAY, 3 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHERT.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

EDMUND WILLIAM MOLESWORTH, Esq.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

1129. *Mr. Trickett.*] You were examined before the Committee on 12th March, and you stated on the conclusion of your evidence that you would be able to speak more definitely with regard to the proposed line when you had personally inspected the ground? Yes.

1130. Will you give the Committee the result of your visit? I went over the line at present being surveyed, adhering as nearly as I possibly could to the route. Some parts of that route I could not follow closely.

1131. *Chairman.*] Does the parish map show the route of the railway very accurately? Yes.

1132. There has been some little doubt about it? The full rod line is the line which has been submitted. It is approximately correct. The actual line taken by the survey runs very closely to it, but follows more nearly the contour of the country. It will be seen that the line makes a slight detour leaving Parkes, in order to avoid a ridge. I followed the line until I came to the road. Passing through Lackey's run I kept further south than the line at that part; but the later reports from the surveyor, Mr. Kennedy, show

H. Deane,
Esq.
3 May, 1895.

H. Deane,
Esq.
3 May, 1895.

show that a surface line can be marked out satisfactorily, with no grades worse than 1 in 100. At Bogan Gate, that being a part of the proposed route, the line follows the full red line marked on the map. Further on, at about 275 miles, instead of following the full red line, which goes in a west-south-westerly direction to 305 miles, I have directed the surveyor to keep along the travelling-stock route until you get to portion 55—that is a little more to the south. The country is exactly the same. There is, however, a better crossing of the Gunningbland Creek, and it comes within the travelling-stock route. The crossing of Gunningbland Creek is very much improved. I saw the crossing of it on the line which had been run. It was very difficult to find. That means that the water spreads out several chains.

1133. It is really a very shallow creek indeed? It is; but where we shall cross it it is confined in a channel.

1134. At the time you saw it it was absolutely dry? Absolutely dry. From portion 55 the line follows a westerly direction. From 305 to 312 miles, it is a little further south than the full red line shows. We then follow more nearly the surveyed line from Forbes to Condobolin, which is shown on the map. Further west the route submitted is, with some deviations which will add a little to the length and, therefore, to the total cost, perfectly practicable.

1135. What are those deviations necessitated by? By slight hills. From the point marked 319 miles, a curve is shown on the submitted line, keeping to the north of some portions coloured yellow on the map. There is no necessity to go up there, we can keep a more direct route. There is a little bit of swampy ground, but I scarcely think it will be necessary to avoid it. I do not think it would make any difference in the estimate whether we went straight through it or a little way around it. Then I should follow a more direct east and west line. I should follow more nearly from 319 miles the line of the original direct survey, until I get nearly into Condobolin. I should follow, the whole of the distance, until I get close to Condobolin the public road or travelling-stock route. There will be no deviations, so far as I can see, on the private property. I have sent to the Committee a map of Condobolin, which shows a road coming into Condobolin from Forbes 5 or 6 chains wide. The red line shown upon it is the course of the line proposed to be adopted. It cuts off a corner of private property just outside Condobolin, but it would appear that the owner of this ground, a Mr. Rodgers, has a conditional purchase. There was a condition cited in his agreement by which he was precluded from getting compensation from the Government if the railway went through his property. Then the line crosses the 3-chain road, and follows a course parallel to the approach road to Condobolin. I looked at two sites for a terminal station. There seemed to be a good site on the straight parallel to the 3-chain road which I have just mentioned, and another one beyond the curve shown on the map almost opposite the hospital reserve. I inquired of the Railway Commissioners who went over the line some time previously, and they expressed themselves in favour of the first site. No doubt it will be a shortening of the line, and I think that that site will prove suitable.

1136. *Mr. Molesworth.*] How far is that from the centre of the town? The centre of the business part of the town is at the south-west corner.

1137. *Mr. Trickett.*] How far is the site likely to be adopted from there? It would be about three-quarters of a mile from the passenger station to the post-office, and it would be more from the goods station. I think the passenger station would have to be at the end nearest Condobolin, because the ground being rougher it would be cheaper to put that building there. Where you make the goods station you want a greater extent of fairly level ground. It would be better, therefore, to go further back. Stockyards could be made near the show-ground. After entering the town boundaries, nearly the whole of the land traversed has been reserved from sale; but there are some portions on the station site which have been alienated. They are not shown on the town map, but I will get them marked upon it. It is proposed to locate the station between lots 32 and 37, and to place it more to the southward than the original staked line so as to avoid going through purchased land as much as possible.

1138. What is your opinion of the line as regards facility of construction? The line is an easy one for construction. The country is not so absolutely level as the Berrigan line. There are plenty of undulations on the ground which necessitate careful survey and contouring; but I believe the estimate which I have given of £2,100 per mile, fairly represents what the maximum cost of the line should be.

1139. Will that not include the cost of land resumptions? No.

1140. But there will be very little land resumed? Very little.

1141. Will the slight deviation you have indicated necessitate some slight alteration of the book of reference? It will make a difference, and I will have that corrected for the information of the Committee.

1142. Will you describe the creek crossings which have to be encountered;—what will be the character of the embankments or culverts required to cross the Gunningbland and Yarrabundi Creeks? By crossing the Gunningbland at the point I have indicated, the length of opening or waterway will not be more than 2 chains.

1143. How will the crossings be constructed? They will be timber openings, probably, of 14 feet each. There will be piers of three piles each with three rows of 12-inch girders. They are very inexpensive and come to about £3 a lineal foot.

1144. What height will they have to be above the bed of the creek? I have not gone into that yet. Where we propose to cross I could not tell you the depth before taking levels, but it is a very shallow water-course.

1145. Would this be a kind of trestle bridge? It would be a bridge on piles, with plain wooden girders resting upon them. You cannot call it a trestle bridge; it is a pile bridge.

1146. What will be the length of the crossing over the Yarrabundi Creek? There is nothing of any importance there.

1147. It would be the same character of bridge as the one over the other creek? Yes.

1148. In your previous evidence you allowed £7,245 for culverts and bridges;—will that be ample for that purpose? Yes.

1149. After having seen the route, what conclusion did you come to with reference to this being a surface line of railway without ballast? That it could be done very well.

1150. You are sure of that? Yes; I would like to have a little ballast in reserve. I have shown in the estimate, £3,984 15s. for ballasting where the ground happened to be soft; but there are not many places, and in the station-yards it is desirable to put some ballast. The general character of the ground is hard.

1151. And if it were scooped out at the sides, and formed for the purpose of putting sleepers and rails there, do you think it would consolidate? Yes; I am sure it would.

1152.

H. Deane,
Esq.,
3 May, 1895.

1152. Do you think it is a kind of country where the permanent-way would be liable to be washed away in the heavy rainfalls? No. There is a good deal of that reddish soil in some parts which gets very soft when the water stands upon it; but where you bank it up, and the water drains away, and has no chance of soaking in, I think the earth of the embankment will be sure to remain thoroughly sound.

1153. What average distance apart would you put the box-drains so as to allow the water to pass away? I should think from a quarter to half-a-mile. Of course there would be more or larger openings where there happened to be depressions.

1154. Do you think, excepting in particular spots, a quarter of a mile apart will be sufficient? Yes; that has generally been found to answer.

1155. Some evidence has been given as to this country being liable to be flooded;—did you see anything of the effects of floods which would be likely in any way to injure the line? No, none whatever. The only really swampy place I came across was that on each side of the Burrawang Gate, and there is very little of it.

1156. And in places of that kind you would possibly make a little detour? Yes.

1157. There is very little of that character of country on the whole of the line? Yes.

1158. Has not the Department, with the view of getting away from any possibility of flooding, kept the line as much to the north as possible? Yes; the line from Parkes is much more free from liability to flood than the more southern line from Forbes.

1159. The further you get up towards the line which the Department recommend, the further you get away from any possibility of danger of flood-waters? Yes; I think we are very safe where we are now.

1160. Did you go over the proposed deviation in the direction of Trundle? No. After getting to Condobolin I pushed on to Euabalong, I crossed the Lachlan and made for Wyalong, in order to look over the Temora and Wyalong route.

1161. Did you have a look at the suggested line between Forbes and Condobolin? No.

1162. As far as your information goes, is there sufficient timber about the locality for the purposes of sleepers and the viaducts which will be required? I could not see any myself, but I was told that there was. I thought I should see some ironbark forests, but except a small tree or two of ironbark, I did not see anything which would be of any use. I ascertained, however, from Mr. William Todd, at Bogan Gate, that on all the ridges there is plenty of timber for sleepers. There is not enough, he said, for rectangular ones, but there is plenty for the class of sleeper which it is proposed to put on the line. I expect, if it turned out that we require longer squared timber or piles, we should have to get them from another district, but there will be no great lengths required for bridge construction; therefore, I think it is quite possible that all the timber may be obtained locally.

1163. It has been stated by the engineers who are at work on the line that the viaducts would not require to be more than 4 or 5 feet at the creek crossings? That would be about it.

1164. And these creeks, from your observation, are really merely little water tracks on a level surface? Yes.

1165. They are not deep creeks? No, not where we cross. They are mere depressions. At Bogan Gate the Gunningbland Creek has a watercourse of some size, but we do not cross it there. Where we cross there is just a shallow depression. The ground gradually drops down 18 inches or a couple of feet.

1166. Then your visit confirms the idea that this is a suitable country for attempting to form an experimental surface railway? Yes.

1167. Are you prepared to give the Committee any evidence contrasting the direct line with the suggested diversion by way of Trundle or the line from Forbes to Condobolin? I have no further information to offer with regard to the other lines. I could have gone over them, but I scarcely thought it would be worth while to do so for this reason, that with the line under discussion I have something to go by and work upon, whereas I have nothing as regards the others.

1168. In what way? There is the survey of the first direct line, and the survey which has been more or less worked up on the new adopted route. On the Trundle line we have nothing whatever, but we might go over the country and say that a class of line could be made to cost between £2,000 and £2,500 a mile, or between £2,500 and £3,000 a mile; but it would be impossible, without actual survey, to fix it down to £50 or £100 a mile one way or the other. Therefore, I thought, although I should have liked to go over that route, that it would not pay to do so. There is this to be remarked, however: that the opinion seems to be, from Mr. Stawell's examination, that that line would not be quite so cheaply constructed as this. The difference in length would be about 6 miles, so that if that line cost £2,100 per mile like the proposed line, there would be a difference in total cost of £12,600; and if it cost £100 per mile more, that would mean another £6,000 to add to it, or there would be a difference in total cost of £18,600.

1169. And of course the additional distance for haulage? Yes.

1170. *Chairman.*] You say that supposing it is the same class of line, at the same cost, even then it would cost £12,000 more? Yes, by reasons of extra distance. Supposing it were £100 a mile more, it would mean a further additional expense of £6,000.

1171. Is that assumption a reasonable one? I think so.

1172. *Mr. Trickett.*] Mr. Kennedy was asked the following questions:—

What conclusion did your inspection and observations lead you to, in reference to crossing the Gunningbland Hill, at a point known as Treweeke's Gap? It showed a rise from the plain country of 100 feet in about a mile, and the grade of 1 in 100 gives a rise of 52 feet, so that to run straight up to the Gap would require a cutting of 50 feet; but this could be avoided by contouring the country, and very likely the cutting would not exceed 25 to 30 feet.

Would that cause any considerable curving? It would require an additional length. Curves would be required to get additional lengths to reduce the cuttings.

I do not think you have stated before what time a line of this kind ought to take to construct? I should think about fifteen months.

1173. Do you think the ordinary rolling-stock could be used on the line? Yes; rolling-stock of about 12 tons to the axle.

1174. And up to a rate of 15 miles an hour? Fifteen to 20 miles.

1175. I see that the estimated cost of the permanent way is £2,700;—does that mean repairs of the permanent way? Yes; that is the Commissioners' estimate. I have not gone into the matter. I dare say it will be done for that.

1176. Does the country strike you as being of a character in which there would not be likely to be damage done to the line? There is really nothing to hurt it as far as one can see.

- H. Deane,
Esq.
3 May, 1895.
1177. There would not be constant traffic over it to begin with, and the damage by water is not likely to be great? No; I think the maintenance ought to be cheap.
1178. *Mr. Molesworth.*] You have stated that the only soft country you came across was on either side of Burrawang Gate;—was it not the intention of the local surveyors to take the line a mile or more back, with the view to escape that part? There has been a proposition to alter it. I may say that I had Mr. Burge with me when I went through. It was he who made the first exploration, and the conclusion he came to with me was that it would be scarcely necessary to deviate the line there. Of course, if the road came to be deviated, we would follow the road; but if the road were not detoured we would go straight through, because I do not think it worth while, just for the sake of that bit of country, to deviate the line. It was pretty dry when we went through, and I do not think the water could stand there any height, even in extreme flood. When Mr. Thornbury gets on to that point, the matter will be thoroughly investigated. Mr. Thornbury has been working recently about 13 miles from Condobolin.
1179. You are satisfied that that soft piece of country is not a serious matter, nor likely to lead to additional cost? I think not; it is not anything like a lagoon. It is damp and soppy, even in ordinary weather, for a road; but if the railway were carried through, and it were properly drained, no ill effects need be anticipated.
1180. Is there any part of the country over which the proposed line would run which you could term flooded country? That is the only part which had the appearance of it.
1181. And you think the water will only rest there a short time after heavy rain? I think so.
1182. You have no hesitation in fully recommending the line after examining the route? None whatever.
1183. You believe it could be constructed as a surface or a pioneer line? Yes.
1184. *Mr. Gormly.*] Are the surveys made by Mr. Kennedy and Mr. Thornbury so far advanced as to enable you to judge whether your estimate can be carried out? Yes.
1185. You think the line can be carried out at the estimated cost? I am satisfied it is a proper estimate.
1186. And there is no chance, in constructing a surface line, of the estimate being exceeded? I do not see any chance of any material alteration which would affect the estimate.
1187. The water-ways do not exceed the estimate? No.
1188. You have considerable knowledge of the services of Mr. Kennedy as a railway surveyor? Yes; he is a very good surveyor.
1189. He states that crossing the Gunningbland and Yarrabundi Creeks it will not be necessary to have culverts raised more than 4 or 5 feet;—do you agree with that? Yes.
1190. Would there be any necessity to have long piles? I do not think so.
1191. Where the piles would be only 4 or 5 feet over the surface it would not be necessary to drive them a great distance in? It is a question of foundation. Of course, if it were found that the ground were unsound we would put more piles in.
1192. I suppose you would use some ballast? Yes.
1193. Could it be easily procured? Yes; some of the stone near Bogan Gate would answer very well.
1194. And it could be carried wherever required by the contractors? Yes.
1195. It would not be a costly article if it were required? No.
1196. Then the cost of the material required would not exceed the ordinary cost of material used on other lines? No; there is nothing exceptional in the price of it.
1197. There is nothing in the formation of the country which would lead you to think that the cost of construction would be higher than usual? No; the amount in the estimates would certainly cover what was required.
1198. There would be no need of side-cuttings to any extent? Nothing of importance. We might have some small cuttings starting out of Parkes, but not sufficient to add materially to the cost of the line. They would not be more than from 2 to 4 feet.
1199. I suppose that would be cheaper than making an extensive deviation? Going out of Parkes, you are pretty well bound in the matter of direction. You cannot vary it very much. In order to get the grade you have to stick to one route. If you deviate a chain one way or the other you get heavy banks or heavy cuttings.
1200. Is there undulating country between Parkes and Bogan Gate? There are three bits of undulating country, one just getting out of Parkes—a piece near Bogan Gate, and a piece past Burrawang. Those undulations are not considerable. We have to curve there, however, in order to get a surface line.
1201. Is the surface on the undulating country reasonably hard? Yes.
1202. It would be suitable for the formation of an embankment? Yes.
1203. And the grade of the line would not be more than 1 in 100? No.
1204. To get that it would not be necessary to make considerable cuttings or embankments? No.
1205. What would the approximate height of the embankment be? I do not suppose there would be anything above 5 feet.
1206. Would that be only approaching the creeks? I refer to the undulating parts of the country, but I doubt very much whether there will be any banks as high as that.
1207. Mr. Kennedy gives it as his opinion that they will be only 3 feet approaching the creeks;—do you think it is correct? I would not like to limit it, but they would not be more than 3 feet approaching the creeks.
1208. *Mr. Molesworth.*] You have referred to the question of the station site of Condobolin;—were you made aware of an offer by the owners of Condobolin Station, which is immediately adjoining the town, of 10 acres of land for station purposes three quarters of a mile from the post office? No.

WEDNESDAY, 8 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

1209. *Chairman.*] You wish to make some statement with regard to the evidence of Mr. Kennedy? Yes. I wish to mention that I have read Mr. Thornbury's evidence and Mr. Kennedy's evidence. I would like to make one or two remarks with regard to their evidence. I have also seen what Mr. Officer, the manager of the Condobolin Station, says. I sent a telegram to the surveyor at Condobolin, to get particulars from him as to the site which Mr. Officer offers for station purposes. I expected to receive a reply yesterday, but it has not come. I told him to get particulars at once and send them by the outgoing mail.

1210. *Mr. Hayes.*] Have you read the evidence of Mr. Kennedy, railway surveyor, with reference to the route *via* Trundle? Yes.

1211. He states that it will be very difficult to get a grade of 1 in 100 on that route? Yes.

1212. Do you agree with that statement? I think Mr. Kennedy is the best judge of that matter. I have not been over the Trundle route myself. I think Mr. Kennedy, however, is inclined to be a little too positive in his evidence; but he is a man whose opinions are certainly worth having.

1213. Could he approximately decide on the grades by roughly going over the country? I think he could get a very good idea whether 1 in 100 grades were obtainable or not.

1214. You think, then, that his evidence to the effect that a line *via* Trundle would be more costly to construct than a line *via* Bogan Gate is correct? Yes; I should have no hesitation in accepting that opinion.

1215. You are of opinion that the cost of a line *via* Trundle would be greater than the cost of a line *via* Bogan Gate? Yes, I think so, after reading his evidence.

1216. *Chairman.*] Do you desire to make any other statement? I would like to refer to question 2323, Mr. Thornbury's evidence:—

Can you tell us what length of line at this particular place will have to be raised about 3 feet? Not more than a quarter of a mile. The line could be altered a little there, perhaps, and taken down to a more defined channel of the creek, and then the opening would not be so great.

I think, when Mr. Thornbury stated that, he had forgotten that that alteration had already been ordered. When I went over the proposed line I gave him instructions, and the position of the line has been altered since, and the crossing of the creek is made at a better place. With regard to the line beyond the Burrawang Gate, I should like the Committee to thoroughly understand this: Mr. Kennedy, in his evidence, evidently put that swampy land in a slightly inaccurate position. It is nearer Burrawang Gate—the boundary gate—than sketched by him on the map. A little beyond that gate the line goes through a wet place, as I mentioned in my evidence. Mr. Kennedy thought it would be necessary to divert the line there; but my observations, when Mr. Burge and Mr. Thornbury were with me, showed that it would not be necessary to do that for the purposes of the railway alone, as there could be only a few inches more or less of water to contend with; and if it were only the construction of a line, and not of a road, we could carry the line straight through there without making a deviation. It might be a good thing to deviate the road to get round the damp place—because that is really what it is—but there is no necessity to deviate the railway to get round a merely damp place, because you can raise it and drain it. We came to the conclusion that there was really no water to contend with near Condobolin, on the Condobolin Run. I notice that Mr. Officer, in his evidence, states that the only water to be contended with will be rain-water. I thought I might place these facts more clearly before the Committee. That practically removes all chance of the line encountering floods.

1217. *Mr. Lee.*] With reference to the land—could you tell the Committee the number of miles of land which will have to be resumed? I have had a tabular statement made out of the alienated land we go through; and the total length of alienated land traversed by the railway in the revised position is, as near as can be ascertained at the present moment—and I think it is very nearly correct—842 chains and 80 links.

1218. *Mr. Trickett.*] What will that be in miles? Ten and a half miles.

1219. *Chairman.*] How wide? I suppose, where the line is in forming, we ought to reckon upon $1\frac{1}{2}$ chains as the minimum.

1220-1. *Mr. Lee.*] At this stage I would direct your attention to the evidence of Mr. Kennedy, who says that the area to be resumed would only be 7 miles. I will refer you to question 3967, as follows:—

Therefore, the line could be constructed at about the same cost, with the exception of the crossing at Goobang Creek? Yes, about the same, with this exception: From Forbes, almost the whole of the way to Burrawang, you would go through alienated land, and on the other line you would only have about 7 miles to resume.

Again, question 4008 is as follows:—

And you are equally satisfied there will only be 7 miles of alienated land through which the direct line would have to pass? Approximately.

? With regard to that matter I would point out that we have a great deal more information in the office now than Mr. Kennedy had at his disposal. Mr. Kennedy was giving evidence to the Sectional Committee on the results of an exploration he made with Mr. Burge. There have been a few alterations necessary since then. I do not know how he made out his 7 miles; but possibly there are some deviations which carry the line through more private property.

H. Deane,
Esq.
8 May, 1895.

- H. Deane, Esq.
8 May, 1895.
1222. Is the estimate you now have a correct one, or an approximate one? I think it might be taken as being very close to the mark.
- 1223-4. Will you tell us how much of the land is freehold and how much of it conditional purchase land? I am afraid I shall have to supplement my evidence on that point.
1225. *Chairman.*] Is it possible for your Department to locate, in detail, your land from Parkes to Condobolin? Yes; I think it is now.
1226. *Mr. Lee.*] And to state how much of the 800 chains runs over the roads, or is it alienated land only? I have given you the alienated land. The Crown land, which includes roads, is 4,236 chains in length—that is, taking the line right through the town of Condobolin.
1227. It includes town allotments? Yes.
1228. The return you have handed in shows a total distance of 840 chains 80 links as being the length of land which will be resumed? Yes.
1229. Will you be good enough to put that into acres? It would be about 126 acres.
1230. *Mr. Humphery.*] Is $1\frac{1}{2}$ chains to be the width right through? Yes. Assuming $1\frac{1}{2}$ chains where the line is in forming, I think we might do with $1\frac{1}{2}$ chains all the way, except where stations are required.
1231. *Mr. Lee.*] There is a length of $10\frac{1}{2}$ miles? Yes; but it is only 126 acres.
1232. Although the length given is 842 chains and 80 links, the acreage amounts to only 126 acres? Yes; if a width of $1\frac{1}{2}$ chains is taken.
1233. I want to know how much of that 126 acres will be freehold and how much conditional purchase;—would you be able to furnish that information? I can easily obtain it.
1234. Meanwhile, have you made any estimate as to what the probable cost of resumption will be? No; I have not touched that.
1235. Is any portion of the land to be resumed adjacent to existing roads, and if so, could the roads be used? No; I have followed roads wherever possible. I paid thorough attention to that.
1236. The desire of the Department has been to utilise the road wherever they could? Yes.
1237. And having done so, it will still be necessary to resume at least 126 acres? Yes.
1238. *Mr. Davies.*] You have stated, in reply to Mr. Humphery, that there will be $10\frac{1}{2}$ miles of private property through which the proposed railway will pass? Yes.
1239. Have you made any calculation of the value of the land and the effect of the severance? No.
1240. You are aware that it is estimated that there will be an annual loss on the railway, after allowing interest on the capital expenditure, of £2,000? Yes.
1241. That is without the cost of land which may be resumed? Yes.
1242. Have you, since visiting the locality, come to any determination as to the actual estimate you have given for the construction of the line—whether it can be reduced, or whether it is likely to cost more? I adhere to the estimate of £2,100 per mile.
1243. Are the earthworks of a character which will require an expenditure of £300 per mile? It is not quite all a surface line.
1244. Is there much of it which will require deep excavations? No, not deep excavations; but that £300 per mile includes station earthworks, besides excavations in cuttings where they may occur. There will be some cuttings soon after starting out at Parkes—shallow ones.
1245. But have you not already provided in your estimates for station works and sidings, water supply, turn-tables, &c., £213 per mile, in addition to £300 per mile for earthworks? Earthworks at stations are included in the first item. Station buildings and sidings are not included in it.
1246. How many stations will you have on the line of railway? Six altogether, including the terminal stations. I am including Parkes, where there will have to be a little extra work done. After leaving Parkes there will be five stations. Those are what the Railway Commissioners have decided upon.
1247. There is a station already at Parkes? Yes; but we have to make junction arrangements there.
1248. Do you propose to make a larger station there? Nothing will be done at Parkes, probably, except to run out an additional road with a turn-table.
1249. Of what do you propose to build your stations? Wood.
1250. What will the station buildings cost? I can tell you what has been put down for each station. There is put down for Parkes—turn-tables, £600, and junction arrangements, £500—total, £1,100; at Gunningbland, £195; at Bogan Gate, £1,920; at Burrawang, £125; at Derrawang, £625; and at Condobolin, £4,625; besides which there will be some sidings at Condobolin, £800; water supply on the whole line, £2,500; and metalling station yards, £1,000—a total of £12,890, which is the sum placed on the estimates. All these figures have been very carefully gone into, both as regards station accommodation and buildings, with the Railway Commissioners' Department.
1251. There is an item of £3,622 for level crossings, stops, and gates? Yes.
1252. Does that not appear to be an excessive item on a line like that? I do not think so. I could not say at the present moment what would be required in regard to that item; but it is a very fair amount to put down. Each stop at a dividing fence—if the line is not fenced in—costs a good deal. It costs, perhaps, £45; and if there was one of those for every mile it would be £45 per mile for that alone, without putting down any other expense. I do not think that item should be reduced by any means.
1253. What proportion of fencing do you intend to apply to the line? I have stated it in the estimate. I have taken the cost of fencing both sides of the line at £100 a mile, and I have taken one-sixth of that—assuming that one-sixth might have to be fenced.
1254. Only one-sixth will require to be fenced? That is the estimate; I think that will be quite sufficient. Of course, the station-ground will have to be fenced.
1255. Then you propose to ballast a portion of the line? Yes; I have estimated the ballasting at one-quarter of the whole length.
1256. After your visit of inspection, do you consider the line will require any ballast? Yes; but the greater part of it can be dispensed with.
1257. Do you think a saving could be effected in that respect? No; I would not recommend any further cutting-down of ballast.
1258. Are you of opinion that the £2,100 will be the full estimate for the carrying out of this work, as far as the Department for Construction is concerned? Yes.
1259. Exclusive of land? Yes.
1260. Do you believe, then, that it will take fully £2,100 a mile to construct this 60 miles and 30 chains of railway? No, I believe it will cost less; but I consider £2,100 a fair estimate. I think that amount should be provided.
- 1261.

H. Deane,
Esq.
8 May, 1895.

1261. How much less do you think it will cost? I could not say to a pound or two.
1262. Will it cost £50 a mile less? No; when I put down £2,100 a mile, I put it down as being what I considered a fair estimate. I do not expect, of course, that it will exceed that.
1263. But you believe it will cost all that? I do not say that; I believe £2,100 will be the maximum. I would not put the estimate any lower than £2,100; at the same time, I believe £2,100 is enough.
1264. *Mr. Hayes.*] In addition to your estimate of £2,100 a mile, you allow £9,297 15s. for contingencies? No; that is included.
1265. You include that in the £2,100 a mile? Yes.
1266. And it is therefore probable that you may be able to reduce the cost if the contingencies do not come to what you expect? Yes.
1267. And you are quite satisfied it will not exceed the amount you have stated—£2,100 a mile? I am quite satisfied that it should not exceed that.
1268. Will it be necessary to provide a further 10 per cent., as is usually done in connection with these works? No.
1269. You have already allowed for that? Yes; I have allowed 8 per cent.
1270. And you believe that will be ample to cover any possible contingencies in the construction of the line? Yes; I believe so. It is my firm belief it is sufficient.
1271. *Mr. Humphery.*] Referring to your reply to Mr. Hayes as to your provision of £2,100 per mile, covering the 10 per cent. provided by the Act, is that what you mean? I meant to say I had already provided for contingencies over the previous prices put in the body of the estimate. It is usual to do so. Of course, I could have raised each item by 10 per cent. or 8 per cent., as the case might be; but in this case it has been added on afterwards.
1272. Shall you require the additional 10 per cent. provided in all cases by the Public Works Act? I think not.
1273. In other words, have you anticipated in your estimate the 10 per cent. provided by the Public Works Act? Perhaps I might put it in this way—that I am not reckoning at all on the 10 per cent. provided by the Public Works Act. I am not reckoning on being able to draw on that 10 per cent. at all. My estimate includes what I believe to be all possible contingencies. Therefore, I believe £2,100 a mile for this line will be quite sufficient to cover all cost, with any contingencies which may reasonably arise.
1274. *Mr. Davies.*] In your estimate you have the following:—"Engineering and supervision, £93 per mile, £5,614 17s. 6d." Then you have contingencies, about 8 per cent., £154 per mile, £9,297 15s.? Yes.
1275. Then you have practically, by these items, anticipated the provision which is made in the Public Works Act with regard to 10 per cent.? I have not taken that into account at all. I never do in making my estimates. I always leave that question out altogether. I make my estimates up to an amount which I think can fairly be considered to cover the cost of the line. I do not reckon to have any right whatever to draw upon that 10 per cent., unless some special circumstances occur under which application will be made; but I do not reckon that it is really any loop-hole to an under-estimate.
1276. You have £15,000 down for supervision and contingencies;—would you be prepared to carry out the work, striking out the contingencies? No.
1277. And allowing the matter to come under the Public Works Act with the usual provision? No; I cannot consent to lower my estimate. As I stated in connection with the Berrigan line, if the line costs less so much the better. Every effort will be made to make the line cost less. The money will not be spent simply because it is available.
1278. Would you be able to carry out the Parkes to Condobolin railway for £2,100 a mile, including the cost of land which will be necessary for resumption? I do not know what the cost of land will be. I should think it would be very desirable for the Committee to have an estimate of the cost of the land.
1279. *Mr. Chanter.*] I notice that in detailing the estimate for the construction of railway station buildings, you have stated that the cost of the railway station at Bogan Gate will be three or four times as much as any of the others;—can you give the Committee the reasons why it requires a more expensive station? I will tell you what is proposed, but of course the Railway Commissioners decide. There is to be a waiting-shed, a station-master's house, a wool-loading bank, a goods-shed, an uncovered platform, a weigh-bridge—which will cost £275—small sheep-yards, and sidings for twenty-five trucks. It is an important point.
1280. Why is it a more important point than any other points on the line? The junction with the roads comes in there.
1281. *Chairman.*] The Trundle goods will come in there? Yes.
1282. *Mr. Chanter.*] Is it really to make provision for the traffic you expect from Trundle that this excessive cost of buildings will be incurred at Bogan Gate? I can only say what I believe. I made out the estimates, but the Railway Commissioners gave me the requirements.
1283. You only deal with the construction? Yes.
1284. Therefore, you are not in a position to say why they have arrived at the conclusion that this expense is necessary? No; Mr. Harper would be able to say.
1285. But you believe it is in expectation of a large traffic from Trundle that these buildings are to be put there? Yes.
1286. You would not observe, in passing through Bogan Gate, any settlement in the immediate neighbourhood? No; it is not so much on account of local settlement, but on account of traffic coming into the place from the outside.
1287. You saw no signs of local produce between Parkes and Bogan Gate and Condobolin? No; there is nothing locally, I should say, to justify an expenditure like that. It must be because it is a converging point from outside districts.

FRIDAY, 10 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Parkes to Condobolin.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

- H. Deane, Esq.
10 May, 1895.
1288. *Chairman.*] You have some information with regard to the different titles to the land through which the proposed railway will pass? Yes.
1289. *Mr. Trickett.*] Have you that information in the shape of a return? I have added it to the table which I handed in previously. The quantity of land is slightly less than what I mentioned the other day. I produce a book of reference in connection with it.
1290. You hand in a statement showing the amount of freehold and conditional purchase land through which the proposed line of railway will pass? Yes. (*Vide Appendix.*)
1291. And that shows a total of what? Of 123 acres 3 roods 38 perches.
1292. Out of which 33 acres 2 roods are absolute freehold, and the difference, 90 acres 1 rood 38 perches are conditional purchases? Yes. Opposite the various conditional purchases are the dates on which the lands were taken up. I have not the valuations, as I have not been able to get them.
1293. You have referred to the "Railways Act," have you not? Yes.
1294. In that Act it is provided, with regard to conditional purchase land, that where that land is resumed for railway purposes the amount of compensation and severance money shall not exceed double the amount which has been paid? Yes, if within five years.
1295. So that with regard to that 91 acres of conditional purchase land the compensation paid cannot exceed £182? Yes; I think that is correct.
1296. Even if they have paid up all their instalments it cannot exceed that amount? Yes.
1297. That leaves the valuation of the remaining 30 odd acres of freehold somewhat uncertain? Yes.
1298. *Mr. Gormly.*] Can you tell the Committee what distance the line will go through the 33 acres and 32 roods? It will be about 2 miles and 34 chains.
1299. *Mr. Trickett.*] That exactly agrees with what Mr. Kennedy stated? Yes.
1300. *Mr. Gormly.*] Is that land situated on the Burrawang Estate? Yes, chiefly. There are 160 chains—that is 2 miles—on the Burrawang Estate. The rest is beyond.
1301. *Chairman.*] Is that all you desire to state? I have had placed on the map of the town of Condobolin the situation of the land offered by the owners of the Condobolin Station for a railway station site. The Committee will see how it is situated with regard to the town. The population within the town area is chiefly concentrated to the south-west portion, consequently this area would be very close to the railway station there. Of course it would leave out the rest. An easy approach could be obtained, as shown by the dotted blue line on the plan, but it would have to go through a number of private allotments.
1302. *Mr. Trickett.*] Instead of being on the east of the town it is really on the west? Yes. The site recommended by the Railway Commissioners is on the north-east side of the town. There is another remark I would like to make with regard to the list which I have put in. It will be seen that 2 acres 3 roods 20 perches are shown to be resumed from Mr. Tasker. I will explain that. The red line shown on the map of the town of Condobolin shows a continuation of the railway northward, and it then bends round so as to avoid that property marked as John Macnamara's, but which belongs to Mr. Tasker now. It is perhaps the easiest way out of the town, but it goes through some purchased allotments belonging to Mr. Tasker in the north-west corner. I think it is very likely that a line could be taken out through a road running directly west from the recreation reserve marked G on the plan.
1303. *Chairman.*] That deals with future extension? Yes.
1304. *Mr. Molesworth.*] It has nothing to do with the present proposal? I propose to deal with the line until it gets right clear of Condobolin. There is no doubt it is the proper thing, when we bring the railway into Condobolin, to see that we get a clear way out of it again.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Parkes to Condobolin.

APPENDIX.

A.

[To Evidence of H. McLachlan, Esq.]

COST OF HAULING A TRAIN FROM SYDNEY TO ORANGE, AND FROM SYDNEY TO YOUNG.

Dear Sir, Government Railways of New South Wales, Secretary's Office, Sydney, 15 March, 1895.
With reference to inquiry made by the Public Works Committee, relative to the cost of hauling a train from Sydney to Orange, and from Sydney to Young, I am directed to inform you that the matter has had inquiry, but I am to regret that the cost of working on sections of the main lines is not kept separately in detail, and I am unable, therefore, to furnish the information.

Yours, &c.,

H. McLACHLAN,

Secretary.

The Secretary, Parliamentary Standing Committee on Public Works, Sydney.

A1.

LAND REQUIRED FOR THE PROPOSED RAILWAY.

Dear Sir, Government Railways of New South Wales, Secretary's Office, Sydney, 14 March, 1895.
With reference to the inquiry made at the Public Works Committee, relative to the absence of recommendation in the Commissioners' report, with reference to the land required for railway extension from Parkes to Condobolin, I am directed to inform you that the Commissioners when considering the extension referred to understood that comparatively little private land would be taken for railway purposes, and, therefore, they did not make it a condition, as in the case of the Jerilderie-Berrigan line, that their recommendation was conditional upon the land required being given free. At the same time, they think steps should be taken to obtain from those owners who will be benefited by the construction of the railway the land that will be required for the construction of the line.

Yours, &c.,

H. McLACHLAN,

Secretary.

The Secretary, Parliamentary Standing Committee on Public Works, Sydney.

B.

[To Evidence of J. M. Stawell, Esq.]

COST OF RAILWAY FROM MOLONG TO PARKES AND FORBES.

Contract No. 1—Length, 32 miles 26 chains.

	Actual Cost.			Per Mile.
	£	s.	d.	£
Earthworks	54,548	0	0	1,686
Culverts and bridges	21,855	0	0	676
Fencing	3,152	0	0	97
Level crossings, stops, and gates.....	6,737	0	0	208
Permanent way materials.....	24,827	11	1	767
Laying permanent way.....	3,563	0	0	110
Ballasting.....	15,246	0	0	471
Sleepers	11,925	0	0	369
Station works and sidings	7,509	0	0	232
Station buildings	3,288	0	0	102
Water supply	1,001	7	4	31
Signals, &c.	1,346	2	6	42
	154,998	0	11	4,791
Engineering and supervision	9,796	0	0	303
Total to date	£164,794	0	11	£5,094

Exclusive of land and compensation.
Exclusive of award.

Contract No. 2—Length, 40 miles 33 chains.

	Actual Cost.			Per Mile.
	£	s.	d.	£
Earthworks	40,692	0	0	1,005
Culverts and bridges	16,460	0	0	407
Fencing	7,439	0	0	184
Level crossings, stops, and gates.....	3,930	0	0	97
Permanent way materials.....	31,034	8	11	766
Laying permanent way.....	7,134	0	0	176
Ballasting.....	19,740	0	0	488
Sleepers	14,912	0	0	368
Station works and sidings	11,966	0	0	294
Station buildings	11,401	0	0	282
Turntable.....	880	0	0	22
Water supply	1,029	0	0	41
Signals, &c.	1,311	0	0	32
	168,468	8	11	4,162
Engineering and supervision	7,453	0	0	184
Total to date.....	£175,921	8	11	£4,346

Exclusive of land and compensation.
Exclusive of award.

C.

[To Evidence of H. Deane, Esq.]

PARTICULARS OF LAND ON THE ROUTE OF THE PROPOSED RAILWAY.

LIST of distances, areas, &c., through alienated blocks referenced in green on compilation of parish maps.

Reference No. of Blocks.	Owner.	C.P. or Freehold.	Date of purchase.	Distance.	Area.
1A	Arthur Herbert Farrand.....	Sold, on deferred payment.	1894	chs. lks. 7 0	a. r. p. 1 0 10
2A	F. G. Boehm	"	1894	1 0	0 0 24
7 and 8	Geo. Ford	C.P.	1894	33 0	5 0 0
14 and 15	H. Venables	"	1891	94 0	14 0 20
16	Caleb Nash.....	C.P.	1891	60 0	9 0 0
19	J. C. Lackey	A.C.P.	1884	60 0	9 0 0
21	"	C.P.	1880	1 0	0 0 24
23	"	"	1882	70 0	10 2 0
25	"	"	1876	81 0	12 0 20
28	"	"	1880	39 0	5 3 20
29	John Bell	A.C.P.	1882	15 0	2 1 0
26	"	C.P.	1878	24 0	3 2 16
31	"	"	1882	56 0	8 1 24
52, 53, 54, 55 57 and 58	T. Edols & Co.	F.	1877	160 0	24 0 0
66	Sam. Floyd	A.C.P.	1878	20 0	3 0 0
67	"	C.P.	1877	14 0	2 0 20
68	Mrs. Slater.....	F.	1881	4 0	0 2 20
71	Hy. Rogers.....	C.P.	1877	28 0	4 1 0
76	Thos. Watson	F.	1892	2 50	1 0 0
80	Thos. Lees	"	1892	2 30	1 0 0
81	Annie F. Bouffler	"	1892	1 90	1 0 0
83	Catharine Dresser.....	"	1892	1 50	1 0 0
87	J. H. Cottingham.....	"	1892	1 80	1 0 0
88	John Caban	"	1892	1 50	1 0 0
98 and 100	D. H. Tasker	"	1883	18 80	2 3 20
			Total.....	797 30	123 3 38
	Crown land			4,311 chs.	

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM PARKES TO CONDOBOLIN.

REPORT.

THE Sectional Committee appointed on the 19th March, 1895, to inspect, take evidence, and report on the proposed Railway from Parkes to Condobolin, have the honor to report to the Parliamentary Standing Committee on Public Works as follows:—

The Committee left Sydney by train at 8 p.m., on Thursday, the 21st of March, and arrived at Parkes at 10.30 on the following morning, commencing their inquiry at the Court-house at 2 p.m. the same day, and sitting until 6.15 p.m. On the following morning the Committee resumed at 10 o'clock, sitting until 5.30 p.m. On Monday, March 25th, the Committee, accompanied by Mr. Kennedy, railway surveyor, and Mr. Newton, resident engineer for roads, left Parkes by special vehicle for Bogan Gate. A slight detour was made on leaving Parkes, in order to avoid a hill which the railway will skirt. The road was then found to be level for about 16 miles, and very suitable for the construction of a surface line of railway, the country to the west on the direct route to Trundle appearing to be somewhat ridgy and elevated. The last few miles of the country to Bogan Gate were fairly level, and although part was somewhat uneven, no engineering difficulties presented themselves, and the land was free from indications of flood. The Committee arrived at Bogan Gate at 1.30 p.m., and there examined the only witness who presented himself, and continuing their journey to Trundle, reached that place at 6.30 p.m. on the same day. Starting at 9 a.m. on March 26th, three of the Committee were closely engaged at Trundle in taking evidence until 4 p.m. Mr. Gormly, one of the members of the Committee, along with Mr. Kennedy, railway surveyor, and Mr. Gilchrist, who was specially deputed by the Trundle residents to accompany them, went for about 17 miles along the direct Trundle road, beyond Treweek's Gap, so as to examine and report upon the character of the country on that route. At Trundle various fine specimens of the growth of the district were submitted for the inspection of the Committee, consisting of fruit, wheat, barley, oats, maize, &c. Leaving Trundle at 4.15 p.m., the Committee returned to Bogan Gate, *en route* for Condobolin. On Wednesday, March 27th, the Committee left Bogan Gate, and inspected the character of the country along the direct line to Condobolin, reaching Thornbury's railway-survey camp, about 18 miles from Condobolin, at 1 o'clock. Continuing their journey shortly afterwards, the Committee arrived at Condobolin at 5.40 p.m. The observations of the Committee showed that the country was quite level, and, with the exception of the Gunning-bland and Yarrabundi Creeks, appeared to be eminently suitable for a surface line of railway. At these creek-crossings, the height of the culverts and approaches thereto would certainly not require to be more than 4 to 5 feet. On the evening of March 27th the evidence of Mr. E. B. Thornbury, railway surveyor, was taken, and tended to show that the country was of a level character, and very suitable for the class of line contemplated. At Condobolin, on Thursday, the 28th of March, the Committee were engaged all day in examining local witnesses, chiefly with the view of ascertaining the character of the country, its capabilities and resources, and the volume of freight and traffic which would be likely to feed the railway. At 9.30 on the following morning the Committee left Condobolin, driving as far as Burrawang Station, where the evidence of Messrs. F. A. Edols, C. Pluis, and H. A. Inglis was taken. Leaving there,

there, the Committee, at 4.30 p.m., proceeded along the direct route as far as Bogan Gate, where they arrived at 6.30 p.m., and remained for the night. At 6 a.m. on Saturday, March 30th, Messrs. Trickett, Chanter, and Gormly, accompanied by Mr. Kennedy, railway surveyor, left Bogan Gate for Forbes, *via* Parkes, inspecting a portion of the suggested line to Trundle, *via* Treweek's Gap, *en route*. Mr. Molesworth, in order to see the character of that part of the country to the south, drove, in company with Mr. Newton, resident engineer for roads, and inspected several miles of the surveyed route to Forbes, which was reached about noon. The Committee commenced taking evidence at the Town Hall, Forbes, at 2.30 p.m., sitting, with a short interval, until 9.15 p.m. On Monday, April 1st, the Committee resumed their sitting at the Town Hall, Forbes, and heard all the evidence tendered at that town; Tuesday and Wednesday, the 2nd and 3rd of April, being devoted to a thorough examination of the whole project and evidence and the preparation of this Report. It will be seen by the ground covered, and the numerous witnesses examined (eighty-two in all), that the Committee devoted the whole of the time of their visit to a continuous and careful examination of the important work referred to them.

The Committee have arrived at the determination to recommend that a line of railway be constructed to connect Parkes with Condobolin, but it will be hereafter observed that they do so with some qualifications, and, having in view that portion of the Public Works Act which says that,—

Where any work purports to be of a reproductive or revenue-producing character, the Committee shall have regard to the amount of revenue which such work may reasonably be expected to produce, and to the present and prospective value of such work,—

they feel called upon to state that, in their opinion, the line will not pay its way for some years to come, and further consider that the estimate of revenue (£7,095 a year) mentioned by the Railway Commissioners is hardly likely to be realised until a much larger population is settled in the district.

After recommending the construction of a line, the next question presenting itself is necessarily that of route, and on that subject there is a diversity of opinion, one of the members of the Committee favouring a diversion by way of Trundle. The majority of the Committee, however, support the Government proposal. It is the shortest connection between Parkes and Condobolin; it seems to present fewer engineering difficulties and less cost of construction; it will pass the whole distance through good agricultural land, and through more Crown lands than either of the alternative routes; it will bring the settlers upon the north and south of the line within easy reach of railway communication, and the weight of evidence at Parkes and Condobolin was in favour of the direct route as being a saving in the cost of haulage for all time.

In consequence of the professional evidence of the railway surveyor clearly showing that a surface line of railway, as intended by the reference to the Committee, cannot be constructed by way of Trundle, and that by such construction there would be an additional distance of about 7 miles, materially increasing the cost of construction, the Committee feel that it is inadvisable to recommend a deviation in that direction. In coming to this decision, the Committee fully recognise the weighty claims advanced by the residents of Trundle and surrounding districts, namely, that a line *via* Trundle would at once pass through a close settlement of agriculturists, who are at present engaged in producing large quantities of cereals, fruit, &c.; that many of the holders of land along that route said they would give the land required for railway purposes free of cost, and that they would pay special rates of carriage; and it may be worthy of further consideration whether a branch line could not with advantage be made from the locality of Bogan Gate towards Trundle.

With regard to the surveyed route from Forbes to Condobolin, the Committee arrived at the conclusion that a line between those two places could not be constructed as cheaply as a direct line from Parkes; that such line would necessitate a heavy resumption of private land, would not serve as large a population as the more direct route, and would necessitate an additional cost for extra haulage on those using it. The evidence also showed that if a railway were constructed from Forbes to Condobolin, a large portion of the traffic between those two points would still be sent

sent by the river road to Forbes, and that a large number of the stock would still continue to be driven to Forbes Railway Station for the purposes of trucking, as a travelling-stock route exists on both sides of the river nearly the whole distance.

In recommending the construction of the direct line from Parkes to Condobolin, the evident facilities for construction had much weight with the Committee, it being apparent that the soil was of such a character as to be capable of carrying ordinary rolling-stock with average-weight engines, on sleepers placed on a light formation without ballast; that by far the greater portion of the route was level; that in no case would the grade exceed 1 in 100; and that the cost of bridging the small waterways or creeks already mentioned would be a matter of small moment, there being only two creeks to cross in the entire distance. The evidence shows that there is no danger of injury to the line by flood or surface waters, that there is ample timber in the neighbourhood suitable for railway-sleepers, and that where ballast is needed it is easily procurable.

As to the probable earnings of the line, the Committee were unable to obtain absolute facts on that point, the bulk of the evidence being necessarily conjecture on the part of the witnesses who referred to that matter. There is doubtless a large quantity of tonnage conveyed by teams within the area covered by a distance of 20 miles on the north, west, and south sides of the proposed railway-line; but some of the evidence will be found to be anything but promising as to how much of this would be conveyed to the line, carriage by waggon being now so very low, and many witnesses testifying that, when once the teams are loaded, a few miles extra distance by road does not make much difference, and they might as well come on to Parkes or Forbes. There is no doubt that the general character of the country is very rich, and suitable for the growth of cereals, &c.; but whilst the evidence shows that promises of wheat-growing are advanced on all hands, two matters for consideration present themselves, namely, whether at the present low price of wheat (2s. a bushel) it will pay growers to continue cropping; and also whether, at the low rates of railway freight for cereals, the quantity grown and brought to the railway would add largely to the railway revenue. It is also worthy of note that the evidence of the owner of Burrawang Station is to the effect that, although the proposed railway would be run within 12 miles of his woolshed, and for about 30 miles through his property, he would continue to convey his wool by team direct to the Forbes Railway Station, except in fair weather.

The principal reasons that weigh with the Committee in recommending the line may be summarised as follows:—

In the first place, the character of the country is eminently suitable for the construction of a pioneer or surface line of railway.

Judging by the class of settlers in the district, the excellent produce submitted to the Committee, and the evidence of expert witnesses, the soil and climate seem most suitable for agricultural settlement, all available Crown lands in the district, excepting small portions of an inferior character, having been eagerly taken up and settled upon.

Numerous witnesses predicted that, as soon as the present pastoral leases expire and the land is made available for conditional purchase, it will be speedily selected and occupied; closer settlement will follow, and will yield a better revenue to the State than is at present obtained.

A considerable quantity of evidence was obtained proving that agriculture had largely increased in the district, the farmers finding that wheat-growing, at moderate prices, was more remunerative at per acre than grazing sheep; but at the same time it was urged that the distance to the nearest railway-line, and the cost of land-carriage by team, were such as to seriously cripple their efforts, and in many cases there seemed to be serious doubts whether some of the selectors would not be compelled to abandon their holdings, unless better facilities for the conveyance of their produce to the metropolitan market were secured.

Owing to the line passing so largely through Crown lands, the cost of resumption must necessarily be small, and the question of severance should be capable of easy adjustment.

A number of the witnesses examined expressed their willingness to pay special rates of carriage over the proposed line. It was also stated that goods conveyed along the line would increase the volume of traffic upon the main line.

The Committee agreed to the following resolution:—

“That it is expedient that a line of railway, as proposed by the Government from Parkes to Condobolin, *via* Bogan Gate, be constructed at a cost not exceeding £2,100 a mile, including the cost of land resumption.”

April 3, 1895.

W. J. TRICKETT,

Chairman, Sectional Committee.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM PARKES TO CONDOBOLIN.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

FRIDAY, 22 MARCH, 1895.

[The Sectional Committee met at the Court-house, Parkes, at 2 p.m.]

Present:—

THE HON. WILLIAM JOSEPH TRICKETT (CHAIRMAN).
JOHN MOORE CHANTER, Esq. | EDMUND WILLIAM MOLESWORTH, Esq.
JAMES GORMLY, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Parkes to Condobolin.

Mr. Sydney Ephraim Close, Mayor of Parkes, sworn, and examined:—

1. *Chairman.*] I believe you are Mayor of Parkes? Yes.
2. Have you occupied that position before? Yes, once.
3. How long have you been an alderman? Some years.
4. How long have you been a resident of Parkes? Thirteen years.
5. Then you have a fair knowledge of the district? Yes; I have been over twenty years in the district, including thirteen years in the town.
6. Can you give us any information as to the growth of Parkes, with regard to its population, products, and trade? It has considerably improved during the last five years. Some years ago there was a larger population than there is at present, but that was at the time of the gold-fields rush.
7. What is the population of the municipality? Its estimated population is 3,500.
8. Can you give us any evidence as to the progress of the population during the last five years? In 1890 there were 690 ratable properties in the municipality; in 1891 there were 785; in 1892 there were 912; in 1893 there were 931; and in 1894 there were 1,039.
9. Showing a gradual progress since the year 1890? Yes.
10. How long is it since Parkes was incorporated? Twelve or thirteen years.
11. And prior to the five years you have specified was the progress made also considerable? Yes.
12. When the railway to Parkes was advocated did you give evidence? I did.
13. What was the tenor of that evidence—was it favourable to the extension to Parkes? Yes.
14. Do you remember what reasons you then gave for urging the construction of the railway? I thought the district was advancing sufficiently to justify the railway coming here. I thought it would be likely to be a paying line; and the products here were so difficult to get away. Of course it is far different now. For instance, farmers would not go in then for wheat growing; they only grew sufficient to supply local wants. Since then wheat growing has increased considerably, because where a man only had 30 or 40 acres under crop he has hundreds under crop now.
15. At that time one of your strong reasons for advocating the construction of the line to Parkes was that you believed it would promote the agricultural industries of the district? Yes.
16. Are you in a position to give us any figures to prove the progress of the district from an agricultural point of view? I can bring a witness who will prove that—Mr. Bowditch. He can produce figures to prove the advance of the district since the railway was constructed to Parkes.
17. Do you know whether the passenger traffic has increased much since the railway came to Parkes? I do not know, but the station-master should be able to prove that.
18. Do you know the country between Parkes and Condobolin as indicated on the wall map? Yes.
19. Will you give us a general description of the character of that country? From here to Bogan Gate it is pretty well level. It is slightly undulating, but an easy country over which to run a line; very little work will be attached to it. On the other side of Bogan Gate it is liable to be under water occasionally—it is low-lying ground.
20. Have you ever seen it under water? I have seen a lot of water about it. I have not been along where the line runs, and I am not quite clear as to whether it will miss that watercourse or not.
21. Would the flooding, so far as you have seen it, be of any extent? No, not a great deal of it. The chances are that the line will be outside the flood water—that is, it will be on the northern side of it.
22. What I want to direct your evidence to is the character of the country along the proposed route of railway so far as its capacity for pastoral or agricultural purposes is concerned? I should think that most of the country along the line is fit for agriculture.
23. As compared with the country that we have traversed this morning between Molong and Parkes, how does it compare? It is different country altogether.
24. Will you tell us in what way? This country is all fit for the plough, or nearly so. That which you have travelled over this morning was all mountainous country, and not very fit for the plough—that is, within sight of the railway line.

Mr.
S. E. Close.
22 Mar., 1895.

25. I ask this question because on looking through some of the former evidence I find that that country was painted in glowing terms which were not apparent to us coming along the line;—and you say that this is a different character of country altogether? Yes.
26. More like the country in close proximity to Parkes? Yes.
27. On which side of the projected line is the greater amount of agricultural land under cultivation at the present time, taking the Lachlan on one side and Trundle on the other? I think there is more of it on the Trundle side. It is principally grazing land in towards the Lachlan. There are plains and such like towards the Lachlan.
28. And liable, I suppose, to be occasionally flooded? Yes; a good deal of it.
29. What has been your observation of the settlement between Parkes and Trundle during the last four or five years? Of course it is all valuable land there, taken up by selectors.
30. It is taken up at the present time? Yes; all that is available. There is no land there which could be selected at present.
31. Seeing that it is taken up by selectors, what is the average holding? They are principally full blocks of 2,560 acres.
32. Seeing that they are taken up in blocks averaging 2,560 acres, what use are they applied to—to agriculture or pastoral purposes? They are nearly all going in for agriculture. Of course they use it for pastoral purposes as well, but the selectors now find it is necessary to have something else as well as wool to keep them going, and they are going in for wheat along with it. There has been a good deal of wheat grown in the Trundle district this year.
33. How much do you think a man would put under crop out of a holding of 2,560 acres? The largest I know of is about 300 acres. There are many who have a lot more land prepared ready for the coming season—in fact I have been informed that one man has close upon 1,000 acres ready for the plough next year.
34. Do you know what it costs to produce wheat per acre? No, I do not. I have heard them say that it would pay them at the present price better than sheep.
35. Do you know a gentleman named J. B. Raymond, of Nicholas and Raymond, at Forbes? Yes.
36. He was examined two or three years ago about this land, and about holdings such as those I have just mentioned, and he is reported to have said that money is made so easy out of grass that many people prefer the smaller returns in order to avoid the hard work necessary in farming;—do you endorse that view? At that time people were able to get from 8d. to 11d. for their wool; now we get from 4½d. to 7½d. for it.
37. So that, although that remark may have had some truth in it at the time it was made, the altered circumstances and price of wool now make it more profitable to produce crops than to breed sheep? Yes; and it is necessary now to turn the land to some better use than just leaving it for sheep alone, because a man could not live off the land now by producing wool alone. He must have something else.
38. I suppose the selectors combine a little sheep farming with their agriculture? All of them—all that have any quantity of land. A man told me yesterday that he had cleared £150 off 100 acres, and he said, "I could not do that off sheep."
39. Off 100 acres of agricultural land? Yes.
40. Is the growing of wheat a comparatively recent development? Yes.
41. Where is the market for the locally grown wheat? Sydney.
42. So that it all comes by way of Parkes? All that is grown here.
43. Between here and Condobolin? A good deal of wheat comes here from Condobolin, from Melrose, and that way.
44. Have you, in your experience as a commercial agent, heard many of the farmers and sheep growers say what they consider a fair distance to cart their produce to a railway, so as not to hamper them with heavy cartage? I have heard them say that as long as they could get in and unload their wheat and get home again the same day they would be satisfied, but they would not get a great way in and out in a day.
45. In fair weather? I suppose they would go 12 miles—12 in, and 12 out, and unload. That would be as much as they would do, but there has been wheat carted here this season over 150 miles.
46. Where would that be from? From the other side of Melrose, due north of Condobolin.
47. I suppose you, as a resident here, have been a keen observer of the result of the extension of the railway to Parkes;—what effect has it had upon the district generally? It has caused a great quantity of land to be put under cultivation which would not be if the railway had not been extended to Parkes. People who have had 20 or 30 acres under cultivation have hundreds of acres under cultivation now.
48. Within what radius of Parkes or of the railway line would you say that has taken place? Within 30 miles.
49. Do you think it has had any beneficial effect upon Parkes and district with regard to the stability of of trade? I think so.
50. Is trade in a fairly stable condition in Parkes at present? It is a little dull.
51. Are people paying their way well? Yes, most of them. It is like most other places—there are some failures.
52. With regard to the produce, so much of which finds its way into Parkes since the railway was constructed, do you find a ready market for it? Yes.
53. Is there much local consumption? No; I do not think there is any more local consumption than before. It is saleable the moment they bring it here.
54. Have you any mills here? Yes, we have a mill here, but it is full. I believe it is as full as it can hold at the present time.
55. Does that mill produce flour only for local consumption, or does it send flour away? It sends flour back—out Condobolin way; it does not send it forward.
56. It does not send it down to the sea? No; I have not known of any going.
57. Can you tell us the names of one or two buyers of wheat here who ship it to Sydney? There is Mr. Wise, Mr. Seaborne, and myself.
58. Can you tell us what amount you have sent to Sydney which has been brought through by yourself? 2,137 bags of wheat is the amount of wheat which has passed through my hands this year—since the middle of January to present time—or 8,548 bushels.
59. When was the railway to Parkes opened? December, 1893.

Mr.
S. E. Close.
22 Mar., 1895.

60. Then you have only had a little more than one year's experience of it? Yes.
61. You think the growth of wheat would be considerably extended if the railway were sent further out amongst the growers? I think so.
62. What kind of country is this to travel over with teams in wet weather? It is very soft.
63. Very difficult to travel over? Yes, very difficult. There has been a good deal of delay this season in the wheat coming forward on account of the softness of the ground.
64. That of course increases the cost of carriage? Yes.
65. Can you tell us whether you get fair average crops of wheat here? Yes, we get very good crops around here. Of course there are failures the same as in other parts of the world. The farmer who gets his wheat in early generally gets a good crop.
66. What kind of rainfall have you here;—is it at regular periods? We have had it very regular during the last five or six years.
67. That is since the big drought? Yes.
68. From where does the wheat traffic come to Parkes? It comes in pretty well from all round.
69. Can you tell us from which side of the projected line the bulk of it comes? I think that the greater part which comes here comes from Trundle.
70. That is north of the projected line? Most of it is on the northern side. There is a good deal of it coming from Peak Hill way.
71. I suppose you know the country well between here and Trundle? Yes.
72. You will see from the wall map that the projected line goes through a gap in the ridges? Yes.
73. If a line went to Condobolin *via* Trundle would it still have to go through that gap, or are the hills of so little consequence that they could be got over? The line could get over the hills.
74. They are not high hills? No, they are nothing like the hills on the Molong to Parkes line.
75. They could be easily got over by a railway? Yes.
76. It is contemplated if this line is constructed that it should be of a light character—not nearly so substantial as the one between Molong and Parkes—in fact that there should be very little ballast, and that the sleepers should be placed almost on the ground. From your knowledge of the country about here, for a considerable number of years, do you think it is a country of such a character that it would carry a railway built under those conditions? I think it would.
77. A kind of surface railway? I think a light line of railway would carry everything that would come here. There is no rough ground at all. The only bit is where the ridges are marked, where it is a little soft. It might require a little expense crossing the ridges; it is of a spewy nature there.
78. *Mr. Gormly.*] I suppose you are acquainted pretty well with the country extending for a considerable distance west and north of Parkes? Yes.
79. Can you tell us what distance, extending towards the lower Lachlan and towards the Darling, the trade now comes to Parkes;—does the Melrose trade come here? A good deal of it. The selectors come in here from there a good deal.
80. And does any of the wool come in from there? I am not sure about it, but I think so.
81. Your business arrangements enable you to possess a general knowledge of the trade which comes to Parkes from that portion of the country? A good deal of it, such as wool and so on. Of course it does not come to the agents here, but goes straight through. We have no control over it.
82. But you know to what extent the persons who reside in those parts do business here with their produce? I think the outlying places do their business direct with Sydney.
83. But do they go to Sydney by way of Parkes? I think so.
84. Do the Eremeran people come by way of Parkes to Sydney? I am not sure of it.
85. Do you know the country extending out to Gilgunnia, Bedooba, and Witchellebar? No.
86. Are you aware whether they go to Sydney by way of Parkes, or whether they go in any other direction? I think they go in by way of Cobar and Nyngan.
87. How about Eremeran and Witchellebar? I think they do, but I am not sure.
88. Do you know whether the people about Cowan Downs come this way or go towards Hay? I do not know, I think they go to Hay.
89. You are not aware whether their trade comes here at present or not? I do not know.
90. Can you give us a general outline of the character of the country from which produce does come into Parkes;—about what distance does it come in from the proposed line? From 130 to 150 miles.
91. Is there a numerous population between the Lachlan and the Darling? Between the Lachlan and the Bogan.
92. The stations I mentioned are more from Condobolin to Cobar. Do you think the people in that direction come here to go to Sydney? No; I do not think those outside people come here at present. If the railway goes on to Condobolin the chances are that they would.
93. It would be 40 or 50 miles nearer to them? Yes.
94. Does the Mount Hope trade come this way? I do not think so—not now; it used to come here in former days.
95. I suppose you are well acquainted with the quantity of the land on each side of the proposed railway? Yes.
96. Is the land good on the south side after you pass the Gap at Bogan Gate? I would not say it was as good for agriculture as it is on the northern side. It is much wetter land.
97. There are patches of myall plain? Yes.
98. Is there any considerable quantity of cultivation between Bogan Gate and Trundle, or is it on the north side of Trundle? It is principally from Trundle north, east, and west.
99. Is there any considerable quantity of it on the south side of Trundle? Not a great deal.
100. It is chiefly on the north, east, and west? Yes.
101. Is there any considerable quantity of land under cultivation between here and Bogan Gate? Yes. On the Gunningbland Station there was a great quantity under cultivation last year. I have already stated that 300 acres is the largest quantity I know of, but on the Gunningbland they have well on to 1,000 acres under cultivation.
102. That is cultivated by the station owner? Yes.
103. That would be on the north of the proposed line from Parkes? The line would go very close to it.
104. But still it would be on the north? I think there would be some on both sides of it.

- Mr. S. E. Close.
22 Mar., 1895.
105. Is there any land cultivated other than that on the Gunningbland Station? Yes; between here and there they all cultivate some land.
106. Is there some cultivated on each side of the line? Not much on the south.
107. You are acquainted with the country right down to Condobolin? Yes.
108. You are of opinion that the chief part of the cultivated land is in the neighbourhood of Trundle? Yes.
109. Is there any considerable amount of cultivation close to the river before you get to Condobolin—between the river and the proposed line? I have not been down there recently, but there was none at all when I was there last.
110. The land has chiefly come under cultivation during the last wheat season? Yes, and I have not been down there since then, and there is no wheat coming here from there this season for sale.
111. Is a considerable quantity of the wheat produced in the district converted into flour at the local mill? There is sufficient for local use.
112. Is it a considerable distance back to the different stations? Yes.
113. You say the whole of the flour ground here is consumed in the district? Yes.
114. *Mr. Ohanter.*] From the nature of your occupation you must, of necessity, have travelled very largely? I have.
115. And you have an intimate knowledge of the characteristics of the country north, south, and west of the proposed line? Yes.
116. I understood you to say that that part of the country between Parkes and Bogan Gate was good agricultural country? Yes; very good.
117. How do you describe good agricultural country;—what is the nature of the soil? There are two classes. There are red soil and chocolate soil; they are both good for wheat growing.
118. Is that soil of a loamy character;—is it light? Yes, it is light.
119. Easily worked? Yes; of course, there are some parts which grow good wheat on the bad soil, but it depends on the season. If the season is too wet or too dry it will not do it.
120. Does the character of the soil, travelling northwards, vary at all;—is it of a uniform description? North of the line it is pretty near of one character for a considerable distance.
121. What distance is Trundle from Parkes? About 31 miles.
122. And taking a triangle from the base and on to Bogan Gate, and then to Trundle, would the whole of the soil embraced within that triangle be of the same character? Very nearly the same.
123. Suitable for agriculture? Yes; except so far as regards the ridge marked on the plan. It is more ridgy than is shown on the plan.
124. Is there any great area of that ridge, shown on the map as hills? No.
125. Are they of a stony, rocky character? Stony and sandy.
126. Therefore the area covered by the hills would not be suitable for agriculture? No.
127. But would that be in any way greater in proportion to the surrounding country? It would be only a small bit in proportion to the surrounding country.
128. What is the character of the country travelling westward from that point, taking another triangle from Bogan Gate to Condobolin, and thence through Condobolin? That would not be quite as good for wheat growing as that embraced within the other triangle.
129. In what way would the soil differ? There is a lot of little myall plains there, and such like. The country is more of a clayey nature.
130. From that point, how far north of the line altogether from Parkes to Condobolin, would you consider good agricultural land suitable for the growth of cereals? I could hardly estimate the distance. It is nearly all good land that way. Of course you come to places where there are little pieces of stony hills and so forth, but it is nearly all fit for agriculture—as far back as 60 or 70 miles.
131. I will put the question in another way. In reply to a question by Mr. Gormly I understood you to say that the commerce of the district was embraced within about 100 miles from Parkes—that is the present trade? Yes.
132. Are we to understand that within that distance, north of the line, the country is suitable for agriculture? Yes, it is—that is running out in the direction of Melrose.
133. Will you describe the characteristics of the country and the nature of the soil south of the line towards Forbes and the Lachlan River and Condobolin? On the southern side of the proposed line there is a good deal of myall country.
134. Is that open plain country? There is a good deal of myall growing upon it, or dead myall at any rate, and a good deal of plain country as well. Of course there are forest patches in between, cutting the one plain off from the other.
135. Then it differs in its characteristics in comparison with the soil north, inasmuch as it is broken up by plain? Yes. There is more plain country on the south of the line. On the north there is little or no plain at all—it is all forest country.
136. And the soil is of a loamy character, red or chocolate in colour? Yes.
137. What is the description of the soil on the Myall Plains? It is black, sticky stuff.
138. Is it heavy? Yes.
139. As you approach the Lachlan River, does it become lighter or heavier in character? It is lighter as you get near the river. It is a dark-coloured soil there, but it is much lighter in character—it does not stick in the way the other does.
140. It is not so tenacious? No.
141. What is your opinion as to the value of what are termed timbered lands, in comparison with plain lands, for agricultural purposes? You cannot depend upon a crop off the plain lands at all. You might get a good crop off them, but you cannot depend upon it. From the timbered land you are almost sure to get a fair crop.
142. Would the plain lands be more or less difficult to work than what are termed timbered lands? It would be more difficult to work. It is so much heavier to work, because it sticks to the plough, to the horses feet, and to the men who are there likewise, whereas in the loamy land the plough cleans itself.
143. Therefore, you assume that an agriculturist, if he had a choice, would take the chocolate soil in the timber country in preference to the plain or clayey soil? Yes, if he is going for agriculture alone; but of course it has to be cleared, and many take that into consideration and say, "I can put the plough into this at once."

144. Have you had any experience in regard to the cost of clearing in the Parkes district? Yes; during the last year or two the average cost per acre has been very low. It has been as low as 13s. per acre. But clearing is not as it used to be in former days, where they used to take the roots out below the surface. Now, if it is left level it is all that is wanted.

Mr.
S. E. Close.
22 Mar., 1895.

145. Taking the prices paid in the past for clearing, and considering those paid at present, what would be a reasonable average—would £1 per acre cover it? You can get almost any land cleared now for £1 an acre.

146. I understand you to say that at present land is cleared for 13s. an acre? I know it has been done.

147. That is consequent upon the severe depression and the number of people who are out of work? Yes; and they have not to be so particular over the clearing.

148. I suppose they burn out a good deal? Yes; the timber is principally rung and it burns well. If it has been rung a few years it burns out and they clear the land easily.

149. Would 15s. an acre be a reasonable average price for settlers to clear their land ready for the plough? From 15s. to £1—that is taking all timbered lands.

150. Have you any particulars showing the difference in a crop grown upon timbered land and upon plain land? Yes.

151. How many more bushels to the acre would there be upon the timbered land than upon the plain? I can hardly answer that question. I have grown crops upon plain land myself where it has not returned me a bag, and I have grown crops the same season within $1\frac{1}{2}$ miles of it on timbered land, and have got 6 or 7 bags to the acre.

152. Could you draw any line as to the difference in the annual yield upon one class of land as against the other? No.

153. Would there be a bag to the acre difference, that is 4 bushels? If the season were suitable, the chances are you would get just as much off the plain as off the other, that is if it were a fair season so that the ground never got caked. But if it were a really wet season, or a dry one, you would get nothing at all off the plain land.

154. I want you to give us the average of the seasons, taking the good and the bad together. I want you to state what, in your opinion, would be a fair average increase of wheat grown upon the timbered land as against that grown upon the plain? I think there would be double grown on the timbered land.

155. Can you state the number of bushels or pecks as the case may be? I can give evidence of what I really know. I know of two selections which are close together. In the one instance the farmer put his seed in the plain land. He got a return of nothing excepting straw, and very little of that. His neighbour got six bags to the acre. His was all timbered land.

156. My object in putting the question was to ascertain whether the settlement in the future would tend towards the country which is timbered, or towards the country which is plain? If people go in for agriculture I think they should go in for the timbered country, but, if there were a clear piece of land open and a timbered piece close to it the first man who came along would take the cleared piece, because there is less work connected with it.

157. Would an experienced man do that? I believe he would. He would go for the cleared land, saying "There is less labour upon it; it is ready to yield something at once."

158. Do you think the farmer would be recouped in one season for clearing, by the increase in his crop? I believe he would.

159. And then for all time his conditions would be equal, or more than equal, to those of the man who selected the plain land? Yes; but the selector or farmer has not the capital to go on. That is why he would take the lighter timbered ground, because the outlay is not required.

160. Are any of the farms situated upon the class of country you have been describing north of the line between Parkes and Trundle. Have they been cropped for a few years, and then let out to graze? No; they have only been cropped this season. The people may have had a few acres before; but where they had 10 or 20 acres, now they have 100 or 50 acres.

161. There has been a considerable increase? Yes.

162. And you have already said that that is consequent on the extension of the line from Molong to Parkes? Yes.

163. Looking at it from a grazing point of view, when this class of soil, that is timbered country, is ring-barked, scrubbed, and properly cleared, and has had a period of two years in which to develop, how would it compare, as against the plain country, in carrying stock? It will carry more stock than the plain country.

164. Then in your opinion the persons settling upon that class of country, either from an agricultural or grazing point of view—that is if they intend to settle permanently—would be better settled upon it than upon open plain country? Yes; if they had means to improve the land.

165. Do you know Condobolin? Yes.

166. Is there any extent of settlement around Condobolin? I have not been there recently.

167. You have stated that the district near to Bogan Gate is subject to inundation from the Gunning bland Creek? Yes.

168. How far does the flood go out? I could hardly say. I have seen it on both sides of me—a great width of water. I have ridden there when the water has been up to the saddle flap.

169. How near to the creek itself does the road over which you travelled go? Pretty nearly all the way.

170. Would those floods extend out a mile from the creek? I do not think they would go more.

171. Then you might safely take that as an average? Yes.

172. Is it within your knowledge that at any period trade round about Condobolin has gone to Melbourne via Hay or any other point on the river? Not to my knowledge.

173. Do you think if the proposed line of railway were extended beyond Condobolin it would bring trade to Sydney which is now going to Melbourne? I think so; that is, if it were extended right on.

174. But at present, as far as you are aware, none of the trade of the Condobolin district goes to Melbourne? Not to my knowledge.

175. What is the nearest point of the Murrumbidgee River going from Condobolin, which would be reached by wool or any other produce? About Hay.

176. Is not there a settlement 20 or 30 miles north of Trundle called Burra Burra? Yes.

177. Is there a considerable amount of agriculture there at present? They are only just starting—they are

Mr.
S. E. Close.
22 Mar., 1895.

are just clearing the ground. There is not much open ground, but there is a good number of selectors about there preparing to get crops in this wheat season.

178. If the proposed line were constructed, do you think the farmers at present settled about Trundle and Burra Burra would increase the area under wheat? I feel sure they would.

179. Your interests I presume are entirely in Parkes? Yes.

180. And you have no personal interest in the line going one way any more than another? None, whatever.

181. Will you give the Committee your opinion as to whether, from your knowledge of the district, the line should be constructed from Parkes to Condobolin *via* Bogan Gate, or from Parkes to Condobolin *via* Trundle;—which in your opinion would serve the greater interests? In my opinion the line should be run as straight as possible, because I do not believe in people living beyond having to pay the extra haulage which they would have to pay if detours were made here and there. They would have so much extra to pay for all time.

182. Then the line as shown on the plan would be as straight as possible? Yes. But whether Trundle is sufficiently close to cause it to deviate that way I do not know.

183. Do you know the quantity of Crown lands which will become available when the present leases in the Trundle district expire? No.

184. The information is supplied by an official who was specially deputed to inquire into the matter in 1892 as 83,000 acres of Crown lands at Trundle, that is Crown lands held under lease? Yes.

185. He puts the Crown lands held under lease between Parkes and Condobolin at 280,000 acres, and he in his evidence and in his report was inclined to support the direct line as shown on the plan in consequence of the close settlement in special areas which would be produced when the leases fell in. Do you consider if the Crown lands along Gunningbland and the neighbouring run were made available for selection to-morrow in special areas they would produce permanent settlement. Is that a sufficient area? I do not think it is, and I do not think it would be fair either for men to come in and pay 30s. an acre there whilst their neighbours get the land at £1.

186. What I want to ascertain is whether, in view of the altered circumstances, including the low price of produce a special area of 640 acres, at a special price, would not produce legitimate and permanent settlement? I do not think the area is large enough, and I think the price too high.

187. And you think that when these lands do become available they will have to be selected in areas similar to those selected in other parts of the district? I think so.

188. Do you think an area of that description is sufficient, by a mixed system of farming and grazing combined, to produce a permanent home? I do.

189. Because it is only from the permanent homes of the people that we can expect the railways to pay, no matter where we take them;—the settlement you say is at present at Trundle and north of Trundle? Yes.

190. That is that there is a greater settlement there than on the south? Yes.

191. If the people have to wait five years for the Crown lands on Gunningbland and the adjoining area to be made available for selection, and with settlement already in existence at Trundle, how would that affect your opinion as to where the railway should go? It would seem hard to run the railway where there is no settlement, and where there is not likely to be any for five years, when, with a slight deviation, it could be brought to where settlement is already.

192. You are aware, I suppose, that these leases have been renewed for a further term of five years? Yes.

193. Therefore, there can be no settlement there for five years? No.

194. And that would affect your opinion if a line were to be constructed at present? Yes, it has to run where there is unoccupied land for five years.

195. I suppose the residents and property holders of Parkes are not very anxious about this railway at all? I cannot say.

196. They would be just as well pleased, I suppose, if it were not constructed. Has there been any public movement in favour of, or against it? No, not in Parkes.

197. Do you know the country between Forbes and Condobolin? Yes.

198. What kind of country is it? Most of it is low-lying land.

199. Are there more engineering difficulties there than there would be further northward? I do not think a light line would do further than the present line by Bogan Gate.

200. You have no doubt, however, that a light line could be carried on the direct route from Parkes to Condobolin? Yes.

201. If the line is constructed at a cost of about £2,000 per mile, do you think it would return a revenue sufficient to pay the interest on the capital and working expenses? Do you mean according to the present state of affairs?

202. Yes? No, I do not think so.

203. Do you think the construction of the line would increase production sufficiently, with a reasonable time, to pay the interest upon the cost of construction? I think possibly it would.

204. You are of opinion then, that notwithstanding the low price of agricultural produce, the farmers consider they can get more profit from it than from wool? Yes.

205. And there is a market for it other than the local market? Yes.

206. So that the line would get the benefit of whatever was grown? Yes.

207. In regard to what may come to the line in the future, do you think it would be wise on the part of Parliament to recommend its construction? I think so.

208. *Mr. Molesworth.*] You mentioned a short time ago that the progress of Parkes since the advent of the railway had been marked? Yes.

209. You believe there is every season to anticipate a growth of that prosperity? Yes.

210. Do you believe that the continuance of the line to Condobolin would materially add to the growth of trade and population? I do not think so.

211. Not to Parkes itself? No.

212. But it would be an advantage to the outlying district? Yes.

Mr.

Mr. John Perks, farmer, Cook's Myalls, near Parkes, sworn, and examined:—

Mr.
J. Perks.
22 Mar., 1895.

213. *Chairman.*] Where do you reside? At Cook's Myalls.
214. How far is that from Parkes? About 12 miles to the north-west.
215. *Mr. Molesworth.*] Is the locality in which you reside on the way to Bogan Gate? It is on the Trundle mail road.
216. The Trundle mail road is not *via* Bogan Gate, is it? No.
217. Have you been farming there for many years? Yes.
218. How many? About eighteen years.
219. What is the size of your holding? Over 2,000 acres.
220. How much have you had under crop during the last year? About 100 acres.
221. Is the remainder used for grazing purposes? Yes.
222. Have you always had that quantity under crop since you have had a farm? No.
223. How much increase have you had under crop since the railway was extended to Parkes? About 80 acres.
224. Then, in round figures, you have increased your cultivation threefold since the railway was extended to Parkes? Yes.
225. Will you explain the nature of the settlement between Parkes and Trundle in the direction of your farm;—is the land held by settlers or station-holders, or what? There are a number of farmers to the north of Trundle. There is one squatter, but the rest of the country is nearly all peopled by a farming population.
226. And does that continue all the way to Trundle? Yes.
227. Do you know much of the country to the north of Trundle? I am not very well acquainted with it.
228. Have the other farmers you have spoken of increased the cultivation of their lands since the advent of the railway to Parkes? Yes.
229. Considerably? Yes.
230. Then the railway has offered an inducement to go in for cultivation to a greater extent than they did before? Yes.
231. Do you think the extension of the railway would further increase that cultivation? I think it ought to do.
232. Do you know much of the country to the north of Trundle? No; I know more of it to the west of Trundle.
233. That will be partly on the road to Condobolin? No; more in the direction of Melrose.
234. Is that well settled upon? I have not been there lately, but there were not many settlers there when I was there.
235. Taking Trundle as a centre, where is the greatest number of settlers located—north, south, east, or west of Trundle? I think the majority of the selectors are on the north and east of Trundle.
236. But you say you do not know much about the north of Trundle? No; but I think they are there, by hearing what people who are settled there say.
237. Do you know much of the country about Bogan Gate? I know all the country at the Bogan Gate.
238. You know the country in the vicinity of the Bogan Gate well? Yes.
239. Is there any settlement of any extent in that direction? I do not think there is. There are not many selectors, unless they have gone there of late years.
240. Is not all the land between Bogan Gate and Trundle fully occupied by farmers? Yes; not Condobolin way.
241. I am speaking of the district where the proposed line passes through the Gap, known as Bogan Gate, and going northward to Trundle;—is not the whole of the country between those two points fully taken up with farming people? I think most on the north side of it is settled upon.
242. Have you any knowledge of the settlement below the proposed line southward? No.
243. As you are only a short distance from Parkes, the railway will scarcely be of any benefit to yourself? No.
244. And unless it came pretty close to your place, when you had gone to the trouble of loading, you would almost as soon bring your produce to Parkes and save the haulage? That is about 5 miles from my residence.
245. But supposing a deviation were made *via* Trundle, would the line go very near your property? Yes; it would bring it close to my land, or perhaps right through it.
246. Supposing the line were constructed as marked on the plan, would the Trundle people be within fair and reasonable access of it? Yes.
247. Do you think that, although it would not be quite so convenient as it would be if it went direct to Trundle, they would still utilise it? Yes.
248. About what distance would you call it from Trundle to Bogan Gate? Fifteen miles.
249. Is there a fairly direct road between those two points? Yes.
250. Do you know the country between Trundle and Condobolin? Yes, I was through it years ago.
251. Is it all settled upon? I have not been through it during the last four or six years.
252. Which do you personally think would be the proper thing for the Government to do—to construct the line as proposed, or to take it *via* Trundle, and incur the larger haulage to all the people beyond that point? I could not form any idea.
253. Do you think if the line were constructed there would be an increase in cultivation? I think there would.
254. Sufficient to justify the hope that by-and-bye the line might be made profitable? Yes.
255. *Chairman.*] When you farmed 25 acres of land did you have any surplus produce to sell? Yes.
256. Where did you take it for a market? To Parkes.
257. And did you sell it locally in Parkes? Yes.
258. Are you induced to go in for more agriculture now in consequence of the reduced price of wool or in consequence of communication giving you a market for your wheat? Because of the railway communication.
259. That has been of such advantage to you that you can always get a ready market? Yes.
260. Can you tell the Committee what it costs per bushel to raise wheat and deliver it at the railway station? No.

- Mr. J. Perks.
22 Mar., 1895.
261. Can you tell us what profit, on an average, you make per bushel out of your wheat which is sold, after paying all expenses? No; I know I can do very well at wheat-growing.
262. And make a good profit, a profit which satisfies you? Yes.
263. Do you employ any labour on your holding? I always keep some men.
264. And you and your family work as well, I suppose? Yes.
265. How many members of your family work on the farm? Two besides myself.
266. And how many men do you employ? I have employed four lately.
267. That is at harvest time? No, they have contracted for clearing, and so on.
268. Can you tell us how many you have on an average in a year, besides the members of your family? There have been four for the last three months, and two for longer than that.
269. Then you might say three all the year round? Yes.
270. Are you able to give them fair wages? Yes.
271. *Mr. Gormly.*] Are you preparing any more land for cultivation this season than you cultivated last season? Yes, 100 acres more.
272. Then you intend to cultivate 200 acres in the coming season? Yes.
273. Have you ploughed all your land for the next season? Yes, between 50 and 60 acres ready for sowing when the rain comes.
274. Can you tell us what quantity of bushels or bags of wheat per acre you had last season? I think about three bags. That is the worst crop I made for some years.
275. That would be 12 bushels? Yes.
276. Formerly, when you cultivated a lesser quantity of land, did you go in chiefly for grain or hay? For grain.
277. What quantity per acre have you on an average? I have grown nine and a half bags to the acre; but I think my average would be five or six bags to the acre.
278. *Mr. Chanter.*] You have had a lengthened experience in farming? Yes.
279. As a wheat-grower? Yes.
280. Have you had any experience in growing wheat in any other part of the Colony? Yes.
281. What part? Burrowa.
282. How does this district which you have been describing compare for agricultural purposes with Burrowa? This is superior.
283. That is taking the seasons right through? Yes.
284. What kind of machinery do you use for the production of wheat? The stripper.
285. Do you plough with a single or double-furrow? A double-furrow and a three-furrow.
286. And do you harvest with the stripper? Yes.
287. The ordinary stripper? Yes.
288. And you winnow the grain after it has left the stripper? Yes.
289. Did you sell wheat this year? Yes.
290. What price did you get for it in Parkes? Two shillings a bushel.
291. If you can continue to get 2s. a bushel, with your present appliances and machinery, would you increase your area? Yes.
292. If this line of railway were nearer your property than it is proposed to bring it, would that induce you to still further increase your area? I think it would.
293. You say you would be about 5 miles, as near as you could judge, from the line? Yes.
294. If a railway station, then, were so placed that you were no nearer to it than you are now to Parkes, would you still go on increasing your area of wheat? Yes.
295. And do you think your neighbours around you would profit by the same experience and would grow more wheat than they have done in the past? Yes.
296. Has that been brought about by the sudden fall in the price of wool and stock? It might have had a little to do with it, but I think the appliances have more to do with it than anything else.
297. It has had a certain effect? Yes; I think it has had a slight effect.
298. And with machinery of an improved character and less in cost you would be prepared to grow wheat even if the price were reduced a little? Yes.
299. Have you had any experience of the combined harvester? No.
300. Are there any in the district? Yes.
301. As far as your knowledge extends, have they given satisfaction? I think so.
302. Then the introduction of that class of machinery will be calculated to increase the area under wheat? Yes.
303. Having had experience in the Burrowa district and in the district of Parkes, I would ask you where you anticipate the future agricultural settlement is going to be—north or south of the proposed line. Before you answer I want you to take into consideration the fact that five years hence a larger area of Crown lands will be available south of the line than north of the line;—where do you think the greater settlement will be in the future? I think it will still be on the north of the line.
304. What is the greatest distance under existing circumstances from a railway line at which farmers, like yourself, would continue to grow wheat at a profit? They could go up to 20 or 25 miles; some would have to go further than that.
305. What is your opinion of the chocolate soil for agricultural and grazing purposes combined, as compared with the myall plain country? The timbered land is quite as good, I think, as the plain—that is, what is termed the plain. There are small portions of land which have box growing upon them, which are superior, but what is termed the real plain is what is called clay, but for general farming I think the timbered land is as good as any.
306. Do you think that the two lessees who occupy over 300,000 acres of Crown land would devote any of their land to agricultural pursuits if the line were constructed? I think they would. The Gunning-bland people have started farming.
307. Then, as far as you are aware, there would only be the same class of produce carried from that locality as that which is carried over the existing line? That is all.
308. We have had it in evidence that the greater portion of the land between Parkes and Condobolin is held by two pastoral lessees of the Crown. They will hold that land for five years yet;—do you think that if the line were constructed almost immediately, they would utilise any land they hold under lease, or their own freeholds,

- freeholds, for the growth of wheat? I could not form any idea. I think it is quite likely that they would. Most of the leaseholders are going in for growing wheat.
309. Do you know whether these two lessees are sub-letting any of their land for agricultural purposes? Not that I am aware of.
310. Are there any lands held in this district under lease from the pastoral lessees for the purpose of growing wheat? Not that I know of.
311. Then, as far as you are aware, they are held for pastoral purposes only? That is all.

Mr. J. Perks.
22 Mar., 1895.

Mr. Thomas Hamilton, selector, near Parkes, sworn, and examined:—

312. *Chairman.*] Where do you reside? About 10 miles to the north of west from Parkes.
313. *Mr. Gormly.*] What quantity of land do you hold? 1,475 acres.
314. Do you devote any of it to agriculture? Yes.
315. What quantity? About 100 acres under cultivation.
316. Do you keep stock on the land besides? Yes.
317. About what quantity of stock have you? A sheep and a half to the acre on land which has been improved from time to time by ring-barking, scrubbing, sucker-cutting, &c.
318. What quantity of land did you cultivate previous to last year? Forty acres. I have cultivated from 10 acres up to the present amount.
319. What was your yield per acre during last season? Twelve bushels.
320. What was your average yield in previous years—was it better or worse? Better. About 16 bushels, I should think.
321. Have you devoted your agricultural land chiefly to producing wheat? Yes.
322. Are you preparing any more land for cultivation this season than you did last season? Yes; about 90 acres more.
323. Then how much do you propose to put under cultivation this season? One hundred and ninety acres, weather permitting.
324. Have you already ploughed in all your land for sowing? About 75 acres.
325. Where did you sell your wheat last season? At the Parkes mill.
326. Have you kept a separate account as to the cost of the different processes of producing wheat? No.
327. Have you been satisfied with the profit you have made from your cultivation? Not this last year.
328. Then you think 12 bushels an acre at last year's prices will not pay? Barely, under the circumstances.
329. What price do you get per bushel? Two shillings.
330. I suppose you have devoted your own labour to cultivating the land? Yes.
331. Have you any family to assist you? No.
332. Then you have to employ labour? Yes.
333. And owing to the cost of the employment of labour during the last year there has been a bare profit? A very bare profit for me.
334. It has only returned about the cost of production? I should think about that.
335. Was there any return for the use of the land over the cost of production? There might have been some slight profit, but not very much.
336. But still from your experience of cultivating your land you intend to increase the quantity of land under cultivation? Yes, certainly.
337. In the hope of getting a better yield? Yes, and a better price.
338. Have you cultivated any of your land continuously for any number of years? Six years.
339. I suppose the greatest portion of your agricultural land last season was new land? Yes.
340. Does your experience lead you to believe that new land will give a better return than land which has been cultivated for some years? It depends upon circumstances. Some of my land, the first year I cultivated it, gave a heavier crop perhaps than the second.
341. Have you any experience of three or four years of continuous cultivation? Yes.
342. Does the yield per acre fall off? Not on some of my land.
343. Does it on any land? Not under ordinary circumstances, but my land is heavy clay land.
344. It is rich land then? It is limestone heavy clay land.
345. Have you any knowledge of the cultivation of the general quality of land. A small quantity of the land in this district is red loam? It is red and chocolate, but a great deal of it towards Parkes is lighter than mine.
346. Have you any experience of your neighbours cultivating with lighter land? Yes.
347. From your experience are you led to believe that the yield per acre will fall off if the land is continuously cultivated for some years? Last season the crop was low.
348. But I am speaking of ordinary seasons. Last season was an excessively wet one? Part of the time.
349. Was it an excessive moisture which caused the crops to be low? On my land it was.
350. Then you suffer as much from excessive rainfall, as perhaps from a deficiency? We did not get the rainfall at the time we thought it necessary for that kind of land.
351. You had not rain in November? No.
352. Do you want rain in November? We had heavy rain previous to that, and the clayey land formed hard on the top.
353. Have you had experience in cultivating land in other districts of the Colony? A little.
354. Have you come to the conclusion that this district is suitable to the growth of wheat? Yes.
355. Can the land be cleared moderately cheap? That depends upon the land.
356. I am speaking of the general quantity of land? Yes; I think it can.
357. Can the land be cultivated cheaply? Yes; with the stump jumper.
358. And harvested cheaply? Yes.
359. With the stripper? Yes.
360. Do you use the stripper? Yes.
361. Do you keep sheep on the stubble, after taking the crop off? Yes, for a time; and then I burn it.
362. About what month of the year do you burn it? This year I burnt it in February.
363. Would all the straw burn off the land? The greater portion of it.
364. *Chairman.*] You say you live 10 miles west of Parkes? Yes.
365. How long does it take you to load up your wheat, to bring it into Parkes, and to go back again in ordinary weather? I do the trip in the day, but I load on the previous evening.

Mr.
T. Hamilton.
22 Mar., 1895.

- Mr. T. Hamilton.
22 Mar., 1895.
366. How much do you bring in at a time? I only bring in a small quantity. I have my wheat carried by contract—so much a bag.
367. How much do you pay per bag? Sixpence last season.
368. And how much is that per ton? Four shillings and sixpence.
369. Would you be prepared to pay that rate to the railway? I would have to cart it to the railway. I could not pay the rate and cart it to the railway.
370. How much would you be prepared to pay? That would depend on where the station was, because, once loaded, if the station were any number of miles from my place, it would be just as cheap for me to proceed to Parkes.
371. If the station were within 5 miles of your place, would it be worth your while to take it by railway? Perhaps it would.
372. The projected line runs almost due west from Parkes;—do you know whether it will come near your place or not? It will be about 4 miles off, I think.
373. Then if it came within 4 miles it would be worth your while to send it in by train? Yes, that is if the road is not too wet.
374. Could you say what you could afford to pay per ton? About 3s., and cart it 5 miles.*
375. *Mr. Chanter.*] Is your land freehold or conditional purchase? Part conditional purchase and part conditional lease—a selection.
376. Is the soil black clay? No; it is a dark red or chocolate.
377. I understood you to say it was heavy? Generally speaking, the portion I am cultivating is very heavy clay land.
378. Your yield last year was three bags to the acre? Yes.
379. And your average previous to that was about four bags? Yes, quite that.
380. Do you know the land belonging to the previous witness, Mr. Perks? Yes.
381. What is the difference between your land and his? Part of his cultivating is a darker soil.
382. Is it not so tenacious? I think it is a little. There is not much difference in that respect, though.
383. You heard the evidence Mr. Perks gave? Yes.
384. Did you notice the great difference between the yield from his farm and yours? Yes.
385. Do you attribute that to the character of the soil? Yes; that is the portions he is cultivating, to some extent.
386. What time do you sow? From the middle of April until June.
387. Right through June? This last year I sowed right through June.
388. What was the result of your June sowing? Two bags to the acre.
389. What was the result of your April sowing? Four bags.
390. According to your experience is it not a mistake in a district like this, where the rainfall is slight, to attempt to sow much after the middle of May? I think it is.
391. I suppose the sowing from April to June in Mr. Perks' district would be similar to yours. Is it a general thing amongst farmers here to sow so late? Yes; not from choice but from circumstances.
392. What are the circumstances? Preparing the land—getting it ready for cultivation.
393. Do you fallow any land which has once been broken up? Yes, I have done, but not since May.
394. Do any of your neighbours fallow land? I believe Mr. Skinner, last year, fallowed some.
395. When are the autumn rains obtained in this district? About February.
396. Are they continued? No.
397. What break is there then? March is generally a dry month and part of April too.
398. Which part of April? The first part.
399. What about the latter part of April? We get showers.
400. Would that be sufficient to germinate seed? Yes.
401. Then if the seed were in the ground prior to the latter part of April it would germinate? Yes.
402. You say you have no knowledge of the country more than 16 miles west of Parkes? Sixteen miles west.
403. And how far north? I have been 20 or 30 miles further north towards the head of the Bogan.
404. What distance south have you been towards Forbes? To Forbes and Grenfell.
405. What is your opinion of that country, right through, for agricultural purposes? Supposing you wanted to take up a selection or obtain a farm in any other place to-morrow, what part of the whole district would you prefer for a permanent home? Gunningbland.
406. What direction is that? North-west.
407. Is that between Bogan Gate and Trundle? Between Parkes and Bogan Gate.
408. *Mr. Molesworth.*] Have you any idea as to the average rainfall in the district in which you are settled? I should say about 18 inches, but there is no record.
409. You say your crop was worse than usual last season. I suppose that is on account of the light rainfall? On account of the rainfall not coming at the proper time—it came too late.
410. Are you acquainted with much of the country to the west of your own holding? Yes.
411. How far out? About 6 miles.
412. Do you know the country as far as Bogan Gate? No; I have not been there.
413. What distance have you been towards the Bogan Gate? About 10 miles.
414. Is all the country between Parkes and that point well settled? The Gunningbland holding comes in there.
415. But to the north of the Gunningbland holding there are certain settlers, are there not? Yes.
416. Is all the available land occupied? I think it is.
417. Is it your opinion that when those two large leaseholds fall in they are likely to be settled by *bona fide* farmers? Yes; if the areas are sufficiently large.
418. Do you think they would be settled upon as special areas? Not very much.
419. How would they be principally settled? Large enough to combine agriculture with grazing.
420. And how many acres do you think that would require in a district such as this? 1,500 to 2,500.
421. *Chairman.*] You have been an observer of selectors and farmers around you since the railway to Parkes was opened? Yes.
422. Has agriculture increased much since the opening of the Parkes railway? It is only a short time since it was opened, but there is no doubt that it has increased.
423. Considerably? Yes.

Mr.

* NOTE (on revision):—After more mature deliberation I find I have placed the amount too high, as it would be much cheaper to cart to Parkes at 4s. 6d. a ton than pay 3s. a ton by rail from supposed platform, as I would have to pay the same price for loading and unloading for the shorter distance.

MINUTES OF EVIDENCE—RAILWAY FROM PARKES TO CONDOBOLIN.

Mr. Alfred Wise, commission agent, Parkes, sworn, and examined:—

424. *Mr. Chanter.*] How long have you resided in the district? Four years.
425. I suppose the nature of your business causes you to make wheat purchases? Yes.
426. Will you tell the Committee the extent to which you have purchased for traffic along the line from Parkes to Sydney, or to any other point? The wheat I have purchased has been sent away to Orange, Bathurst, and Sydney.
427. Can you tell the Committee the amount you have received for this season? From 12,000 to 13,000 bags.
428. Did you make any purchases last year? Yes.
429. What was the number of bags you purchased last year? It was not very great. I did not buy until about August.
430. You were not in the market as a buyer the whole of the season? It would be about 3,000 or 4,000 bags.
431. Have you any knowledge of what was purchased by others prior to your entering the market? I do not think there would be more than 6,000 or 7,000 bags purchased altogether.
432. And this season you have purchased about 12,000 bags? About 12,500 bags.
433. Then the traffic coming to the railway from Parkes to Sydney has increased? Yes.
434. Twofold during the present year, in comparison with last year? Yes; there are two other large buyers besides myself.
435. Have you any knowledge of what has been purchased altogether? No.
436. Then you can only give information as to what you yourself have done? That is all.
437. As far as your own business is concerned it has been doubled? Yes.
438. Has that been consequent upon the construction of the railway? Yes.
439. How long has the railway been opened? About twelve months.
440. So that this is the first season in which the farmers could get an opportunity of conveying their stuff by rail from Parkes? Yes. The railway only opened about the time the wheat came in, and it did not get the full benefit of the season.
441. As a purchaser you must have had many conversations with agriculturists with regard to their intentions in the future? Yes.
442. Can you tell us whether they intend to increase their area under crop? I think they are going to increase it. They are getting more ploughs. Ploughs are being brought every day by the trains.
443. You act as agent for them in that respect? Yes.
444. Is any considerable number of agricultural implements being supplied? Yes; a good number are coming up every day.
445. Are these being supplied to farmers to replace the old ones? No; they are additions.
446. Are they being supplied to farmers who have not had them before, and who intend to devote them to agricultural purposes? Some of them have had them before, and some of them are increasing their supplies.
447. Then you assume that they are purchasing them for use, and that the increase in agriculture will be considerable? Yes.
448. Do you farm land yourself? Yes.
449. What is the extent of your holding? Six hundred and forty acres conditional purchase.
450. Is any part of it conditional lease? No; special area.
451. At what price per acre? £1 10s.
452. How long is it since you selected it? Four years.
453. How much crop do you grow yourself? About 90 acres last year.
454. Do you intend to increase? Very little.
455. How much stock could you keep on your 640 acres? About 1,000 sheep.
456. That is practically one and a-half sheep to the acre? Yes.
457. What profit would you get from 1,000 sheep, taking the ruling market price? I never shear sheep. I could not tell you what I would get out of them.
458. Do you buy them in the market as stores? I buy them as stores and fatten them.
459. What profit do you get in that way? I have had 1s. per head.
460. Could you repeat that three times during the year? No.
461. Could you repeat it twice? I have not done so.
462. Supposing you did, that would be £100 a year? Yes.
463. That is the profit you would get from 1,000 sheep? Yes.
464. How many bags of wheat did you get from the 90 acres? I cut it all for hay.
465. Have you sold any for hay? Yes.
466. Locally? No; I sent it to Sydney.
467. What profit did you realise from it? £2 a ton.
468. Is that the gross or net profit? Net.
469. How many tons did you send to Sydney? About 100 tons of my own.
470. Then you got £200? Yes.
471. You got £200 for your hay, and you would only get £100 for keeping 1000 sheep;—which is the better? I can make more money out of crop.
472. I suppose it is safe to assume that, being engaged in business as a commission agent, you do not care to bother so much personally about crops;—do you attend to it yourself? I have to pay labour.
473. If you were not engaged in business as a commission agent, and were seeking a living from your holding altogether, what would you do? I would go in for more farming.
474. I suppose the results you have had would be fairly obtainable by other selectors occupying land similar to your own? I think so.
475. Where is your holding situated? About 4 miles south of the proposed railway, and 4 miles from Tichbourne.
476. And how far from Parkes? About 7 miles.
477. Then it is practically within the suburban district of Parkes? Yes.
478. Do you know the country between the Burrawang holding and Condobolin? I was never to Condobolin. I was never 20 miles further than Trundle.

Mr. A. Wise.

22 Mar., 1895.

- Mr. A. Wise. 479. From your own holding towards Condobolin how much country do you know personally? About 30 or 40 miles travelling westward.
- 22 Mar., 1895. 480. What is the character of the country? Good agricultural land.
481. The whole of the distance? There are some plains.
482. You do not think they are so good as the timbered land? No.
483. What is the proportion of the plain land to the timbered land? I have not seen as good wheat grown on the plain as can be grown on the timbered land.
484. Can you describe the character of the country within 16 miles of Condobolin; I understand you to say it is similar to your own, with the exception that some of it is plain, which is not so good;—what is the proportion of the plain which is not so good to the land similar to your own—one half? No; not so much.
485. One quarter? It might be a quarter.
486. Then three-fourths of it would be land similar to your own? Yes.
487. If that land were made available for selection in special areas, at 30s. an acre, would it be taken up by persons intending to settle upon it permanently and *bona fide*? I think it would be taken up, but I do not think the settlers would be successful if they had to pay 30s. an acre.
488. Then do I understand your opinion to be that to induce permanent settlement along the line of route when the Crown lands are made available the area must be increased? No; the price lowered.
489. If the lands were ordinary lands, and were restricted to 640 acres, would that induce a permanent settlement? I think so.
490. What, in your opinion, if the land were allotted in 640-acre lots would be done with it;—would the people graze or cultivate it? Cultivate and graze a little.
491. They would be compelled to cultivate it? Yes.
492. But the area would be too small for grazing? Yes.
493. Do you know the Trundle country? Yes.
494. Is there any difference between the land in the Trundle district and the land which you have just described? I think the Trundle land is the better agricultural land.
495. Better in what sense—does it produce more to the acre? Yes.
496. You have held your land about four years? Yes.
497. You know the country south of your own holding towards Forbes? Yes.
498. What is the character of that country? Some plains and scrubby land.
499. Generally speaking, is it suitable for agriculture? Yes.
500. As suitable as the land north towards Trundle? I like the Trundle land better.
501. Which, in your opinion, is the better? The Trundle land.
502. If you had your choice, where would you take up your land? In the Trundle district.
503. Then I can assume from your evidence that produce has increased consequent upon the railway extension to Parkes, that your business constituents intend to still further increase the area under crop, and that if the line were extended from Parkes to Condobolin there would be a still further increase? I think so.
504. Along the line itself, by those who hold the land? Yes.
505. And that when the land which fell into the hands of the Crown was made available for settlement an agricultural settlement would be induced? Yes.
506. Mr. Molesworth.] What is the direction of your farm from Parkes? South-west.
507. Do I understand that you are south of the proposed line, as marked upon the plan? Yes.
508. Is that part of the district fairly well settled upon? Yes; but the line would not be of any benefit, because we are close to the Tichbourne station.
509. Then, being an independent witness, which would you say was the proper way to take the proposed line, *via* Bogan Gate or Trundle? I would take it by Cook's Myalls to Trundle.
510. What are your reasons for recommending that route? There is already a good settlement and well-improved farms on Cook's Myalls, and from there through to Trundle.
511. You recommend it, then, on account of the settlement? Yes.
512. Notwithstanding that there would be an increased haulage for others beyond Trundle—that is to say, people at and beyond Trundle would have to pay additional haulage; in fact, you are recommending it more in favour of the settled districts beyond it? Yes; and a station at Trundle would be an additional assistance to the people at Melrose, who have now to come to Parkes with their wheat.
513. But if a line were constructed from Parkes to Condobolin, as shown on the plan, would not the people of Melrose have to meet it at some point and utilise it;—where would be their nearest point of connection? Some would be nearer to Condobolin.
514. Then if the line were constructed to Condobolin, no matter what route it took, the Melrose people might connect at Condobolin? Perhaps—not all of them.
515. Where would any of them be likely to connect other than at Condobolin? I think some of them would go to Trundle.
516. But I am supposing that the line were constructed direct to Condobolin, where would they connect? I think at Condobolin.
517. Then, under any circumstances, if the line were constructed to Condobolin, the Melrose people would use it; but if it were constructed *via* Trundle you think they would take their produce to Trundle? Some of them, but not all.
518. Would one-half of them connect at Trundle? I am not sure about that. I think some of them would. They would come in with wheat.
519. Is that the principal product of the Melrose district? Yes.
520. Are there any station properties out in that direction? Yes; there would be wool too.
521. Where would the wool be likely to come to from the Melrose district? People always go to the nearest station.
522. But what would be the nearest station for them? I do not know the country sufficiently well to determine.
523. The evidence which has been taken prior to to-day is in the direction of the Melrose country being served *via* Condobolin;—you think in the main the large bulk of the traffic would go to Condobolin from that direction? Yes.

524. *Mr. Gormly.*] You have stated that you had 90 acres under crop, and that you cut it for hay? Yes. *Mr. A. Wise.*
 525. Did you cut it for chaff and send it to Sydney? Yes.
 526. How much did you get per ton for it? £4 in Sydney. *22 Mar., 1895.*
 527. *Chairman.*] You do business with other people besides wheat-growers;—do you do any wool business? No.
 528. Are you in a position to say whether, as the wheat-growing has so largely increased, sheep-breeding has decreased in proportion? I do not think it has.
 529. The one has not interfered with the other? No; I think there are just as many sheep now.
 530. But if a man takes 100 acres or more out of his holding for the purposes of agriculture, that diminishes his area for sheep-growing, does it not? He has the use of it for half the year. It is impossible to carry just the same number of sheep.
 531. They eat up the stubble of the wheat? Yes.

Mr. John Medlyn, hotel-keeper, Parkes, sworn, and examined:—

532. *Chairman.*] How long have you resided in the Parkes district? A little over twenty years. *Mr. J. Medlyn.*
 533. What has been your chief occupation during that time? Chiefly mining. *22 Mar., 1895.*
 534. Is that industry in a prosperous condition at the present time? Yes; fairly prosperous.
 535. In which direction does the mining principally lie? Chiefly round Parkes. But I was in Condobolin a fortnight ago, and I think there will be a large gold-field there.
 536. What kind of mining is it about Condobolin? Quartz.
 537. Is that a new development? Yes.
 538. When did it first crop up? They have been prospecting there for about two years, but there has never been much mining.
 539. What prospects have they got which enable you to speak with such confidence? Around Condobolin there are large reefs, 3, 4, and 5 feet long, some of them showing half an ounce to the ton, some more, and some less. I think there will be a large gold-field there in a very short time.
 540. How many people were there when you were there? Thirty miles below Condobolin there would be about 100 people on the new rush.
 541. At more places than one? Yes; 3 miles from Condobolin there were a good many men working, and there is a company in formation to erect a battery.
 542. At present there is only prospecting? Yes; but I have great belief that it will be a very large gold-field.
 543. What depth have they gone down? In Condobolin the little shaft is a little over 80 feet.
 544. Have they struck out any branches from that? No; there are four or five shafts there from 25 to 80 feet.
 545. Have they had any report on the district from the Mines Department or any scientific opinion? I do not know that they have. One of the representatives of the Mines Department was there a week before I was there, but I have never seen any report from him.
 546. Is the field so good that you have taken an interest in it? Yes, I am taking an interest in it, in assisting to put a crushing plant there.
 547. Will that involve the expenditure of much money? Yes, about £1,000.
 548. The prospects are so good that you feel justified in going in for part of that expenditure? Yes.
 549. I suppose there is water there? It will only be about 3 miles from Condobolin to where it is proposed to put the battery on the river. At the new rush there are some reefs—some with a 3 feet and some with a 6 feet seam. There was a trial-crushing there last week and 1 oz. 2 dwt. to the ton was realised.
 550. *Mr. Gormly.*] What quantity of stone was crushed? Ten tons.
 551. *Chairman.*] A fair test? Yes, so I consider.
 552. As an hotel-keeper for many years you must have observed the advance or otherwise of Parkes;—what has been your experience during the last five years? It has advanced a good deal. There are more people.
 553. Is yours a residential hotel? Yes.
 554. Do you find many people coming to the district? Yes, farmers are always coming and going—more than they did a few years ago.
 555. Are you pretty well acquainted with the state of trade in and about Parkes? Yes, it is in a pretty fair condition.
 556. You do not hear of many farmers failing? No, I think they are in a pretty fair way, as far as I can judge.
 557. Do you know anything about the proposed line of railway from Parkes to Condobolin? I have been to Condobolin on the Forbes River. I have been down to Trundle, and I have been down to what they call the Middle Road. The last time I went to Condobolin I went on the Burrawang Road, that is on the low road on the low lands down towards the river.
 558. As a public man you must have heard a great many expressions of opinion as to connecting Parkes with Condobolin; will you tell us what you have heard as to the best route? I think the opinion is that the direct line through Bogan Gate is the best route. Of course there is not much settlement there at present, but my opinion is that the line should go as direct as possible.
 559. Will you tell us as far as you can, how, in arriving at that opinion you are guided by the opinions of people at Condobolin, Trundle, or Bogan Gate? People at Trundle will tell you that the line ought to go to Trundle, because there is more settlement there; but my opinion, derived from driving about the country on the four roads, is that Bogan Gate is the better and the more direct route, and will be better settled in the course of time. When the line is constructed most of the land about there will fall in.
 560. If the land does fall in in a reasonable time, will it be suitable for selection and small holdings? Between Trundle and Bogan Gate there is splendid country—all open box country. When you get further towards the river it is also splendid country.
 561. What about the land between Parkes and Bogan Gate? Most of it is settled upon, and it is good land.
 562. Supposing it were not intended to extend the line beyond Condobolin, do you think it would be worth the while of the Government to construct it? It would cross a lot of settled and wheat-growing country, and

Mr.
J. Medlyn.
22 Mar., 1895.

and I think it would be worth the while of the Government to construct it, even if it were not taken on further. A railway always opens up a lot of country and creates settlement. I also think that mining will be opened up, and we always get more men into a mining district when there is an easy way of getting to it.

563. *Mr. Gormly.*] Do you know anything about the mines which have been worked about Mount Hope? No.

564. The mines you speak of will be about 30 miles below Condobolin? The last new find is 30 miles below Condobolin.

565. You say you have travelled on the road from Condobolin to Forbes? Yes.

566. What is the character of the land on the old coast road? It is low flat land—a kind of sandy soil and swampy land.

567. Portions of it are dry, are they not? Yes.

568. *Mr. Molesworth.*] You advise the construction of the line on the direct route from Parkes to Condobolin, rather than going north by way of Trundle on the one side, or tapping the Forbes to Condobolin route on the other? Yes.

569. You think that would be conducive to the interests of Condobolin? Yes; it would serve the river and it would serve Condobolin, and I think it would only be 9 or 10 miles from Trundle.

570. I suppose you are aware that nearly the whole of the road passes through Crown lands? Yes.

571. So that, in the course of a few years you think a general settlement would be likely to take place? Yes.

572. For what purposes would it take place? Mostly for agriculture.

573. Do you think it would act as a feeder to the main line if constructed? Yes.

574. And although it might not pay at the outset you think it might be made payable before long? Yes; I think so.

575. You are aware that the line is only intended to be what is known as a light or pioneer line? Yes.

576. And although it would carry trucks and rolling stock, which would come to Sydney if necessary, and the ordinary engines, except the Baldwins, the speed would be limited upon it to about 15 miles an hour, do you think the low rate of speed would interfere with the success of a line like that? I do not think it would. People who grow wheat would send it all the same, and they would also send their stock.

577. And you think that even a line like that would be a boon to the district? Yes; it would open up a good country, and would, in the end, become a good paying line.

578. *Mr. Chanter.*] I understood you to tell Mr. Gormly that the country along what you termed the old track was of a sandy character? Yes; and in some places it is stiff and sticky.

579. You have given your opinion of the country north of the line? Yes.

580. Give us your opinion of the country immediately south of the line? I have not been on that country much—no further than going down the river and on the Burrawang Road.

581. Then you have a greater knowledge of the north than of the south of the line? Yes.

582. So you know what difference in the distance it would make if the line, instead of being taken from Parkes to Condobolin direct, were taken *via* Trundle? About 10 or 12 miles.

583. Do you think, taking the present settlement into consideration and the prospect of an increased settlement at Condobolin as the result of mining, that if the line is constructed at a cost of £2,000 a mile, exclusive of anything which may be paid for land resumption, it will return to the State a fair interest on the capital? I do not think it will at first, but it will after a short time.

584. What would be your limit when the lands fall in in five or six years' time? Of course, the population will increase as the line goes on. The wheat crops will also increase, but it will take a little time for the people to settle.

585. I understood you to say that you expected a considerable increase at Condobolin proper in consequence of mining? Yes.

586. The opening up of the intervening land between Parkes and Condobolin would not affect that? No.

587. Do you think the present trade which would come from the Trundle district to the line, and the increased trade at Condobolin would warrant Parliament in authorising the construction of the railway? I think it would.

588. And you think the traffic would so increase year by year as to give greater earnings to the revenue? Yes, and if that line does not pay it will feed the main line.

589. Do you know anything of the country around Condobolin proper? I have been 30 miles west to the new rush, but not far out.

590. Is there any farming settlement about Condobolin? Yes; there is a lot about 15 miles before you come into Condobolin.

591. On the line of railway? Near to it. There were large paddocks of wheat when I went there.

592. Is it in the hands of small settlers? I cannot say how it is grown there. I think there are small as well as large settlers.

Mr. Harry Bowditch, Journalist and Secretary to the Parkes Farmers' Association, sworn, and examined.

Mr.
H. Bowditch.
22 Mar., 1895.

593. *Mr. Gormly.*] I presume you are pretty well acquainted with the farmers who reside in the Parkes district? Yes.

594. Can you tell the Committee where the chief concentration of settlement for farming purposes, likely to be served by the proposed line of railway, is situated? The evidence I can give is touching the area under crop.

595. And can you locate the area under crop? Yes. We applied some months ago to the Railway Commissioners to have a grain shed erected at Parkes, and it was necessary to obtain some statistics. A circular was sent to the farmers who would be served by a grain shed. These farmers lived principally to the north and north-west of Parkes. The area which was returned in reply to these circulars was 6,666 acres. There were a few circulars sent to those lying to the east, but very few. The principal number lie to the north and north-west.

596. *Mr. Chanter.*] What radius would that take in? About 30 or 35 miles to the north or north-west, and not more than 5 miles to the east in any direction. I should add, with regard to the area of 6,666 acres, that there was no compulsion to reply to the circulars sent out. As a matter of fact, some of the larger holders did not reply. Mr. Beazley had 750 acres under crop. Mr. Foy, of Trundle, had 800 acres under

under crop; Mr. Ewan, of Gunningbland had a very large area, approaching 1,000 acres, under crop. I estimate that the area under crop lying to the north and north-west of Parkes could not have been less than 10,000 acres last year, all portions to the east being left out.

Mr.
H. Bowditch.
22 Mar., 1895.

597. *Mr. Gormly.*] And that would be served by the proposed extension. Can you give us an idea as to the quantity of this 10,000 acres which would come to the proposed line, irrespective of that portion which would be likely to be carted if the line were constructed to the Parkes railway station? I should imagine about three-fourths.

598. About 7,500 acres? Yes.

599. Have you any idea what quantity of grain or other produce this 7,500 acres produces? Yes; the circular asked for the yield per acre. Some of the yields returned were small, and some were very high. Some were set down at 6 bushels, some at 8 bushels, and some at 25 bushels to the acre. The average was about 16½ bushels, that is about the average of the district.

600. Then the yield from the 7,500 acres was about 16 bushels per acre? Yes.

601. Was there any other produce, such as chaff or hay? We made no inquiries.

602. Have you any knowledge of any other produce apart from the grain on those particular lands? Yes; there was a large acreage cut for hay last year.

603. Was that sent to the market in the form of chaff? Yes; it was sent to Sydney chiefly.

604. What was the yield per acre? About ½ to 2¼ tons.

605. What was the average? About 1 ton to the acre.

606. Have you any knowledge as to the quantity of fat stock likely to be raised in the district? No.

607. Have you any information to give in regard to the agricultural produce of the district? I might say that last year a sufficient number of ploughs was brought into the district to increase the area by 4,000 acres. I ascertained the number of ploughs brought to the various storekeepers and agents, and gave them a fair average amount of work to do, and I found that they would increase the area by about 4,000 acres. The area under crop has been very largely increased indeed since the railway came here.

With regard to what would pay, I might state that I have had many conversations with farmers at various times, and have a slight knowledge of the matter myself, having been brought up amongst farmers, and 2s. a bushel, which we are now getting in Parkes for wheat, will give a very slight profit. It will pay farmers to produce, in that it finds them constant employment for the owner and his sons during the year.

608. Do you find much inquiry by persons outside the district in regard to acquiring Crown lands by the usual mode of settlement by conditional purchase and conditional lease? A gentleman from Kadina said that if the land was thrown open, in a short space of time indeed it would all be selected.

609. Do you find an inclination on the part of persons outside this district to come in and settle as conditional purchasers? Yes; that gentleman comes from Victoria, and it would be his friends and relatives who would come here and take up the land.

610. *Mr. Chanter.*] Where is Kadina? On the direct road to Peak Hill.

611. *Mr. Gormly.*] Are many of the farmers endeavouring to part with their holdings? I do not think so; of course farms are always in the market. A number of persons take up land with the intention of making what they can out of it; but they are always in the market at a pretty good price.

612. There are persons who wish to sell, but are there any buyers? I could not say that; I know that lands have been sold recently.

613. But not to any considerable extent? I do not know much about that subject. I have not heard of many farms changing hands.

614. Do you find persons coming into the district endeavouring to get Crown lands? Yes; there are quite a number who come here to inspect the leasehold areas which they think will fall in.

615. Have you any knowledge of the country which the proposed line from Parkes to Condobolin will traverse? Not any further than Gunningbland.

616. You are of opinion, however, judging of the number of persons inquiring for land, that if the Crown lands are available they will be taken up under ordinary conditional purchase and conditional lease? Yes; very quickly.

617. Under the terms under which persons can acquire land at the present time? Whether they would be taken up at special area prices I do not know; but at ordinary prices there is not the slightest doubt that the land will be taken up very quickly.

618. As Secretary of the Farmers' Association you come into contact with the farmers a good deal? Yes.

619. And you hear them express their opinion as to whether they are satisfied or dissatisfied with their occupation of the land in the district? Those who have got their holdings on reasonable terms are all delighted with them.

620. Do they express the opinion that they wish to permanently hold them and make permanent homes? Yes.

621. They are fairly well satisfied? I do not know of any *bona-fide* farmer who would care to sell out unless it was made worth his while.

622. Have the farmers expressed an opinion that they would go in for cultivation more extensively if the railway were brought near to their holdings? Yes; the area, I think, must have increased last year by fully 100 per cent.

623. You do not know anything from personal observation as to the quantity of land which has been prepared this year? From inquiries I have made I should say that a considerable area has been already prepared.

624. And you say that a number of agricultural implements have been brought in? Quite enough ploughs have been brought into the district, to my knowledge, to turn over last year 4,000 additional acres. Of course many came, and many were made which I knew nothing about.

625. Does that refer to the present sowing season? To the last one.

626. Do you find agricultural implements are coming in for the coming season? I have not made inquiries.

627. Would it come under your observation in the same way as it did last year? It is scarcely late enough in the season to make inquiry with respect to the matter.

628. But the ploughing season should commence during the present and the next two months? Yes.

629. Are you aware whether preparations have been made for sowing this season? Yes; a considerable area has already been turned over, but the dry time we have had has largely interfered with operations. If there had been rain we should have had more soil turned over.

- Mr. H. Bowditch.
22 Mar., 1895.
630. You have heard the opinion expressed by farmers that they intend to increase their area under cultivation? Yes. I might say that one farmer gave his experience, extending over fourteen years in this district, and his average return was 16 bushels to the acre. Another one with whom I had a conversation, who kept accounts, had an average of 19 bushels to the acre. With reference to the first-mentioned farmer, I am positive that I could take his word for anything he might say. With reference to the rainfall I may state that I have been looking through the records. It never falls below 25 inches in this district, and it reaches 32 inches. The average in Parkes is from 29 to 30 inches.
631. Have you taken the figures from Mr. Russell's observation of rainfalls? The mining registrar keeps a sheet, and it is from his sheet I took the record, and it has been verified by other records which have been kept.
632. Was it taken from rain gauges kept at Parkes? Yes.
633. I am very doubtful about the figures, because they are not in accord with the rain gauge as kept in this district? Mr. Black, of Goobang, has also kept a record, and confirms it.
634. Mr. Chanter.] I presume the Farmers' Association often holds meetings? Yes—once in three months, usually.
635. How many farmers does your association embrace? Not a very large number.
636. How far do they extend? Some as far as Trundle and within 10 or 15 miles of Parkes.
637. Any beyond that? No.
638. Have they held any meetings to consider the proposal before the Committee? No.
639. Then you are not giving the opinions of the Farmers' Association of Parkes, but your own? The Mayor waited on me to-day, and asked me whether I could give evidence.
640. But you are not committing the association as an association to your views on the matter? Not at all. The railway, as a matter of fact, does not much concern the farmers residing in the immediate vicinity of Parkes.
641. Have you any settlers resident at Trundle in your association? Yes.
642. Have they made no sign? I received a letter on Wednesday asking the Farmers' Association at Parkes to co-operate with the Trundle Railway League; but it was received too late to call a meeting.
643. With regard to the ploughs—how do you arrive at your calculations as to area? There are a certain number of ploughing days in the season, and we calculated how much each plough would turn over, deducting a fair average for lost time. I estimated that the ploughs which came into town last season, after making deductions for lost time, would turn over 4,000 acres.
- 644-5. Is not that rather a rough way of arriving at it? It is, decidedly.
646. Did these ploughs go direct to the farmers' hands? Yes.
647. You do not know what the views of the Farmers' Association are? No; I only mentioned that I was the secretary to the Farmers' Association, in order to show that I was in a position to express an opinion as to the area under crop.
648. In your opinion that area will be increased? Yes.
649. Whether the line is extended or not? Yes.
650. Then as far as your Association is concerned, this railway line does not affect their position at all? Not so far as I can tell. I do not consider it a matter for us to interfere with.
651. As a journalist, having an interest in Parkes, do you think the residents or property holders care whether the line goes on to Condobolin or not? There is a division of opinion on the subject.
652. Is it so equally divided that the people are afraid to say—yes, or no? I was asked to express an opinion by one gentleman who was here before, and I said the people were, to a large extent, apathetic. Still more recently interest has been taken in the matter, and a number of people can see that their interests will be conserved by the railway being constructed.
653. What is your opinion, and the opinion of the public generally, as to whether the line shall go direct to Condobolin, or to the south, or to the north, *via* Trundle? That is a matter upon which I am not prepared to express an opinion. The matter has been discussed very little here. I have not sufficiently studied the matter to express an opinion as to which way the line should go. Although I know of reasons why the line should be constructed to Condobolin, and personally I would be in favour of it going there, still the public have not taken any deep interest in the matter. We are served by a railway; we do not feel the want of it; and the further extension is a secondary consideration.

Mr. John Alexander Rose, Commission Agent, Parkes, sworn, and examined:—

- Mr. J. A. Rose.
22 Mar., 1895.
654. Chairman.] How long have you been a commission agent? About twenty years.
655. You know the object of the inquiry of the Committee? Yes.
656. You wish to make a statement in connection with the proposed line? The line should go direct.
657. For what reason? All the settlement which has taken place since I gave my evidence in connection with the extension of the railway to Parkes has been to the west.
658. What has been the nature of that settlement? Selection.
659. Have you any other reason? Yes; the country where the existing selection has taken place, and where it is possible to take place, is altogether good and free from inundation.
660. That is the portion to the north? Yes.
661. Is there any other reason? I think the line should go due west for the reason that it will serve a greater number of people and a better country, and I feel sure that the revenue will be greater.
662. Do you think it is desirable to extend the line beyond Parkes? I do; and I think it should be extended due west.
663. You know there is an agitation in favour of its going by way of Trundle? Yes. I should like to see the Trundle people supplied with a railway, but I do not think they should be supplied with it at the expense of the country—for this reason, that they can have their goods and themselves brought to the railway from a distance at the outside of 13 miles.
664. Is there any other reason you wish to advance why the line should not go by way of Trundle? I think the line from Parkes should go as near west as possible to Wilcannia, and by going to Trundle you cannot do that. When the country constructs railways we should not only take into consideration the present population, but the future population. I am one of those who think there will be a large population on the straight line to Wilcannia.
665. How far do you call it, from Condobolin to Wilcannia? I cannot tell you exactly.

Mr.

Mr. George Washington Seaborn, commission agent, Parkes, sworn, and examined:—

Mr. G. W.
Seaborn.

22 Mar., 1895.

666. *Chairman.*] How long have you been in the district? I was part owner and manager of Gunning-
bland Station for ten years. I have been in the district for twelve years.
667. You have been an observer of the progress of the district? Yes.
668. What has been your experience? The progress of the district has been very great since 1885—
since the passage of the 1884 Land Act—until there was no more land to take up.
669. Then all the available land in the Parkes district is pretty well taken up? Yes.
670. Does that apply to all the country between here and Condobolin? Yes; all the resumed areas.
671. Is it being used? Yes, by a good class of men who principally came over from the border of
Victoria. They have spent a lot of money.
672. They were men who came to stay? Yes; and they have made very great improvements. In fact
land which was practically useless they have made available for fully one sheep to the acre.
673. One argument in favour of the construction of the railway to Parkes was that the agricultural
prospects of the district would be largely increased. Are you able to tell us whether that has taken place
or not? I know it has.
674. Can you tell us how? I know that many selectors from here to 40 miles down to the Bogan, and from
there right away to Woodlands and Melrose, and all over that country, have gone in for clearing to some
extent, and they are prepared to clear large areas. I know that many of them have 300, 400, and 500
acres cleared, and I know that many of them this year had 300 or 400 acres under wheat.
675. Is that an increase of cultivation to what existed before the railway was constructed? There was,
comparatively, little or none before the railway was mooted. The only crops which were grown then were
simply for hay and home consumption.
676. And since the railway was opened there has been a large production of wheat? Yes.
677. Has any of that wheat passed through your hands as a commission agent? Yes; something like
3,000 bags this year.
678. How many bushels would that be? About 12,000.
679. Where did it chiefly find a market? Most of it went to Sydney.
680. And, went, I suppose, by the Parkes railway? Yes.
681. What is the freight to Sydney? 13s. 6d. per ton. That will be about 4½d. per bushel.
682. Before the railway was extended from Molong to Parkes, did the haulage prohibit the sending of
wheat to Sydney, to a great degree? Yes; some went from about Parkes; but not to any great extent; in
fact I think they sold most of it locally, and if it went away at all it went away in flour.
683. Was the reason because of the carriage between here and Molong being too great? I think so. I
know the carriage was something like £4 a ton from here to Molong.
684. Are you able to give us any information as to whether the district has advanced in ways other than
wheat-growing by reason of the railway extension? No; excepting that the railway has saved men a
good deal of money for carriage, and they have had more income in consequence.
685. Has it been the means of bringing more people to Parkes as a place of residence? No; I do not
think it has had much effect in that way.
686. Has it brought more visitors to Parkes? Yes; we have had some Members of Parliament whom
we never saw before.
687. What is the general opinion as to the route of the railway from Parkes to Condobolin? As far as
my individual opinion goes, it ought certainly to go by way of Trundle.
688. That is your individual opinion—based on what? On knowledge of the country. I know that
the country is sound; it is all good wheat-growing country, and there are a number of men on the north
and west who are suffering from want of means of transit for their produce. I know that, if a railway
were taken there, these men would put a lot more land under cultivation.
689. Do you know what the greatest distance will be from Trundle to the line if it goes by the direct
route? To Bogan Gate from Trundle, the nearest point would be about 15 miles. I think it would
serve Trundle itself fairly well; but when I speak of Trundle I refer to people on the north, east and
west of Trundle. There are people 40 miles to the north and the west in equally good country, except
that there may be a little less rainfall.
690. Are there many people to the north of Trundle who would be immediately benefited by the railway,
if it went that way? Yes; there is a mass of selections. They are all close together. They all
join wherever the land is available. Some leasehold land comes in between Trundle and some of the
selectors, but that would be all taken up when the lands are resumed.
691. But if the line were taken by way of Trundle, would it not seriously inconvenience the settlers, and
population situated between the proposed direct line and the Lachlan River? No; there are few settlers
on the south of the line. It is nearly all the leasehold and purchased land of Burrawang run, and from
there it goes on to Condobolin run. The settlers are on the river right away from this altogether. Most
of the river frontage belongs to the large holdings, that is, it is purchased.
692. How do they manage at the present time to get their produce to market? They go directly down the river.
693. To Forbes? Yes.
694. Is there not a considerable population between the Lachlan River and the proposed direct route, which
would be able to use the railway, if constructed as proposed by the Government? No; it is nearly all
land alienated by the Burrawang, Condobolin, and other runs.
695. And does not compare in point of agricultural settlement with the settlement north of the direct
line? Nothing like it. It may be an agricultural country, but it is not as good a wheat-growing country
as the red soil.
696. But if the line went by way of Trundle, would it not be a great inconvenience to people coming
from Condobolin to have to take that bend in the line to get to Parkes, and then send their produce to
the metropolis? It would only be a very small bend—5 or 6 miles, and I think it would be justified
by "the greater good for the greater number."
697. Would you take the same view if it were proposed to extend the line beyond Condobolin? I should
think, from what I know of the country, that it should go north of Condobolin. It is all rich pastoral
country down the river, but it is not good agricultural country. The hard red country, suitable for
wheat, is all to the north of that.
698. Do you think if the line were not extended by way of Trundle it would lose the Trundle traffic?
I think that there would be a danger of bringing their produce straight to Parkes? I think when they

Mr. G. W.
Seaborn.
22 Mar., 1895.

get the wheat on the waggon they might as well come into Parkes as go to Bogan Gate; but I do not think the people of Trundle are so much to be considered as the people who are away to the north, east, and west of it.

699. Is there any stock route from Parkes to Trundle? Not direct, but by Bogan Gate. The direct road to Condobolin passes through flooded country.

700. Which part of the road? Between Bogan Gate and Condobolin—within 20 miles of Bogan Gate. At that point it is very swampy. I have seen miles of water in wet seasons.

701. What is the distance which it is convenient for growers to take their produce to a railway? They say that if they are within 20 miles of a railway they are perfectly satisfied; but some of these men have carted wheat this year 50 and 60 miles simply because they could not help themselves.

702. If it were within 20 miles then it would suit the people north of Trundle to bring their produce in a direct line to Bogan Gate? I am speaking of people 25 miles to the north of Trundle. There is a dense population near Bullock Creek running into the Bogan—men who are good settlers and who have spent up to £3,000 and £4,000 in improvements.

703. If your contention has any weight, then it seems a question whether it would not be desirable to take a railway up to Trundle and to the north of Trundle rather than to Parkes and Condobolin? It would bring these people 15 miles nearer the railway, and that would be a great help to them.

704. Has the district about Trundle been a rapidly progressive one lately? Very much so; only the men have spent most of their money in developing the country, and wool being low and wheat being low, their finances are very low too.

705. Do they bring their wheat into Parkes at the present time? Yes; they did this season. One man had something like 2,000 bags—that was near Trundle.

706. What price did they get for their wheat? On an average about 2s.

707. Can you tell us what it cost these farmers to bring their produce from their holdings into Parkes? I know some who came from 20 or 30 miles paid 3d. a bushel, or 1s. a bag, to get it to the railway station.

708. *Mr. Gormly.*] What number of settlers are there about Bullock Creek? I daresay there are between fifty and sixty; some of them have as much as 5,000 or 7,000 acres.

709. Is there any other centre of population to the north-west of Trundle besides Bullock Creek? Two or three runs come in there. There is a run about 10 miles from Trundle, and on the other side of that towards Fifield, which is a gold-digging country.

710. Is that in the direction of the Bogan? West of the Bogan.

711. What distance would it be to go straight across to the line—not to the Bogan Gate, but further down to Condobolin? About 45 miles.

712. About what number of persons would there be there? They extend right out for 60 or 70 miles.

713. In speaking of the number of persons at Bullock Creek, do you mean that there are sixty or seventy landholders, or a population of sixty or seventy? I do not mean Bullock Creek, but between Bullock Creek and Trundle, and towards the Bogan.

714. Is there a population of sixty or seventy, or are there sixty or seventy different holdings? Sixty or seventy different landholders.

715. Over what extent of country are they spread? They run from near the Bogan River over to the north-west of Trundle.

716. That is a distance of 50 or 60 miles? I daresay it would be 40 miles in length, occupying over 200,000 acres.

SATURDAY, 23 MARCH, 1895.

[The Sectional Committee met at the Court-house, Parkes, at 10 a.m.]

Present:—

The Hon. WILLIAM JOSEPH TRICKETT (CHAIRMAN).

JOHN MOORE CHANTER, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. Herbert Sturge Harwood, land and mining agent, Parkes, sworn, and examined:—

Mr. H. S.
Harwood.
23 Mar., 1895.

717. *Chairman.*] What are you? Land and mining agent at Parkes.

718. How long have you been in this district? I have lived twenty-two years in the Forbes and Parkes district.

719. Chiefly in the same line of business? I have been grazing as well.

720. The Committee wish to obtain evidence as to the advance of Parkes, and to the west and north of Parkes during the last three or four years;—will you give us your views in that direction? There has been a very considerable advance in the town itself in the last few years. The population of the municipality must have increased from about 1,500 to nearly 4,000. The country of the district has been almost entirely settled in the last six years. There was hardly any settlement six years ago—that would be to the north and to the west. Condobolin has also very largely increased during that period, and a very large area of land around it has been alienated.

721. Do you remember when the extension of the line to Parkes was first commenced? Yes.

722. From that time to the present covers a period of how many years? About three years.

723. Have you noticed any advance in population and general prosperity during that time? The town has certainly increased considerably.

724. What about the surrounding district? In the district for the last few years it has been impossible to get a full area of 2,560 acres anywhere within 60 or 80 miles of the town, consequently not so much land has been alienated; but those who have land have put it to very much better use in the shape of agriculture.

725. What do you think has caused them to go in for agriculture to a larger extent lately? The facilities the railway offers for getting the produce away.

726. Have you noticed whether the population on the agricultural holdings is stable, or whether it is a shifting population? It is very stable indeed—very different from what it used to be under the old Acts. There are very few sales made, and almost all the selections are taken up genuinely. 727.

Mr. H. S.
Harwood.

23 Mar., 1895.

727. Do these people seem satisfied with their lot? The great bulk of them.
728. Are they doing fairly well? Many of them are doing very well indeed.
729. Do you hear of any or many sales with these holdings by mortgagees or people getting into debt and being unable to go on? We hear of one occasionally, but very few.
730. Do you do anything in the way of advances on wool? Yes.
731. How have the sheep sales and the wool clip stood during the last four or five years? I think on the whole there has been a considerable increase. There are many more stock in the district than there used to be. In the old days, of course, the runs were not ringbarked. Now the selectors have them all ringbarked, and they carry more stock.
732. Can you tell us what is the average carrying power of the country per acre? Taking it roughly, one season with the other, it is about one sheep to the acre when the land is ringbarked and improved.
733. Is the country a fairly watered country? Not away from the creeks. It is all artificial.
734. Has the construction of dams gone on to any considerable extent upon the holdings? Yes; a considerable amount of money has been expended in dams.
735. Are the dams substantial and of a good character? Yes; the selectors seldom put down any smaller tanks than 2,000 yards excavation.
736. You say that pretty nearly the whole of the available country has been taken up by selectors? I do not know of a single full area that is to be obtained within 50 or 60 miles of Parkes.
737. There will be, within a few years at any rate, a considerable area of other land available; judging by present prospects, what do you think will be the result with regard to selection? I think if the whole of the land along the proposed line of railway, *via* the Bogan Gate to Condobolin were thrown open, amounting to something like 230,000 acres, in one fortnight the whole area would be taken if thrown open to ordinary conditional purchase at £1 an acre; and if the best parts were reserved in 640-acre blocks at 30s. an acre, I believe within three months every block would be taken.
738. What do you think is the smallest holding out of which a man could make a fair living? If he farms and carries a few sheep as well, and understands his work and works well and has a family to assist him, he can make a good living out of 320 acres—that is, when everything is paid for, but of course that area is of no use for grazing purposes only.
739. But the evidence we have had so far is, that there is a tendency to agriculture rather than to grazing as it is found that it pays better? A great many people are now clearing their land, and taking a couple of crops of wheat off it with the intention of putting it into lucerne. That is being done to a large extent in the district.
740. Have you heard whether present holders are likely to increase their agricultural areas; can you give us the the names of a few people who are likely to go in for that? I might mention Mr. Beazley; he has 1,100 acres under crop.
741. Where is he? About 30 miles from here.
742. In the direction of Trundle? More in the Peak Hill direction. Then there is Mr. Foy at Trundle. He is clearing 1,000 acres to put into lucerne.
743. Do you know of any others? There are many others from 150 to 300 acres, Mr. Ewan has about 1,000 acres which he is clearing for crop. That is on the road from here to Gunningbland, pretty near to Bogan Gate.
744. And I suppose there are many others? Yes.
745. With regard to the future taking up of land, have you had applications, or have you known of applications for land, which have had to be refused? Never a week passes but two or three men come from the southern parts of the Colony trying to obtain land.
746. What class of men are they—are they men who have money ready to invest? They seem chiefly to be men with £400 or £500 capital.
747. And who have heard of the favourable character of the district? Yes.
748. I suppose you know of the character of the country between here and Trundle fairly well? Yes.
749. And around Trundle? Yes; I know all this district.
750. You are aware that the people of Trundle advocate that the line should go in the direction of Trundle? Yes.
751. Can you give us your views in that respect as compared with the direct line surveyed by the Department? I do not think it would pay for the extra deviation and the extra haulage to take the line *via* Trundle.
752. Will you explain how it will not pay;—will the people still carry their produce along the direct line to Parkes? There is not a large population around Trundle. The country is all taken-up, but it is in big blocks—some families holding up to 10,000 acres,—so that there is not a large settlement. Then again, on the banks of the Lachlan there is a considerable amount of settlement, and a line from Bogan Gate to Condobolin would accommodate them as well as the Trundle people.
753. And if it went by way of Trundle, would those people cart their produce into Forbes? Yes; they would still take it to Forbes.
754. We had evidence here yesterday that in and around Trundle about sixty people would take advantage of the line if it went to that place, or that they would be directly benefited by it;—do you think that that is a fair statement? Yes; I should think that would be about the number.
755. Where do the settlers to the north of Trundle take their produce to at the present time? To Narramine; that is settlers living 20 miles north of Trundle.
756. How far do they have to take it to Narramine? One may have to take it 40 miles and another 50 miles.
757. And if a line were constructed direct from Parkes to Condobolin, would it not suit them better to come right upon that direct line than to go 40 or 50 miles to Narramine? For some distance north of Trundle, it would still come to the Condobolin line.
758. But Narramine is a station managed by the New South Wales railways? Yes; and from there the main line rates are charged.
759. Then, wherever they go, as far as the railway is concerned, it will only be a case of taking the money out of one pocket and putting it into another? Yes.
760. If they go to Narramine, they will not come to the proposed line if constructed, and *vice versa*? Some may change their route.
761. So that in that way it will not make any difference to the revenue? No.
762. It is only a question of convenience for these people? Yes.

- Mr. H. S. Harwood.
23 Mar., 1895.
763. Can you tell us what you would do with your produce if you were living 20 miles to the north of Trundle, and if a line were constructed from Parkes to Condobolin direct? I should think that from 20 miles north of Trundle it would come in at the Bogan Gate.
764. How many miles would that be if there were a station pretty well opposite Trundle at Bogan Gate? About 36 miles.
765. Can you give the Committee any information as to the progress or otherwise of Condobolin? In the last six years it must have more than doubled in size. I should say that it has nearly trebled in size.
766. That is the town? Yes; and the old wooden buildings have been replaced by good buildings.
767. What feeds Condobolin;—what is the nature of the population which supplies Condobolin? It is almost entirely pastoral, because it is so far from the railway that it does not pay the selectors to grow wheat or any other crop.
768. Is the character of the country there such that it can be converted into agricultural holdings? All on the north side of the river is good red light ridges, excepting just on the banks of the Lachlan; but on the south bank the plains extend out much further.
769. Can you give us any information as to the flooding of that country within a distance which you may name? The whole of the country between the Billabong and the Lachlan is more or less subject to floods. The low-lying portions get covered. There are channels here and there. I had a black boy drowned in crossing one of them in flood time.
770. Has not that had the effect of retarding agriculture in the district? No; I do not think so. The only country there which is suited for agriculture is the black soil along the river. That, of course, cannot be beaten.
771. And that is liable to flood? Yes; the angles are.
772. Do they cultivate those angles? They put in lucerne wherever they can, and a certain amount of corn is grown.
773. I suppose that is chiefly for local consumption? Yes; none is sent away.
774. Comparing the land north of the proposed Government line with the land south between it and the river, which do you consider more favourable to thick and permanent agricultural settlement? For the first 20 miles out from here there is not a great deal of advantage on either side of the line. After that the north side is best.
775. To a very marked extent? Yes; the character of the country is quite different. On the one side it is dead flat country with hardly a rise in the whole of the 40 miles from the Bogan Gate to Condobolin. On the other side it is all undulating red soil country.
776. You have no direct interest, I suppose, in Forbes, Parkes, Trundle, or Condobolin, except as a business man doing business with them all? Yes; I have lived in Forbes and have done business in both places.
777. Can you tell the Committee which you think would be the better way for the railway to go, taking it only as a railway connecting Parkes with Condobolin? I think undoubtedly that the best line will be the one *via* Bogan Gate, as proposed.
778. *Mr. Chanter.*] You have stated that the settlement has not increased of late years because the land has not been available for selection in suitable areas? Yes.
779. Does that apply to the whole of the district? Yes; to the whole of this land district.
780. As a land agent, are you aware what amount of land which would be served by the proposed line could ultimately be made available for selection? I believe about 234,000 acres.
781. Are you aware, what land would be made available for settlement if the line were taken in a more northerly direction *via* Trundle, or even further north than that? A certain amount of the Troff's run would be available. The Burrawang run goes right out to Trundle.
782. What amount of settlement, approximately speaking, has taken place south of the proposed line from Parkes to Condobolin, between that and the Lachlan River? Not a great deal, because it has been nearly all leasehold area.
783. What amount of settlement has taken place north of that—say, within 15 miles north of Trundle? I could not give you the acreage.
784. Making a comparison one with the other, which is the greater? The greater amount thrown open?
785. No; which is already settled? Far more to the north is settled.
786. What proportion? I should say about 4 to 1.
787. There is four times greater settlement north of the proposed line than south of it? Yes, on the south, Burrawang has over 100,000 acres of freehold land locked up.
788. As a land agent, you are aware that none of this land can be made available for selection until the pastoral leases expire? Yes.
789. Are you aware of the length of the extension of the leases between Parkes and Condobolin? I think, on appeal, they are all recommended for five years.
790. Then there can be no further settlement there for five years? Not unless a new Land Act gets through—not unless legislation takes place.
791. Is there any land available for selection north of Trundle? The whole of the resumed areas are taken up. Of course there are some small patches here and there, but you cannot get a full area.
792. There are about 86,000 acres of leaseholds in the Trundle district;—this is given in evidence by one of the Departmental officers? Yes.
793. Presuming that this land is made available by legislation, what area do you really think, from your lengthened experience of the district, is necessary for a man to make a living on—I do not mean to merely exist? If the land is close to a town, and a man can avail himself of the markets, he ought to be able to do it on 640 acres.
794. Of course you are aware that there is only a certain amount of produce for local consumption; the surplus has to go to the metropolitan market? Yes.
795. The proportion a man would sell for local consumption would be very small in comparison to the amount which would be sent away to the markets of the world? Yes.
796. And you think under those circumstances that 640 acres of land would be sufficient upon which to maintain a family? I know there are men who are doing it here, and who are living very comfortably, that is, as long as they are not too far away from the town.
797. I am not speaking particularly about those who are close to a town or railway, but in regard to the whole extent of area which would be affected by the railway? I think a man requires his full 2,560 acres if he is not close to a station or town.
- 798.

Mr. H. S.
Harwood.
23 Mar., 1895.

798. Take for instance your statement in reply to the Chairman, that some people were making a living out of 320 acres, and that you thought the settlers 30 miles north of Trundle would cart their produce to Bogan Gate? If a man has to cart 30 miles to market I think he requires the full area of 2,560 acres, so that he can carry a fair number of sheep.
799. I understood you to say that the land north of the proposed line, in comparison to that south of the proposed line, is infinitely superior? For agricultural purposes.
800. Then the settlement for agricultural purposes must eventually go north of the line? Yes.
801. All the food for the railway, in the shape of agricultural produce, would be drawn from the north? Yes.
802. Even if the lands were thrown open for selection along the direct route, all that portion of the land south of the proposed line would be still held for pastoral purposes? Yes.
803. In consequence of the broken and flooded country? Yes; it is magnificent grazing land.
804. Taking that view of the case, do you think it would be wise to run a line of railway just on one side of where food is to be drawn from;—would it not be wiser to deviate it more to the north and make it more central? I do not think it would pay to make the deviation—there is the extra cost, because the grades would be steeper, and there would be a difficulty in getting through the range, which would affect the haulage for all time.
805. The official statement as to the difference in the extent of the line as surveyed shows it will be 7 miles shorter than it will, if it goes by way of Trundle. Would that 7 miles, in a length of 60 miles, make a very material difference? Perhaps not in itself; but I think, from the nature of the country you have to go over, that the cost of the last 40 miles would be increased. Of course, that is a matter for the engineers.
806. You know the country between Parkes and Condobolin direct, and between Parkes and Condobolin, *via* Trundle? Yes.
807. Do you know whether any engineering difficulties would be encountered if the line were taken further north? It is undulating country, and the hills are rather higher.
808. What would be the extent of the hills you would have to cross? I should say about 40 miles—when I say hills I mean undulating ridges.
809. Would they require cuttings of any consequence? No; but they would affect the grades.
810. Very materially? I should think not very materially.
811. Can you tell me how many farmers have attempted to grow lucerne? I know of at least a dozen who have made a start last year, and a large number are going in for it next year. They take off two crops of wheat, properly break up the ground, get rid of the weeds, and follow it up with lucerne.
812. What has been the result in regard to the growth of lucerne? It is hard to say, so far as those who have recently gone into it are concerned; but lucerne certainly does very well in this district.
813. That is your experience? Yes.
814. Is it grown upon the red soil or upon the river country? Upon the red soil, where there is any depth of it.
815. Do you purchase any wheat? No.
816. Do you know the price of wheat? Yes.
817. It has been stated in evidence that it is 2s. a bushel? They are getting 2s. 1½d.
818. If these prices are maintained do you think any settlers north of Trundle would continue to grow if they had to cart their wheat 40 or 50 miles to market? I do not think they would.
819. Supposing the line is constructed as proposed, how far north of it do you think the settlers would continue to grow wheat at 2s. a bushel? I should think for 25 miles. It would only give them two days haulage then.
820. I believe it is the practice of farmers who do not cart their own grain to hire teams to cart it? Yes.
821. What would be the haulage per bag for a distance of 30 miles? At the present time prices are exceptionally low, and they are hauling wheat from Condobolin to Forbes—65 miles—at 25s. a ton.
822. Then it is only fair to assume that as prices for wheat are low the prices of cartage are low? Yes.
823. That would leave as a result to the farmer, to cover all expenditure, about 1s. 2d. a bushel; do you think they could continue under those circumstances? It is one of those doubtful matters about which one cannot answer.
824. What the Committee has to consider is not whether, if a line is constructed, it will find food for one or two years, but for all time. It is for you to state whether, under existing circumstances—prices and everything else being taken into consideration—you think wheat or other agricultural produce requiring land carriage would continue to be grown and carted extreme distances? I do not think it would be beyond 30 miles.
825. You think it would be grown then at a distance of 30 miles from the railway? I think it would, because some of the farmers tell me they are making it pay even at the present low prices.
826. Are they carting their own wheat? Yes.
827. Is there any other class of produce in this district besides wheat and hay? There is a certain amount of hay near the town.
828. What are the capabilities of the district for fruit? Very good indeed.
829. Of what classes? Almost all varieties do very well here, including oranges, lemons, apples, and peaches.
830. Is there a considerable demand for fruit at present? I believe it pays fairly well. They send a good deal of it from here to Sydney.
831. With profitable results? One grower of grapes gets as much as 7d. a lb. in Sydney. In fact, the Department of Agriculture bought all his grapes and gave him 6d. a lb.
832. What is the nature of the country immediately where the line passes on the Gunningbland Creek;—Is it dry or liable to flood? Gunningbland Creek runs pretty hard occasionally, but I have never known it so that I could not get across in a buggy.
833. Does it overflow the banks to any extent? It does.
834. For about what distance? I have never myself seen it over from ¼ to ½ a mile wide, where it meets the overflow from the Billabong. It is really the overflow from the Billabong which backs up the Gunningbland Creek.
835. Would that be avoided if the line were taken further north? I think the proposed line does avoid it as it is.

Mr. H. S.
Harwood.
23 Mar., 1895.

836. How far from the proposed line is it that you come across the undulating country? Within about a mile north you come upon a high steep ridge—that is, after you leave the Bogan Gate—running a considerable distance parallel with the line.
837. Which, in your opinion, taking all the circumstances into consideration, would be the wisest course for the Government to pursue—to recommend the construction of the line as proposed or to take it where the settlement is at present? I certainly think as proposed.
838. Right along the direct route *via* Bogan Gate? Yes.
839. Notwithstanding your opinion that all the lands south of the line must for all time remain as pastoral country? Yes.
840. Are you aware whether the present holders of those lands have been or would be willing to let any of the lands for agricultural purposes if the line were constructed? I have not heard of it.
841. Is there any sub-leasing in this district by the pastoral lessees? Not that I am aware of.
842. Then your opinion is that the line if constructed should go direct from Parkes to Condobolin? Yes.
843. *Mr. Molesworth.*] You referred, just now, to the fact that Condobolin has made rapid progress during the last five or six years;—will you give us an idea as to the cause of such progress? The settlement around by selection.
844. Do you look upon that settlement as being of an absolutely permanent character? Yes, it is all taken up by genuine selectors—by people who intend to live and settle on the land.
845. Is there any opportunity of further extension of settlement there? Not until the leases fall in.
846. Is much Crown land likely to fall in within the next five or six years in the direction of Condobolin? Speaking roughly there will be something like 400,000 acres.
847. And is the bulk of that land suitable for the settlement of a farming or small grazing population? The great bulk of it is; only the rainfall is not so regular there.
848. What is the average rainfall in the Condobolin district? For the last six years it has been about 24 inches; in Parkes it has been about 27 inches.
849. Is that a material difference in the course of twelve months? No; but of course the last six years have been exceptional years; but taking an average of twelve years, I doubt if the rainfall would be over 20 inches.
850. What would be a sufficient annual rainfall in that district to satisfy farmers? If it would come at the right time 15 inches would be sufficient. It all depends on when it falls.
851. Is much mining going on at Condobolin at the present time? There is a very good field indeed, which will be developed as soon as there is railway communication.
852. Do you think that it is of such a class as is likely to create a permanent field? Yes; a considerable number of reefs have been found, 3 miles from the town, containing gold; and as you go north you get galena, carbonate of lead, copper, and other minerals.
853. In what way will the extension of the railway facilitate the extension of mining? Just the same as it did here. Before the railway was extended here no mining man would come up; he would not face the coach journey. Since the railway has been extended we have had a considerable amount of capital brought to the field.
854. Then you think the extension of a line to Condobolin would lead to capitalists venturing there with a view to investing? Yes.
855. Thus developing the mineral resources of the district? Yes.
856. Do you think the Condobolin people would favour the direct line from Parkes *via* Bogan Gate, or from Parkes *via* Trundle? The direct route *via* Bogan Gate.
857. That would be because there would be less haulage for them? Yes.
858. You have stated that there is a greater amount of settlement to the north of the proposed line than to the south of it? Yes.
859. Is not the southern portion capable of great development of settlement? Every acre of it would be taken up for grazing as soon as it was thrown open. There is a tremendous amount of freehold land about there. Burrawang has 110,000 acres, Carrawobbity has 16,000 acres.
860. Although the owners of these hold such large portions, would there not be a possibility of their eventually leasing out the lands? Only the river frontages. The rest is not adapted for farming; it is stiff clay, myall plains.
861. Do you think the river frontages are suitable for farming settlement? Yes; there is magnificent soil along the river frontage.
862. But it is hardly likely that they would cut off the river frontages in consequence of the stock requiring the water? A big run could easily arrange for that. Burrawang has a frontage of 40 miles, and it could easily lease 20 miles of that for farming, and still have plenty of water for the stock.
863. You think that even with the private lands there is a prospect of future settlement by way of leasing? On the frontages, but not on that country along the Billabong.
864. Have you any idea what would be the additional mileage along the line by taking it to Trundle instead of by the direct route? I have seen it stated in the papers that the difference would be 7 miles.
865. What is the distance from Bogan Gate to Trundle? About 18 miles.
866. That is to the township? Yes; it has only three or four buildings.
867. Are there many settlers between Trundle and Bogan Gate? On each side of the road. It is a travelling stock reserve.
868. What is the route of the travelling stock reserve? It is on the road from Forbes to Dandaloo.
869. Is that *via* Bogan Gate? Yes.
870. Have you any idea what it would cost to cultivate the land and prepare it for wheat-growing at per acre? The country which was ringbarked three or four years ago has been cleared and burnt off at as low as 7s. 6d. per acre. From that it varies from 12s. 6d. to 15s.
871. What does it cost to plough and sow including cost of seed wheat, at per acre? I could hardly say.
872. Do you think it could be done at as low as 15s. an acre? I have heard from the farmers that that is what it cost them. They use stump-jumping machinery now, and do it much cheaper than they used to do it.
873. Have you any idea whether the proposed line passes over any country liable to flood? There may be a little backwash here and there from the Gunningbland Creek; but it certainly will not be deeper than from 6 inches to 1 foot.

874. You do not look upon it as a serious difficulty to overcome? No; it might only happen once in five years.
875. Then you have no hesitation in recommending the direct route? Not the least.
876. *Mr. Gormly.*] You have stated that the population within the municipality of Parkes is about 4,000—can you state what is the area of the municipality? Fourteen square miles.
877. With regard to the land on the frontage of each side of the Lachlan River, what portion of the country on the south side of the Lachlan River, as you get within 20 or 30 miles of Condobolin, would be served by the direct line of railway? Probably from about 20 miles east of Condobolin on the south side they might send their goods to the railway at Condobolin; but I think, above that they would send to Forbes. There is no bridge between.
878. And it would not be easy to construct bridges over the Lachlan River and the Billabong Creek; they could not be constructed cheaply? Not over the Lachlan.
879. The valley of the Lachlan is moderately wide? Yes.
880. There are some rich pasturages? Yes.
881. Do they carry a large amount of crop? The plains would carry three sheep to 4 acres.
882. Is there any considerable population on the south side of the river between Forbes and Condobolin? Not a great deal.
883. Much the same as on the north side? Not quite so much I think.
884. Held by large station holders? Yes.
885. All the land is good for pasture? It is beautiful pasture land.
886. Would a considerable quantity of land between the creeks running into the Lachlan be suitable for agriculture? Not away from the river.
887. But I mean close to the river—the river frontage? Practically, all the river frontage is suitable.
888. And the frontage is of considerable width? It might average about a mile out on each side—that is, the land suitable for agriculture.
889. Would it be suitable to carry a large population on small holdings? A man would want 640 acres.
890. Can they grow lucerne there? Yes, where it is not flooded.
891. Partial flooding does not kill it? As far as my experience goes, lucerne is destroyed if covered with water three days. When once the Lachlan is in flood it keeps up for weeks before the water drains off.
892. But that is not applicable to the whole of the depth of the frontage? No; it is only in the angles.
893. I suppose there is not any considerable depth of frontage flooded for any number of days in succession? No.
894. I should like to ascertain, if the line is constructed, about what quantity of the existing traffic in wool and stock in the direction of Cobar would be likely to come towards Condobolin—for instance, would the traffic from the Melrose station come in? Yes.
895. And there is a considerable number of selectors there? Yes.
896. Would the Eremeran traffic come in? That is only 60 miles from Cobar.
897. The traffic from the direction of Gilgunnia would not come in? It would come in to Condobolin I think.
898. But Eremeran is nearer to Condobolin than Gilgunnia? It is nearer to Cobar too.
899. Are there many selectors on Melrose? Yes.
900. Have any of them gone in for wheat growing? They have; but I cannot give any names.
901. Have they sent all their wheat from there to Parkes? There is a mill at Condobolin to which it goes.
902. And they send their produce from Melrose to Condobolin? Yes.
903. Which way does the Witchellebar wool go? Into Carrathool.
904. From what extent of country west and north of Condobolin would the trade be likely to come to Condobolin if the railway were constructed? I should think about 70 to 80 miles north, until it competed with the Cobar line, and from 80 to 90 miles west; and from north-west it would come even further than that.
905. But, with the exception of the selectors at Melrose, only wool and stock would come in at present? It is the Western Division after you get 20 miles below Condobolin, and there are few homestead leases taken.
906. There would not be any traffic in that direction? Only in wool.
907. Is there a number of fat stock in the district of Condobolin? A very large number.
908. Do you think there would be many fat stock likely to travel on the line to Condobolin? Yes.
909. Would they be sent by the travelling-stock routes, or by rail? They are nearly always sent by rail now from the nearest stations.
910. Do you think the number of fat stock would be sufficient to materially assist the revenue derived from the line? I think so. At the present time a stock train goes from Forbes almost every week, and sometimes there are two and three.
911. Is the country on the frontage of the Lachlan River about Condobolin, considered good fattening country? On the south side it is.
912. And it is a considerable width, extending 6 or 7 miles out? More than that; 12 to 13 miles in places.
913. And there is a large number of fat stock produced on that country? Yes; it is very fattening.
914. Therefore you think fat stock might materially assist the revenue of the line? I am sure it would.
915. There are no freezing works in this district? No.
916. Any boiling-down works? Yes; about 4 miles from here.
917. Would there be likely to be any stock sent by rail to the boiling-down works? There would be.
918. Is any copper produced now at Mount Hope? Yes.
919. In considerable quantities? It has been very slack of late years.
920. Where is the copper likely to go if there is any considerable output? It will all come in at Condobolin.
921. Are the gold-mines around Mount Hope progressing, or are they at a stand-still? They are looking very well just now, only they are short of water.
922. They are not producing gold in any quantity at present? They have had to knock off crushing recently only for want of water.
923. Have you visited that locality? I have been there, but not for some years.
924. You are not aware whether they are likely to establish a permanent supply of water or not? They could easily do so, but they have not done so yet.

Mr. H. S.
Harwood.

23 Mar, 1895.

Mr.

Mr. William Beeston Smith, railway station-master, Parkes, sworn, and examined:—

Mr. W. B. Smith.
23 Mar., 1895.

925. *Chairman.*] Have you been here since the line was opened? Yes; the 18th December, 1893.
926. Where were you before that? At Goulburn.
927. So that you did not know anything about the traffic in this direction until you came here as station-master? No.
928. Can you give the Committee any information as to the amount of traffic there has been since you have been here? Yes; I have prepared the following statement:—

COMPARATIVE Statement of Traffic and Revenue for Year ending 31st December, 1894, Parkes Station.

Goods.			Live Stock.								Wool.		Coaching.		
Inwards.	Outwards.	Revenue.	Inwards.				Outwards.				Revenue.	Bales.		No. of passengers.	Revenue.
			Horses.	Cattle.	Sheep.	Figs.	Horses.	Cattle.	Sheep.	Figs.		Inwards.	Outwards.		
Tons. cwt. qr.	Tons. cwt. qr.	£ s. d.											No.	£ s. d.	
4,586 4 0	4,048 4 2	12,930 8 3	32	6	652	...	81	222	17,623	30	68 4 5	...	13,005	6042	4,463 1 3

929. With regard to the inwards goods traffic—can you tell us what the bulk of the tonnage consisted of? The general goods would be about two-thirds, one-third being the special class—that is the inward.

930. *Mr. Chanter.*] Inwards means arriving at Parkes? —

931. Can you tell us whether there has been a large quantity of agricultural implements brought into the district? There has been since I have been here. We have had a lot of agricultural implements in the shape of strippers, reapers, binders, ploughs, and harrows.

932. Has that been continuous? Yes; only the other day we had three ploughs through. Every month there is something of the kind coming in.

933. We want, particularly, evidence as to the outward traffic—what it chiefly consisted of? These figures are taken from returns. This is the description of goods:—General goods, 942 tons; wool, 2,192 tons; grain, &c., 415 tons; chaff, 467 tons; minerals, which would mean quartz, and so forth, 33 tons; total, 4,048 tons. From the first year there have been 16,025 bags of wheat—from January 1st to March 20th, 1895—sent away; bran, 450 bags; and 55 trucks of chaff.

934. *Chairman.*] In 1894, then, 415 tons of grain were sent away? Yes.

935. There are nine bags to the ton? Yes; and that would represent about 3,700 bags.

936. Was the 1894 trade for the grain of one season? Yes; it would form part of the season which is divided between the years.

937. During what months were the 415 tons sent down? I could not say.

938. *Mr. Molesworth.*] Was any portion of it this season's growth? I should think so.

939. *Chairman.*] I suppose there is no special rate for goods from here to Sydney? We have had hitherto what are called the local rates—that is, the rate added on from here to Molong, and then added beyond.

940. Is that only on goods sent from Parkes to Molong? No; there would be no special rate on the goods from Parkes to Molong.

941. But if goods are sent right through from Parkes to Sydney, you add something for the portion conveyed from Parkes to Molong? Yes; from here to Molong it is 53 miles. We take that mileage rate, and then begin again. Special Class A goods from here to Molong would be 6s. 3d. a ton. Then we start again, and for the whole distance from Darling Harbour £1 5s. 10d. a ton would be charged.

942. *Chairman.*] It really means that the people of Parkes are charged a little more by reason of their goods going to Molong? That is only on the special-class goods; but on the first, second, and third class they have through rates.

943. I suppose grain is subject to a special rate? Yes.

944. Has there been any complaint about that since the line was opened? No; I do not think so.

945. Can you tell us where the bulk of that produce comes from? No.

946. Is the bulk of the produce brought to the railway station conveyed there by the producers themselves, or by carriers? Carriers; and by many of the farmers themselves. Most of it is brought by carriers.

947. And who are the big carriers here? I do not know. This work is done through an agency.

948. I suppose Wright, Heaton, & Co. are the men who employ the carriers? Yes; I do not deal with the carriers, but with the agents.

949. During the time you have been station-master here you must have observed whether the traffic, both goods and passengers, has increased or gone backwards? I think it has increased; not a great deal, but it has increased, although I could not tell to what extent until I get into next season. I noticed there was an increase in January this year as compared with January of last year, but not much. It was a general all-round increase.

950. Both in regard to passengers and goods? Yes.

Mr. John Alexander Rose, commission agent, Parkes, sworn, and further examined:—

Mr. J. A. Rose.
23 Mar., 1895.

951. *Chairman.*] I understand you wish to make an explanation in regard to the evidence you gave yesterday? I wish to remark that, knowing the country so well from the starting point, and that the terminal point of the line as projected, in my mind there is no question of doubt as to which line should be constructed. With regard to purely pastoral country, it is very hard to say what is purely pastoral country, for this reason, that I know of land that has been taken up in this district which, some years ago, we would not consider worth anything at all, but for which men now ask a certain price. I make this statement as a practical man who has been mixed up with pastoral pursuits for the last thirty-seven years. There has been country taken up in this district which is now doing fairly well, which, twenty years ago, we would not give 1s. an acre for—in fact, there was no value placed upon it.

952. Was that for pastoral or agricultural purposes? It has been taken up by the selectors, both for pastoral and agricultural purposes.

953. What you wish to convey is, that you must not judge by the present state of certain land as to what its ultimate benefit will be? What I wish to convey is, that lands which were considered worthless years ago are now of a certain value to the Crown.

954. That is in this particular district? Yes. I think the extension from Parkes to Condobolin *via* Bogan Gate is the proper one in the interests of the country.

Mr.
J. A. Roece.
23 Mar., 1895.

Reverend Frank Greenwood Neild, Incumbent, Church of England, Parkes, sworn, and examined:—

955. *Chairman.*] Do you remember making a statement in December, 1891, to Mr. Gilliat, who visited the district at that time for the purpose of collecting evidence with regard to the construction of a railway from Parkes to Condobolin? Yes.

956. Will you tell the Committee whether you still agree with that statement? I think I stated the population to be served by the line would be not less than 1,000—I did not mean the Trundle district, but from Parkes to Condobolin.

957. Otherwise you agree with the statements you then made? Yes.

958. You then predicted that settlement and agriculture would go on to a considerable extent in the district? Yes.

959. Have your predictions been fulfilled? Settlement may have slightly increased. The areas which can be taken up, however, are very small, but agriculture has, decidedly, very largely increased.

960. You are aware that there is a diversity of opinion as to the route of the proposed line—whether it should go direct, or be diverted in the direction of Trundle. Will you give us your views on that matter? Judging from the present population, I think a line taken in the direction of Trundle would serve the greatest number. The settlement is nearly all north and north-west of the proposed line.

961. Do you go to Trundle occasionally? I used to go constantly. I know the district well.

962. How long is it since you were there? About five months.

963. What is the population of Trundle, and within 10 or 20 miles of it? About 300 or 400.

964. And you think the line should go in the direction of Trundle? I think it should.

965. Do you mean that it should actually go to Trundle? No; I think a detour of a few miles in the direction of Trundle ought to serve the purpose. At present it skirts the country—a low-lying country subject more or less to floods; and I think a few miles further to the north would place it within easy communication of the Trundle settlers—a distance of about (say) 8 miles. I understand that already it goes within 12 miles; that is on the edge of the low country and the red soil.

966. Would the slight divergence you speak of enable the line to go direct as far as Bogan Gate? It could go direct to Bogan Gate.

967. And then take a slight detour of about 4 miles? Yes.

968. Forming a kind of elbow opposite Trundle? There is a slight elbow near Condobolin.

969. I suppose that is to avoid the flooded country? Yes; the Billabong Creek waters.

970. Judging from the map, the projected line is 2 to 3 miles from that creek? Yes.

971. Judging from your knowledge of the country, is that within a portion of the land which would be occasionally flooded? I should think that would just about miss it.

972. Then there would not be much force in your objection about the line being liable to flood? No.

973. It has been suggested by other witnesses that we should not only help to serve Trundle, but the settlers considerably to the north of Trundle. If your suggestions were carried out, the settlers to the north of Trundle would not be served? I think if the line were brought within 8 miles of Trundle more traffic would come to it. There are a number of selectors north of Trundle who are at present using the Narramine Station.

973½. Is your opinion backed up by persons whom you have met? A number of selectors in the neighbourhood of Trundle, and to the north of Trundle, seem very anxious that the line should go within reasonable distance of them.

974. And from your knowledge of the district generally, you think that would be not only in their interests but in the interests of the State, by feeding the railway better? I think it would feed the railway. Of course there is another matter to look at, and that is the increase of distance. It would mean increased rates to the selectors and townspeople of Condobolin.

975. Have you heard the Trundle people say that if the line does not go in their direction they will still cart their goods to Parkes or Narramine? I think it is very probable that a number would; a large number of these men cart their own produce.

976. If they have to go 10 or 12 miles, would it be worth their while continuing for 30 miles? They would save about 20 miles haulage on the railway then. The distance between Bogan Gate and Parkes is about 22 miles.

977. I understand your evidence is in the direction of the convenience of the settlers about Trundle? Yes.

978. And looked at from that point of view, you think it would be advisable to construct a railway in that direction? Yes.

Mr. Robert Thornbury, grazier, Parkes, sworn, and examined:—

979. *Mr. Gormly.*] Have you any land in the neighbourhood of Parkes? Yes; about 3 miles away.

980. What quantity? Nearly 600 acres.

981. What use do you put it to? Grazing.

982. What quantity of stock do you keep upon it permanently? Between 200 and 300 head of cattle the whole of the year.

983. Do you keep fat stock? Yes.

984. Do you sell it in the local market? Yes.

985. What evidence do you wish to give in regard to the proposed line of railway? I have known the whole of the country for the last thirty years.

986. Is it suitable for the construction of a line without engineering difficulties? The line from Parkes to Condobolin is one which could be very easily constructed. As far as I know, there are no engineering difficulties whatever.

Mr.
R. Thornbury.
23 Mar., 1895.

- Mr. R. Thornbury.
23 Mar., 1895.
987. Have you been along the surveyed route? No; but I know pretty well the direction the line will take.
988. Would any portion of the line be likely to be flooded? The line is outside the flooded country.
989. What would be the cause of the flood waters;—would it be the Gunningbland or the Billabong Creek? The flood waters extend out from the Lachlan to Burrawang.
990. Near to the proposed line? Yes.
991. Could the low country be avoided by the route which the line proposes to take? Yes; I believe the line has avoided most of the low country.
992. Are you well acquainted with the district? Yes; I know every mile of it.
993. Is the population increasing? Yes.
994. Do you know whether any of the farmers are preparing more land this season than last season for cultivation? Yes; they have been increasing the quantity of their agricultural land for the last two or three years—some of them largely.
995. Have you seen wheat and other crops grown? Yes.
996. Is the land suitable for wheat? Yes.
997. Can the land be cleared and cultivated cheaply? Yes.
998. Have you been acquainted with agriculture in any other districts? Yes; in New England and other districts.
999. Is this as favourable to the production of wheat as any other district with which you are acquainted? Yes.
1000. To cultivate the land cheaply and get a good yield? Yes.
1001. Is there any other statement you wish to make as to any advantages the inhabitants would derive from the line, which have not yet been stated? I think Mr. Harwood gave correct evidence with regard to the proposed line; I think it will be the most beneficial to the greater portion of the population. It will serve both Trundle, and those on the south side of the Lachlan River. The line from Bogan Gate to Condobolin, will only be a few miles from Trundle. The population at Condobolin is very scattered.
1002. You are acquainted with the formation of the country on the proposed line? I am.
1003. Do you think that is the most suitable route along which to construct a cheap line? I do.
1004. Less engineering difficulties would be met with there? Yes.
1005. Would it serve any number of persons on the north and south sides of the river? Yes; they would not be more than 8 miles from the line.
1006. There is not a great number of people there? No.
1007. And those on the south side would not be able to cross in flood time? No, there are no bridges.
1008. Then it could not serve them to any great extent? No; not in flood time.
1009. There are, of course, roads up and down the river, and the inhabitants would go to Condobolin or Forbes with their produce? Yes.
1010. Can you tell us of any other resources besides agriculture and stock which would be likely to be developed by the construction of the line? I think gold-mining would be likely to be developed.
1011. In what particular situation? To the north of the proposed line. It is all auriferous country in that direction. Not a great distance from Trundle they are getting gold now.
1012. Are there many men working at those mines? I have not been out there lately, but I think there must be a fair population. The line *via* Trundle to Condobolin would be a more expensive one than that *via* Bogan Gate. It is nearly all hilly country leaving Trundle until you get to Condobolin.
1013. Is there much water coming down along the depressions between the Hills? Not a great deal.
1014. Then it would not be necessary to make a large number of culverts? You would have to make a great number of culverts on the Trundle line.
1015. *Mr. Molesworth.*] Do you think, from your knowledge of the district, that there is sufficient justification for the construction of a line from Parkes to Condobolin? Yes.
1016. Do you think the line would pay within a short time of its construction? It will when the lands are thrown open. No doubt a large quantity of land will be taken up when the leasehold areas are thrown open. I know a large number of people would be likely to live on the land at the present time.
1017. You are quite satisfied that the direct line will be the most desirable in the interests of railway construction generally? Yes.
1018. And I presume that the people at the other end would strongly advocate the direct route with a view of saving haulage? Yes.
1019. How would the Trundle people be affected in the event of the line going direct;—would many of them be prevented utilising it by reason of its distance from them. I do not think so. They would only have 20 miles to cart their stuff to Bogan Gate.
1020. What is the distance by road from Parkes to Trundle across the hills? I think about 35 miles.
1021. What is the distance from Trundle to Bogan Gate? About 15 miles.
1022. And all the settlers, or those who are likely to utilise the railway at all, would be within 20 miles from that point? Yes.
1023. You think all within 20 miles of Bogan Gate would utilise the proposed line at that point? Yes.
1024. *Mr. Chanter.*] I understand your holding is close to Parkes? Yes.
1025. So that personally this line will not affect you, no matter where it goes? No.
1026. You stated that you were carrying 200 head of cattle on 600 acres, and you also said that you had a leasehold;—what is the extent of the leasehold? I leased different farms at times. Sometimes I had more than 200 head of cattle, and then I leased different places from selectors round about.
1027. You deal in stock? Yes.
1028. You do not farm? No; I have a lucerne paddock—that is all.
1029. Have you grown lucerne with success? Yes.
1030. How long is it since you planted? About four years.
1031. Does it hold? Yes; very well.
1032. Do you cut or graze it? I graze it. It will carry about one beast to the acre.
1033. You believe that a line can be constructed more cheaply, as proposed, than if it is taken in a northerly direction by way of Trundle? Yes.
1034. Do you anticipate, at any future time, the land, when made available for selection south of the line, will be used for agricultural purposes? Not for agricultural, but for pastoral purposes.

Mr. R.
Thornbury.
23 Mar., 1895.

1035. As a matter of fact, if agriculture extends in the district it must extend to the north of the line? Yes.
1036. And not to the south? No.
1037. If your farm of 600 acres were situated 20 miles north of Bogan Gate, and you were not dealing in stock, but had to obtain a living from that 600 acres of land, do you think you could do it? No.
1038. Then, if you could not do it, it is fair to assume that others could not do it? They might make a living, but it would be a very small one.
1039. How many days would a cartage of 20 miles involve. It would take two days—one to come in and one to go out.
1040. You have heard the evidence of Mr. Neild, who expressed the opinion that the line should be detoured 4 or 5 miles to the north? Yes.
1041. That would put the settlers in the Trundle district 15 miles from Bogan Gate? Yes.
1042. Would not that be sufficient for them? If there were a detour of 4 or 5 miles the line would run into hilly country.
1043. Is the country very hilly there? It is undulating; some of the hills are pretty rough.
1044. Where does the road traffic from Condobolin to Parkes go now? It goes by the Bogan Gate and on to Burrawang.
1045. As nearly as possible along the route of the proposed line? Yes. I think the line is a little to the north of the road.
1046. Then, if the general traffic can go there, of course the railway can go? Yes; it is always high and dry, even in large floods. I have had to go from Condobolin in heavy floods. It was impossible to get to Forbes, but I have come up to Parkes and been dry all the way.
1047. You are aware that there can be no land made available for settlement along the direct route, except for special legislation, for the next five years? Yes.
1048. That being the case, are there any other reasons to suppose settlement will increase by any other means;—could any leases be obtained from the large holders? I do not think so.
1049. Would they themselves be induced to produce other than stock or wool? I do not know.
1050. You know that in some other districts of the Colony the pastoralists are subletting their holdings for agricultural purposes? Yes.
1051. Have you had any conversation with anyone who has shown a disposition to obtain a lease or give one? Not in the district.
1052. You think matters will remain as they are until a settlement can be obtained by the occupation of the Crown lands? I think so.
1053. Evidence was given before a Government official in 1892 to the effect that this land should be made available for settlement in special areas of 640 acres? Yes.
1054. From your own knowledge of that country, and more particularly of the south—because the north, with the exception of some 76,000 acres is already taken up;—do you think anyone could get a living there upon 600 acres of land? They might live upon it, but it would be a bare living. I do not think that anyone could make a living on less than 2,560 acres; they must run stock as well as go in for agriculture. They must combine the two industries.
1055. Therefore the opinion given that the lands when made available should be made available in special areas is not a sound one? No; the area should be increased.
1056. What is the value of land per acre in that locality? I could not say.
1057. The selections about Trundle are mostly taken up under ordinary conditions at £1 per acre? I believe some have been sold at 12s. 6d. an acre.
1058. Is the land along the line of route worth more or less? More, I think.
1059. Would that be in consequence of its being close to a railway, or because of the nature of the soil? Both, I think.
1060. And if the Crown were to offer that land at 30s. per acre, with a reasonable area, on deferred payments, would the whole of it be taken? I believe every acre would be taken if it were offered on reasonable terms.
1061. And held permanently? Yes.
1062. Do you know anything about the settlement around Condobolin proper? Yes.
1063. How many settlers will there be in the neighbourhood of Condobolin proper? I could not say; I know a large number of people have taken up land there within the last few years.
1064. Are many of them at present growing wheat? A number are. I know a large quantity of wheat came to Parkes from Condobolin this season, and from Melrose also.
1065. I suppose the greater portion of the wheat grown at Condobolin is used for home consumption? Yes.
1066. Is there a flour mill at Condobolin? Yes.
1067. Do you think, if the line is extended to Condobolin, agriculture will increase very much in that district? Yes.
1068. You think the soil is suitable for it? Splendid soil—red chocolate loam.
1069. Then you are of opinion that the interests of the whole community would be best served by constructing the line as proposed? Yes.
1070. *Chairman.*] You seem to have a general knowledge of the land along the Lachlan River? Yes.
1071. To what distance along the river do the floods extend? Seven or eight miles, in places.
1072. Have you heard of any serious result from flooding? Yes; there have been frequent floods.
1073. What kind of country would that be through which to construct a railway? Very bad. The line would have to be constructed on piles for 8 or 10 miles.
1074. Where is the market for your stock? I sell locally.

Mr.

Mr. Harry Bowditch, journalist, Parkes, sworn, and further examined:—

Mr. H.
Bowditch
23 Mar., 1895.

1075. *Chairman.*] I understand you have some details as to the rainfall of the district? Yes. Mr. James Millar, the Mining Registrar, who supplies Mr. Russell with his information, gave me this:—

Rainfall for 1894.

	(<i>Parkes Examiner</i> , 9th January, 1895.)	Points.
January, 11 days.....		330
February, 4 ,,		253
March, 14 ,,		530
April, 6 ,,		443
May, 4 ,,		145
June, 12 ,,		226
July, 14 ,,		280
August, 11 ,,		183
Sept., 9 ,,		266
October, 9 ,,		191
November, 2 ,,		44
December, 9 ,,		342
Total, 105		3,233

The heaviest fall in one day was 208 points, on the 19th April.

Following is the rainfall extending over a period of five years:—	Points.
1890 ... 114 days	3,117
1891 ... 120 ,,	3,681
1892 ... 110 ,,	2,796
1893 ... 115 ,,	2,478
1894 ... 105 ,,	3,233

The rainfall is taken in points, of which 100 make an inch. The fall for the year just closed was, therefore, 32½ inches. The average fall per year over a period of five years was 30½ inches.

There was an average for five years of 30½ inches. Besides that an entirely independent record kept by Mr. F. H. Black, of Goobang Creek, gives the rainfall from 1887 to 1892:—

Rainfall at Parkes.

	(<i>Parkes Independent</i> , 3rd January, 1893.)	Points.
1887		3,479
1888		1,360
1889		2,525
1890		3,140
1891		3,254
1892		3,092

Average rainfall for the six years given, 2,799 points.

That shows an average for six years of 27·99 inches.

Mr. Amabla Mazoudier, storekeeper, Parkes, sworn, and examined:—

Mr.
A. Mazoudier.
23 Mar., 1895.

1076. *Mr. Molesworth.*] How long have you resided in the district? About twenty-one years.
1077. When you first came where was the nearest point of railway communication? Blackheath, I think; a long way down the line.

1078. Have you been in business as a storekeeper the whole of that time? Yes.

1079. You have had an opportunity of noticing the development of the district? Yes.

1080. Do you consider the progress of the district has been particularly marked during the last five years? The town itself has progressed, but not business.

1081. Do you mean your own particular business? I mean all business. I do not think it is half so good as it used to be.

1082. But if the population has increased to such a large extent there must necessarily have been a larger extent of business done? Yes.

1083. At one time, I suppose, there were not so many people amongst whom to divide the business done? No.

1084. Then, business is done, but it is divided? Yes.

1085. Do you think the business done is of a stable and firm character? Yes.

1086. Do you consider the people in and around the district are fairly prosperous? Some of them.

1087. Do you find the settlers are doing fairly well with their holdings? I think a good many are hard up.

1088. At the same time, they raise a large quantity of produce? Yes; but the price is low.

1089. You have not heard of many of them being so far pressed as to be obliged to part with their holdings? Very near.

1090. Do you know anything of the country through which the proposed line would pass? I travelled it thirty-five or thirty-six years ago.

1091. Have you not been along it more recently than that? Not since 1877.

1092. Do you know anything about the Bogan Gate district? Yes.

1093. How long is it since you were there? About the same length of time ago.

1094. Have you not been outside the immediate vicinity of Parkes of late years? Not much.

1095. What do you think has been the effect of the construction of the railway from Molong to Parkes—has it improved matters? I am sorry to say I do not think it has improved matters.

1096. You think you would have been as well off without the railway? Better.

1097. Then you do not advocate the construction of railways? I do not. I think a line to Condobolin will be a failure.

Mr. William Metcalfe, hotelkeeper, Parkes, sworn, and examined:—

Mr.
W. Metcalfe.
23 Mar., 1895.

1098. *Mr. Gormly.*] How long have you been in the district? About twenty years.

1099. Do you know the district intimately outside the town? Yes; I am pretty well acquainted with it.

1100. Do you know anything as to the progress of agriculture in the district? It is progressing favourably.

1101. Have you an intimate knowledge as to how agriculture is being carried on? I think it is carried on pretty successfully.

Mr.
W. Metcalfe.
23 Mar., 1895.

1102. What evidence can you give in regard to the proposed construction of the line? My evidence corroborates that of Mr. Thornbury, except in regard to the Trundle portion of the line. He states that there would be great engineering difficulties if the line were brought to Trundle, but I cannot see that at all.
1103. Are you acquainted with the country between Parkes and Trundle, and Parkes and Condobolin? Yes; intimately.
1104. Have you been over the country many times? Yes; several times.
1105. Have you been over the proposed route of railway? Not since it was surveyed.
1106. Do you think there will be more engineering difficulties to be encountered on the route *via* Trundle or on the direct route? I think there are less engineering difficulties on the direct route. As a matter of fact, you could scarcely say there are any engineering difficulties on either route. I think a line could be constructed almost as cheaply *via* Trundle as *via* the direct route.
1107. *Mr. Chanter.*] Has trade and agriculture increased, consequent on the construction of the line from Molong to Parkes? It has, and it is likely to increase. The squatters have gone in for clearing large tracts of country, such as 1,000-acre blocks. I know of squatters who have men clearing 2,000 acres. Mr. Ewan is going to clear large blocks on Gunningbland.
1108. Then there is a disposition on the part of landholders to go in for agriculture? Yes.
1109. Do you think that if the line is extended to Condobolin, there will be a further disposition on their part to go in for it? I think so. Wool is cheap, and they are going in for agricultural pursuits.
1110. Do you know whether the construction of the line to Parkes has had a very beneficial effect upon trade and agricultural and pastoral pursuits? I think it has had a great deal to do with increasing the farming, but there is a universal depression, and of course Parkes is feeling it.
1111. From your knowledge of the district do you think the cost of the line would be materially increased if it were taken further north? No.
1112. Where is the greatest settlement now? From Parkes to Fifield.
1113. In what direction? It lies to the north-west of Parkes.
1114. That is in the direction of Trundle? Yes; and west of Trundle.
1115. You have had conversations, I suppose, with the farmers as to their position;—what is their opinion about throwing open the lands in this district for special areas? They are all on for having the land thrown open to take up free selections.
1116. Have there been any special areas selected in the district? Not to my knowledge.
1117. They are nearly all large holders here? Yes.
1118. And notwithstanding the depressed times and the low price of produce they are fighting on bravely? I think they are in a solvent state.
1119. Do you look upon them as permanent settlers? A great many of them.
1120. One witness stated yesterday that possibly some of them had taken up the land for speculative purposes to sell again—are there many of that class? That is more than I could swear to. I have not the opportunity of knowing. I have heard several of them speaking, and they seem to be well satisfied with their position.
1121. Are any inquiries made of you as to whether land can be taken up in this district? Yes; I have had letters from Victoria.
1122. Numerous inquiries? Yes.
1123. If any special legislation took place to make the land available for settlement along the line of route, there would be plenty of *bona-fide* settlers to take it up? In my opinion there would be any amount.
1124. Is there any disposition on the part of young men, farmers' sons, or sons of tradesmen in Parkes, to enter into farming pursuits? Yes; farmers' sons more so than townspeople.
1125. What area of land do you think should be given to a selector from which to make a reasonable living? I should say about 1,500 acres.
1126. Do you think permanent homes would be founded upon it? Yes; I think they could make a comfortable living on 1,500 acres with agriculture and grazing combined.
1127. If you were going to construct a line yourself, as a commercial venture, where would you take it—as proposed from Parkes to Condobolin, or where? If I were one of a syndicate to construct a line I would construct it *via* Trundle.
1128. Would you take it right through the village of Trundle? No; I would take it as close as I could get to it.
1129. What is the nature of the country from Parkes to Trundle? It is all good.
1130. Is it very hilly? No.
1131. What is the nature of the country between Trundle and Condobolin? Good country; much the same.
1132. Is it hilly? No; although it is more so than by Bogan Gate.
1133. If you were one of a syndicate, then, making the line, how much further north would you take it? About 8 miles from Bogan Gate and 4 from Trundle.
1134. Then, on the whole, you are satisfied with the progress trade has already made here, and do you think it would be improved if the line were carried forward? Yes. Of course, when you get to Condobolin, there are the Mount Hope copper mines not very far away, and I have no doubt that if they had cheap carriage there would be a great many men employed there.
1135. How far would they be from the nearest point of the proposed line? About 65 miles.
1136. And they would have to cart their produce that distance? Yes.
1137. Would this line in any way contribute to their success? I think so.
1138. Have you any particular knowledge of the settlement around Condobolin proper? No; but I know they are getting gold from the districts, and if it turns out a reefing district of course there will be a large population there.
1139. *Mr. Molesworth.*] You advocate the construction of the line within easy distance of Trundle? Yes; about 4 miles.
1140. Do you know the country well between Parkes and Trundle? Yes.
1141. Have you ever travelled from Parkes to Trundle? I know the country thoroughly, and I have travelled in it; I was the contractor for the Parkes to Trundle telegraph line, and erected the same.
1142. When you have gone to Condobolin, what road have you taken? The river road, and that by Bogan Gate.

- Mr. W. Metcalfe, 23 Mar., 1895.
1143. Then you have no actual knowledge of the features of the country between Bogan and Condobolin? Yes; I have travelled it backwards and forwards.
1144. Have you travelled the country backwards and forwards between Trundle and Condobolin in a direct line? No; but I have been across the direct line.
1145. Then you are hardly in a position to state what the engineering features are? From what I have seen, I should not think they were great.
1146. Do you think the increased cost of construction and the increased mileage would justify the line being taken *via* Trundle? The greatest obstacle in the way is the extra carriage on the people of Condobolin and the people down the river.
1147. Do you think, if the line went by Bogan Gate, that when the Crown lands at present under leasehold were thrown open that would be a centre of population too? No doubt it would.
1148. But you are under the impression that the line should deviate by way of Trundle or thereabouts? Yes; there is never likely to be much settlement on the south of the line—that is, the line by Bogan Gate. It is all flooded marshy country.

Mr. Walter Alfred Lorking, postmaster, Parkes, sworn, and examined:—

- Mr. W. A. Lorking, 23 Mar., 1895.
1149. *Chairman.*] How long have you been here? Twenty years.
1150. You supplied certain information on postal matters to the then Mayor at the time the Sectional Committee visited Parkes in connection with the construction of the Molong to Parkes railway? Yes.
1151. Can you tell us whether, since you furnished particulars in 1890, there has been a material increase in the revenue of your Department? Yes; the telegraph revenue has about trebled, and the postal revenue and the money order revenue has increased too.
1152. How about the Savings Bank business? That has increased too; but I may state that this year there may be a slight decrease. The railway year, of course, was the largest year we had.
1153. During the railway year there were a number of employees here, who were not permanent residents, and who have gone away, who use the Savings Bank? —
1154. Independent of that year, has the increase in business from 1890 up to the present time been very large? Yes.
1155. Have your Savings Bank accounts been increasing lately? Yes; decidedly. They have increased greatly since the bank suspensions.
1156. Have you any large amounts over £200? No; people do not receive interest on amounts over £200. I may state that for the three months—November and December, 1893, and January, 1894—the revenue was from stamps £578 16s. 6d., or an average of £2,315 6s. per annum. In 1893–4, the postal notes for the corresponding quarter amounted to £108 1s. 3d., or an average of £432 5s. per annum. In November and December, 1894, and January, 1895, the total stamps sold amounted to £556 19s. 6d., or an average of £2,227 18s. per annum.
1157. You must have observed generally what the state of the town has been since the opening of the railway;—do you think it has improved or otherwise? I think it has increased, but the town has suffered under the general depression. Comparing my office with those of most other towns, I should say it shows a less decrease than most of them.
1158. The Report of the Postmaster-General will prove that Parkes post-office compares favourably with the offices of other inland towns, and shows a better state of business? Yes.

Mr. John Lohan, manager for Wright, Heaton, & Co., Parkes, sworn, and examined:—

- Mr. J. Lohan, 23 Mar., 1895.
1159. *Chairman.*] To where does your district extend? Sometimes as far as Condobolin, but principally on the Peak Hill Road down the Bogan way. I heard a statement made this morning by the station-master which may have left a wrong impression with regard to the rate for grain. I spoke to him afterwards in the Court, and, I understood, that grain going on would cost something like 16s. 5d. a ton.
1160. With 6s. 3d. added? That is not so with the grain. He quoted the "A" class, which is carried at the through rate. All the farming produce of the district is carried at the through rate. The Commissioners have made that arrangement. He has quoted the "A" rate, and that is for 1 ton of any ordinary class of stuff under that rate going down; but any farming produce, such as wheat, is carried at truck rates, and they have a through rate for it. It only really amounts to 12s. 6d. a ton right through to Sydney.
1161. And that does away with the local rates? Yes. From 251 to 275 miles it is 12s. 6d. a ton, and our distance from Sydney is 270 miles.
1162. How long has that been in existence? From the year the line opened.
1163. How long have you been here? From 8 months before the line opened until now. The contractors were running the railway, and we were managing the traffic for them.
1164. *Mr. Chanter.*] That was before it was officially taken over? Yes.
1165. Is the wheat carried by actual weight, or so many bags to the ton? By actual weight. It is really nine bags to the ton, but, of course, it all depends whether the wheat is stripped or not, and whether the wheat is good or bad.
1166. That will work out at 4d. a bushel? Yes, at 4d. per bushel.
1167. *Chairman.*] You know the projected line, as shown on the wall map;—can you give the Committee some evidence as to the extent of your business in a westerly line from Parkes, taking in Trundle on the way to Condobolin? As far as the Condobolin traffic is concerned, there is really nothing going from here. In fact, in twelve months only 30 tons have gone forward from here.
1168. That is of general goods? Yes.
1169. That is a very small quantity? It is.
1170. Where do they get the goods from? Mostly from Forbes. It is really only on special occasions that they get goods from here. The reason of that is, that the recognised road, from the time the railway was at Orange, was through Forbes to Condobolin; and at the time the railway was constructed to Molong, and the line was taken across through Cowra, the latter was the principal station which fed the Lachlan. Both roads go through Forbes—it is the one from Orange and one from Borenore.
1171. Which is the shorter road—from Forbes to Condobolin or from Parkes to Condobolin? From what I can understand they are about the same distance. 1172.

1172. Which do you consider the better road? I consider the Forbes road the better road for carriers ^{Mr. J. Lohan.} to travel on.
1173. For what reason? They state that in travelling on the road from Parkes they are shut up, and in travelling on the other road they have plenty of country upon which to turn their horses. In a wet season they come up the back road to Parkes. ^{23 Mar., 1895.}
1174. Is the lower road often affected by floods? It is only supposed to be about once a year, and probably not that. It was so last year.
1175. I suppose one road is as good as the other for travelling upon? Yes; weather permitting.
1176. Is there a stock route from Forbes to Condobolin? I could not say, but I should think there is.
1177. Without looking at the matter from an engineering point of view, but from an ordinary person's point of view, do you think it would be easier to construct a railway from Parkes to Condobolin, or from Forbes to Condobolin? I should not think there would be much difference, but I should think that a line constructed from Parkes to Condobolin would cut off about 20 miles of railway from Sydney. That would catch goods from a radius of 25 or 30 miles, which might probably go to other places. There is a difference of about 7s. 6d. a ton for 20 miles in the ordinary class of traffic, which will permit a carrier to carry it about 25 miles for the same money.
1178. Seeing that the road along the Lachlan is subject to floods, would not that make it awkward to construct what is called a surface railway? I should think so; but I think the question was put to me in regard to the distance.
1179. No; in regard to the character of the country for constructing a cheap surface line of railway;—which would be the better road to take it? I certainly think from Parkes to Condobolin.
1180. You have told us that within twelve months, only 30 tons of general goods were sent from Condobolin to Parkes; have you any information as to what quantity of goods have been sent in the same period from Forbes to Condobolin? No.
1181. Will you give us some information as to the inwards traffic which came through your firm, from the westward, from Condobolin, from Trundle, and from intermediate places during the twelve months the railway to Parkes has been opened? From Condobolin there has not been more than about 5 tons of ordinary goods that have come through. There have been about 2,000 bales of wool from the Condobolin district.
1182. Has there been any agricultural produce from Condobolin? Yes. There has not been more than about 1,000 bags of wheat which have come through from there. I might add that there is plenty of wheat at the present time lying idle at Condobolin, but they cannot get it through at the present low price.
1183. That means, that it is not worth their while to pay the carriage to bring it through? Yes; notwithstanding that they are carrying it from Condobolin from 10s. to 12s. 6d. a ton.
1184. Then, if the railway were constructed between the two places, they would not be able to pay the railway rate if they charged 7s. 6d. a ton from Parkes to Forbes? That is on the ordinary class of goods. There is a lot of difference between the ordinary class going through and the special class coming back. For instance, for goods coming from Sydney we are paying, for general merchandise, £7 a ton. We are returning the farming produce for 12s. 6d. a ton; so that it will make a small difference more from Condobolin than it does from Parkes.
1185. *Mr. Chanter.*] What would it amount to for 328 miles? From 326 to 350 miles the charge is 13s. 3d. a ton—that is, 9d. a ton more from Condobolin than from Parkes, provided a through rate is given.
1186. *Mr. Molesworth.*] Would there be no special charge for a local rate? No, not on the existing lines.
1187. *Chairman.*] Then we can say 9d. a ton would be the extra freight from Condobolin to Parkes for agricultural produce? Yes, provided a through rate is given.
1188. When you said just now that there was a lot of stuff lying there, which they could not afford to pay carriage for, you did not give us any idea as to the quantity? I only know it from hearsay. I was informed that one farmer at Melrose had 2,000 bags of wheat lying there; in fact, he asked me if I would try and arrange teams to bring it for him. But at the price offered—1s. 6d. a bag—no teams would accept.
1189. Other farmers also have wheat lying there? Yes; I believe so.
1190. Is that exceptional, or has it only occurred this season? It is only this season that I know it has happened, and I believe it is the first time. It is only since the line came through to Parkes that the farmers have gone in for wheat-growing.
1191. What has been the quantity of stuff brought in by your firm, between Condobolin and Parkes? Wool is really the only article which has been passed through us.
1192. I am speaking of the direct line now, within 10 or 15 miles on either side? Would that embrace Trundle?
1193. No; I want to get Trundle separately if I can? I could not tell you.
1194. I suppose the bulk of what you bring in on the direct line is wool? Yes.
1195. Do you bring in much grain from the west to the Parkes railway station—from the west of Parkes? Yes; a great deal comes in, but we do not really treat with it. The grain is scarcely in our line. It is bought by the agents in Parkes, and the teams which take out the general goods bring it back and deliver it, and the agents pay them.
1196. And they are not chartered by you? No. We send them out with the goods, and on their return they bring wheat back, but it does not come to us.
1197. Is the wool dealt with by you through chartered waggons? Yes; principally.
1198. But the grain crops, I suppose, are carried by independent carriers, or by the producers themselves? Quite so.
1199. Is any brought through your firm? No; there have been very few lots which have come through from Condobolin where we have paid carriage on it.
1200. Is there anyone here, or in Trundle, who could give us evidence in that direction. Is there any firm of carriers, or do they all work on their own account? I think the man who would be able to give best evidence on that point is Mr. Wise.
1201. Can you tell us what quantity of wool has been brought in from the west of Parkes to the railway station during the last twelve months, through your firm? I should say a fair estimate would be about 6,000 or 7,000 bales.
1202. What is the charge per ton for bringing it in? The charge from Trundle, which is, I think, about 35 miles, is £1 to £1 5s. per ton. 1203.

- Mr. J. Lohan. 1203. And how much is it from Bogan Gate? £1. I could give you the prices of some of the stations. There is Gunningbland, for instance, which, I think, falls in somewhere near the Bogan Gate, which has been brought in for 10s. a ton; and wool from Condobolin has been brought here for £1 7s. 6d. per ton.
- 23 Mar., 1895. 1204. What would be the rate for that kind of freight from Condobolin to Parkes by railway? The stations are mentioned in the Government rate book, and, by finding a station on the west the same distance as Condobolin is from Sydney, would enable us to arrive at the rate which they would charge. I may state that we have a local rate here, but it is only on the special class of goods. I will give you the through rate on the first, second, and third-class goods. They are charging the local rate on the special class—that is, the special A and B.
1205. What kind of goods are they? Sheepskins and produce of any description in small quantities—that is, going back; and coming up there is rock-salt and grain of every description. That travels in the A and B class.
1206. I suppose there is very little going? Very little. I find that Trangie is 322 miles, and Nevertire 342 miles from Sydney. The charge for the carriage of greasy wool from Nevertire is £3 15s. 7d., and washed wool £5 a ton. From Trangie the greasy wool is carried at £3 13s. 11d., and the washed wool at £4 16s. 8d. I understand that Condobolin will be about 328 miles from Sydney, and the Trangie rate would be about the amount which would be charged for the carriage of wool from Condobolin if the railway were constructed there. The rate from Parkes to Sydney for greasy wool is £3 7s. 8d., and for scoured wool, £4 8s. 8d., leaving a difference of 6s. 3d. for the carriage between Parkes and Condobolin—say 6s. 6d., allowing 3d. for the extra 3 miles.
1207. Then, if the line were extended from Parkes to Condobolin, the extra railway freight on greasy wool between those two places would be 6s. 6d. a ton, and on scoured wool 8s. 6d. a ton? Provided they do not add a local rate to it.
1208. And as far as you know, during the last twelve months 2,000 bales of wool have been brought in from Condobolin to Parkes? Yes.
1209. And the intermediate traffic is in wool as well? I should say the intermediate traffic would be about 6,000 or 7,000 bales.
1210. Then, of course, in regard to the intermediate traffic the freight would also be reduced gradually? Yes. Of course the further they go with the railway the less the freight becomes in proportion to the distance.
1211. Although you have not had much grain brought in direct to your firm from the west and north-west of Parkes, I dare say you have heard a good deal of comment amongst carriers as to the proposed railway? Yes.
1212. What appears to be their opinion as to the route the railway should take—direct, or by way of Trundle? They have expressed the opinion that it ought to go direct, in order to make the route shorter. Their argument is that the Trundle people, and those within a radius of 10 or 12 miles of the line, are just as well off as if they were right upon the line itself.
1213. Seeing that the Condobolin people will not bring grain to Parkes, the distance being so great, can you tell us what distance will, under ordinary circumstances, compensate a grower to cart his produce to a railway station? It all depends on the price.
1214. Of course the grower must take the good with the bad, he does not regulate the prices? For instance, if a man receives 3s. a bushel one year for his wheat, and 2s. the next, it really does not pay him to cart for 2s. any distance at all.
1215. But wheat is only fetching about that price now? Yes; that is the reason why it is remaining at Condobolin.
1216. My question was—What distance, taking good seasons with bad seasons, do you think it would pay a wheat-grower to cart his produce to a railway station? I do not think it would pay him outside 10 or 15 miles.
1217. As far as you know, has all the grain which has been brought into Parkes found a ready market locally, or has it had to be shifted by railway? There have always been buyers here at the price.
1218. Do you know any that has had to be stored here, because it could not be sold? I know of none. I know of a few loads which have been sent to Sydney, and which have been stored. They were not satisfied with the price here.
1219. Was that exceptional? It was.
1220. Have you travelled the country west of Parkes? No, I have not done so. I heard mention made this morning of machinery coming to the district. At the time the contractors were running the line here a great many strippers, binders, and ploughs came forward, and since then they have been coming very constantly every season.
1221. You have observed that? I have. I have had a great deal to do with them. The station-master in his evidence this morning made it appear that the wheat received at the railway station was for two seasons. I think, if he refers to his books, he will find that it is only for one season. Of course there may be some farmers who held part of their crops from one year to the other, but that would not be known. The wheat which may come forward in January or February, 1894, would be really 1893 wheat.
1222. He was not able to separate them? No; very little went through in the beginning of the year. They did not appear to be prepared for it. It was really taken in the last part of the season. Of the 3,700 bags of grain, which went by railway from Parkes, and the 467 tons of hay which went at the same time, the greater portion went in November, 1894.
1223. Therefore, that would really be only one season's crop? Yes.
1224. Are there any other industries of which you are aware which have latterly conduced to increase the trade of the railway, such as mining? No; I have had two loads of quartz brought from Condobolin to the battery to be tested here, but that is really all that has come from the district, and, I think, in connection with that matter, that if they found that it was good paying stone, they would erect a battery at Condobolin; so that really no revenue would come to the railway from quartz in that district.
1225. Has much machinery been sent to the Parkes mines since the railway has been opened? Not a great deal.
1226. You had some experience of running goods into Parkes before the line was completed? Yes.
1227. Did you get heavy tonnage with the contractors? I got special rates, higher than the Government charge in some instances, and lower in others. On the railway they have various classes, the average of which would be lower than what the contractors generally charged; but for the higher class of goods, the contractors charge less than the Government.
- 1228.

1228. Have you to make an arrangement of that kind with the sanction of the Government? The contractors arranged to pay the Government one-third of the amount for the use of their rolling stock, and in connection with this line they arranged the rate at 7d. per ton per mile. That was found too high, and they reduced it to 5d. Mr. J. Lohan.
23 Mar., 1895.

1229. Did it pay you better to bring the stuff in that way than to enter into the ordinary contract with teams? It was the same to us.

1230. The same margin of profit? Yes; with the exception that we had a little more work at this end to remove the goods to the stores, whereas the teams delivered.

1231. *Mr. Chanter.*] The Chairman has asked you a question as to the opinion of the carriers, with whom you do business, as to which route the line should follow. I think, as a matter of fact, they would prefer to see no railway at all? I do not think the carriers would care a great deal for it at the present time. The carriage is a mere nothing from here to Condobolin. Certainly it would put them out of some employment. I believe they would prefer to see matters remain as they are, for what little work there may be between the two places they will get, although it is not a livelihood for them.

1232. In answer to the Chairman you stated you had offered, on behalf of your firm, 1s. 6d. a bag carriage from Condobolin to Parkes, which they declined to take;—did they make any statement as to what they would carry it for? They stated that they would take it at 2s., and at that time wheat was being brought from 20 to 30 miles below Condobolin for 2s., but the teams only made one trip of it.

1233. Can you give any information in regard to the present passenger traffic between Condobolin and Parkes or otherwise? There is really no coach run between the two places. The coaches run from Forbes, and passengers wishing to go to Condobolin from here, have to go to Forbes or Trundle and remain there until the coach leaves for Condobolin.

1234. If the line were constructed it would be fair to presume that what coach traffic there is now between Condobolin and Forbes would be transferred to the railway? Certainly.

Mr. John Dodd, produce dealer, Parkes, sworn, and examined:—

1235. *Mr. Gormly.*] Do you purchase wheat? Not largely.

1236. What sort of produce do you buy? Oats and corn, and wheat in small quantities.

1237. Have you sent any large quantity by rail from here? No.

1238. Have you a knowledge of the productions of the district? Yes.

1239. Are you aware whether maize is produced in any quantity in the district? Yes; within 30 miles round, great quantities are at times produced.

1240. On the forest land? Yes; on cleared land.

1241. Are you aware what quantity of land is under maize? No.

1242. Have you any knowledge of the greatest quantity sent in to Parkes for sale? Quantities which are grown in the district, amounting to something like 2,000 or 3,000 bushels, come to Parkes for consumption.

1243. You are not aware whether any considerable quantity is sent away by rail? I am not aware. There has been some sent to Sydney this season for the first time.

1244. And you think there are 2,000 bushels produced in the district? Yes; more than that.

1245. Are you aware what is the yield per acre? Forty, 50, and 75 bushels per acre.

1246. Is a considerable quantity of oats produced? Not much. It is not a suitable locality for them, and it is rather too hot.

1247. Can you tell us what portion of the district maize is produced in? From here towards Molong.

1248. Is any produced towards Condobolin? Yes; at Bogan Gate, and towards Trundle and Peak Hill.

1249. Are any of the farmers preparing land for growing maize? Yes.

1250. I suppose there is no great quantity of root crops grown here? No; only for local consumption. I think people are going in for grape-growing.

1251. Where fruit has been grown has it been grown successfully? Yes.

1252. Have you any considerable knowledge of the agriculture of the district? Yes.

1253. Are you a practical agriculturist yourself? Yes; I know good land when I see it, and I have cultivated land.

1254. What do you think the district is chiefly producing? Chiefly corn and wheat, and I think they could go in for any sort of fruit, and particularly raisin-growing. This part of the country is very suitable for raisin growing.

1255. Do you know the land in the district of Condobolin? Yes; and from there to Mount Hope.

1256. Generally to the north and to the west? Yes.

1257. What portion of that land has been settled during the last three years in the direction of Melrose? I could not say, but I am informed that there is considerable settlement around there.

1258. Can you tell us of any fresh development of mining in the district? Immediately below Condobolin gold has been found. Near Mount Hope a payable mine has been found. The Mount Alan Mine is also a successful mine.

1259. Are they working it now? Yes.

1260. How many men are employed? I do not know, but I know they produced 300 oz. of gold or more lately.

1261. Before the railway was extended here, most of the Mount Hope copper went by way of Hillston? Yes; and it was brought this way too.

1262. Have you any other statement to make? I consider that, by the extension of the railway to Condobolin, you would get a lot of trade which goes by way of Melbourne. I know that Coan Downs sends to Melbourne.

1263. *Mr. Chanter.*] Can potatoes be grown in this district? They can, but not to send them to market at Sydney. They can be grown if there is sufficient rainfall.

1264. We have had evidence to the effect that the average rainfall is 23 inches? I understood that it was only 15 inches.

1265. What attempts have been made to produce potatoes? Several attempts have been made. Five or 10 acres have been put in, and they have nearly all been a failure. There is a worm which gets into the potato here. Dryness sets in and stops the growth, and the worm goes through them.

1266. Is that worm peculiar to this district? Not that I am aware of. I think it is to be found in other districts, but not to such an extent as it is here.

- Mr. J. Dodd.
23 Mar., 1895.
1267. Because in other districts, where the soil is similar to this, and where the rainfall is lighter, they are growing potatoes successfully? But it is a cooler climate.
1268. No—it is the same kind of soil? Then there must be something peculiar about the soil here.
1269. You have stated that the district is not favourable to the growth of oats? Not immediately around here.
1270. I am speaking of the country which will be affected by the extension of the railway? I do not think it will grow oats.
1271. What attempts have been made here to grow them? They have often been tried. After the oats are fairly under way the heads come out, and the sun closes them. There does not appear to be sufficient moisture in the ground to fill them out.
1272. Have the farmers made themselves acquainted with the different kinds of oats suitable for dry districts? I think so.
1273. Have they tried the Calcutta oat? I think so. We have had several kinds, but they have been failures, so far as sending the produce to market is concerned.
1274. What has been the result of the attempts to produce lucerne? It will grow provided it has suitable soil. There is very little lime in the soil around here, and it wants a good deal of lime.
1275. Would it be costly to get lime about here? No; there is lime within 8 or 12 miles.
1276. Then you think the production of lucerne could be made profitable? Yes, provided there is sufficient rain to make it grow.
1277. You spoke of raisin production;—what attempts have been made in that direction? Very little, if any. Only one or two vines have been put in, and they turned out fairly well. Mr. Cook, I think, has some acres in now.
1278. Then there is some disposition on the part of settlers to cultivate it? Yes; they must do so to find a means of living.
1279. Is there any disposition on the part of farmers to go in for dairy products? Yes.
1280. You have heard that the southern side of the line is more suitable for agricultural than for pastoral purposes? Yes.
1281. Do you think, if the land were taken up, people would use it for dairying purposes instead of for ordinary grazing? Yes; and it would grow lucerne right enough.
1282. You know the country between Parkes and Condobolin? Yes.
1283. And between Parkes and Trundle? No; not very well.
1284. And between Parkes and Forbes? Yes.
1285. Do you think the proposed line is the correct one, or should it go in any other direction? I think by constructing it straight it will serve the interests of every one. A deviation would cause considerable extra haulage.
1286. On the whole you think the district is capable of large production? It is capable of producing largely many things which people have not gone in for up to the present, such as lucerne, and so on.
1287. If the proposed line is constructed, do you think it will return any interest on the cost of construction? I have no doubt it will pay. A lot of the trade which goes to Melbourne from Mount Hope could be obtained if the line went to Condobolin.
1288. What goods, which now go to Melbourne, do you think the line would attract? Wool; and it would attract the machinery which has been going to Mount Hope from Melbourne.
1289. You heard Mr. Lohan give evidence in regard to the rates? Yes.
1290. Are you aware that there are competitive rates in Victoria? Yes.
1291. And that there is water carriage along the Murrumbidgee to Echuca and on to Melbourne? We could not compete with them on land.
1292. In the face of that, how would you expect to draw the trade, now going to Melbourne, to Condobolin? The roads immediately around Coan Downs, and the surrounding stations, are sometimes impassable. I remember the Coan Downs wool lying in the shed for two months. I told the owner that if he would give it to me I would manage to have it taken to Parkes, but he insisted on it going to Melbourne.
1293. I suppose they considered the cost of conveying it from their station to Parkes? I could have delivered it at Parkes at the same cost as they would take it to Hay.
1294. Would that remark apply now? It would if the same weather existed.
1295. You heard the railway rates quoted by Mr. Lohan? Yes.
1296. Do you think it would be possible to reduce them? I do not.
1297. Then all the Committee can expect to look for, if the line is extended to Condobolin, is the trade already in existence, and the surplus consequent upon increased agricultural production? What about further settlement?
1298. Can you tell the Committee how further settlement is to take place immediately? All the lands immediately along the line, and for hundreds of miles from the line, are available for settlement when the leases fall in.
1299. But they do not fall in for five years; therefore, if the railway were constructed within twelve months, you would have to wait for four years until you could deal with those lands? Yes; but there is an unlimited supply of mallee between Euabalong and Mount Hope. I think the Government could give the people those lands to grow wheat upon.
1300. But are they not held under lease? I do not think so. I think they have been thrown up for some years.

Mr. Arthur Edgar Newton, Resident Engineer for Roads, Forbes, sworn, and examined:—

- Mr. A. E.
Newton.
23 Mar., 1895.
1301. Mr. Molesworth.] Will you tell the Committee what roads are under your immediate charge in this district? Two roads from here to Condobolin—one *via* Trundle, and one *via* Burrawang—the one along which the proposed line goes.
1302. Have you anything to do with the roads from Forbes to Condobolin? Yes; there are two others—one on each side of the river and following the river.
1303. Are only the scheduled roads under your supervision? Yes; except with regard to special grants. If any money is expended upon them, of course, we expend it, and sometimes we report upon them.
1304. In point of fact, then, there are four principal roads in this district which are under your care between here and Condobolin? Yes. 1305.

1305. Will you describe how the road *via* Trundle goes;—does it go almost direct? No; it is common with the direct road for about 12 miles.

1306. And then turns off in a north-westerly direction? Yes.

1307. Does it make for Trundle direct from there? No; it strikes another road between Trundle and Bogan Gate, and it is common with that. That is an unclassified road.

1308. When it strikes that road, does the continuation of it to Trundle come under the scheduled roads? That part of the road is classified, because it is part of the road to Condobolin. It is a crooked road.

1309. Leaving Trundle on the way to Condobolin, will you describe the direction of the road? That is also a very crooked road; nothing has been done upon it; we are only just opening it up. It was only classified a year ago. It is a 3-chain road, and is rendered very crooked on account of the alienation of the land.

1310. When you require roads, do you not take them through the various selections under some Act of Parliament? We can; but that work is done by the Lands Department, unless it is a very rough mountainous road. The Works Department do not usually deal with it before survey.

1311. Will you describe the features of the country between here and Trundle? It is a red soil, box, and pine country, slightly undulating.

1312. Are there no steep ridges in that direction? There is the Gunningbland Range to be crossed, and Treweeke's Gap. There is Gunning Gap, near Forbes, and the gap at the Bogan Gate, and Treweeke's Gap, all in the same range. There are only a few gaps in this range in which it would be possible to obtain a railway grade.

1313. Would the railway have to follow the direction of the road, to a certain extent, in order to meet those gaps in the ranges? Yes; except that, perhaps, it might go straighter.

1314. But it would have to utilise those gaps the same as the road does now? It would have to utilise Treweeke's Gap to go to Trundle.

1315. What will be the distance from Trundle to Parkes? About 33 miles through Treweeke's Gap.

1316. Do you reckon that there are any heavy engineering works over those ranges? From the road point of view, it is much better than the direct line.

1317. In what respect? It is higher, and a very sound country for roads; in fact, we have made it the main road to Condobolin.

1318. On the ground that it is sounder ground? Yes—that is, we have reduced the vote on the direct line, and raised it on his.

1319. How much has been spent on the road between Parkes and Trundle? When we expend the available means we shall have expended £2,000.

1320. During what period? It has been scheduled about eighteen months. We have only a half-year's vote for this year.

1321. Is that a special vote for the purpose of making the road, or is it looked upon as an annual grant? It is an annual grant. I am speaking of the scheduled road, *via* Trundle, to Condobolin.

1322. But you say nothing has been done between Trundle and Condobolin up to the present time? No. Contracts have been called to open it up.

1323. But the amount you specify has been spent on the road between Parkes and Trundle? Yes.

1324. You say you view the road to Trundle as a better road than that to Bogan Gate;—is the grade better or steeper on that road than on the Trundle road? The grades are favourable to a road. We can put in a much steeper grade than would be allowable on a railway line.

1325. What is about the steepest grade you care to put on a road of this description? If we had a bad hill to go up we put a grade of 1 in 12, but there is nothing like that required through here.

1326. What is the steepest grade on that road at the present time? I do not think there is anything more than 1 in 20 anywhere.

1327. And that you look upon as a very good grade for a road? Very fair for undulating country.

1328. I suppose you have no idea as to what the ruling grade would be for a railway over that road? No.

1329. But the grade would necessarily be higher than the grade on the direct route *via* the Bogan Gate? Yes.

1330. Considerably so? Yes. There would be a great deal of difference—one is almost flat and the other is undulating.

1331. Then you are of opinion that the cost of constructing a railway line from Parkes to Trundle would be more than the cost of constructing one from Parkes *via* Bogan Gate? I think so.

1332. Then the projected line is undoubtedly the one which will be the most cheaply constructed? Yes.

1333. Do you know anything of the country between Bogan Gate and Condobolin? Yes; I have a general knowledge of it.

1334. Have you traversed that part of the country where the line is likely to go? No; I have not. I have been on parts of it here and there just behind Burrawang.

1335. Does it touch any of the flooded country at the Condobolin end, or when it reaches a point near the Lachlan? I think it has been swung round the flooded country, I think it is clear.

1336. Can you give the Committee the exact distances by road from Parkes to Condobolin, in a direct line, and from Parkes to Condobolin, *via* Trundle? The distance from Parkes, *via* Trundle, is 70 miles.

1337. Is that the measured distance? It is scaled.

1338. And the direct route? About 66 miles.

1339. Do we understand then, that there is only a difference of 4 miles between the two routes? That is all.

1340. That is by the road? Yes; the road is very crooked.

1341. I suppose you know that the railway measurement for the proposed line is only 60½ miles? Yes; but the railway surveyors have gone nearly direct, and the road and stock routes swing away to the south.

1342. What are the features of the road from Condobolin to Forbes? The road follows the river.

1343. There are two roads? Yes, they are much the same; except that one is better than the other. They are the same with regard to the soil—it is black soil. The road on the southern bank is the better one.

1344. Do you mean that it is shorter or firmer? It is slightly shorter, and it is a sounder road—not so much of what we call glue-pot, and not so much flooded country along it.

1345.

Mr. A. E.
Newton.

23 Mar., 1895.

- Mr. A. E. Newton.
23 Mar., 1895.
1345. What amount has been expended on those two roads, respectively, since they have been classified? My record only goes back for ten years—to 1885—as being £9,600 on the road from Forbes to Condobolin. That is on the south of the river. From Forbes to Condobolin, on the north side, the amount has been £8,300.
1346. That is a total since 1885 of £17,000? Yes.
1347. Will you describe the character of the country, stating whether it is hilly, flat, or subject to inundation? It is flat, and subject to inundation here and there.
1348. At which end most particularly? At the Condobolin end.
1349. And when it is flooded, can you tell us what extent of country is liable to inundation? I cannot say. The water escapes to Lake Cowal, and covers thousands of acres. It works its way back again to the Lower Lachlan.
1350. Do I understand you to say that a line from Forbes to Condobolin would be subject to inundation? Yes; a line following the direction of the river would.
1351. And, therefore, more expensive to construct? Yes.
1352. It would be almost impossible to construct what is known as a surface line? Quite impossible.
1353. And, therefore, would be more expensive? Yes.
1354. But on the direct route, which avoids the flooded country, there would be no difficulty in constructing a surface line—that is, the proposed line? I think it could be done.
1355. Then it will avoid all the flooded country? I think so. Of course, without a survey, I could not say whether it could be further improved upon. It might be further improved upon by taking it a little further to the north, after crossing the gap at Bogan Gate.
1356. Do you mean on the west or east of Bogan Gate? To the north of Bogan Gate.
1357. In the direction of Trundle? Yes; it leans towards the south now.
1358. How much further north would you propose to take it? You would have to have a survey to tell that, to see whether you could get through the range. There is the Black Range there.
1359. There is the Black Range to the north of the proposed line, in the vicinity of Bogan Gate? Yes, further on, more towards Burrawang, on the Condobolin side.
1360. You say there is a range which would have to be reckoned with in bringing it further north? I think so. You might escape it.
1361. Knowing the roads, and the nature of the country, do you care to express an opinion as to whether the proposed route to Condobolin, *via* Bogan Gate, is the better one upon which to build a railway, or would you suggest a deviation one way or the other? Do you mean from an engineering point of view or as regards the settlement?
1362. I would rather you viewed the matter in a general way in the best interests of all concerned; I want you to look at it from the view of the general extension of our railway system, the accommodation, as far as possible, of the greatest number, and to bear in mind the cost of extra haulage for all time, if a longer line is built? Of course it would only be a few miles if it were turned further north.
1363. How much further north? I cannot say how far you would have to go. Still the line is not straight. Probably it would not make 3 or 4 miles difference in the length, but I think, if the railway is built with a view to its ultimate extension, you should take it as direct as possible.
1364. But, in advocating going a little further north, what objects would you propose to serve? The thicker settlement to meet the local interest.
1365. With a view of getting a little nearer to Trundle? Yes.
1366. That you look upon as the most thickly settled district? Yes; the more you go north the closer you go to the present settled country.
1367. But later on there may be a much larger settlement than there is at present in the direction of Bogan Gate, when the Crown lands are thrown open? Yes; but still the line might be equally as direct as at present, if it were sent further north.
1368. Then, I understand you think, if the line were taken a little further north, the distance would not be very materially increased and the people in the vicinity of Trundle would be better served? I think so. Of course, I cannot say whether it is possible to get a line through there, but I think it would be worth trying.
1369. Do you know how much further north it would be possible to get without reaching the ranges you speak of? No; I cannot say. Of course, they are not directly opposite Bogan Gate. They are more towards Burrawang, and I think the line passes Burrawang 3 or 4 miles further north. You would possibly have to go 6 or 7 miles to strike the ranges there.
1370. You are aware that climbing the ranges, although they may not be very steep, would be more expensive than running the surface line proposed? Certainly.
1371. And if it is an expensive project the line may not be undertaken? No.
1372. Then, I glean from your evidence that if the line could be taken a little further north without increasing seriously the engineering difficulties, you would recommend it, on the score of meeting the requirements of the population? Yes; the present settlement, instead of waiting for future settlement.
1373. *Mr. Gormly.*] The line which is called the direct line from Parkes to Condobolin is very crooked? Yes.
1374. To a great extent it follows the travelling stock route? Yes; pretty well all the way.
1375. But there are some portions about Burrawang where it is not a stock route? Yes; here and there there are narrow strips.
1376. And the most suitable land for the construction of a road has not been laid out there? No; I think it was never selected at all.
1377. And the best land has not been selected for the construction of a road? No; about the worst.
1378. And it goes considerably to the south, and, therefore, in some cases comes under the influence of flood-waters? Yes.
1379. Whilst if it were kept further north it would escape those flood-waters? Yes; but the country would not be so sound as *via* Trundle.
1380. Do you know sufficiently about the country to say, that if you had the selection of what might be called a direct route from Bogan Gate to Condobolin, you would not find it necessary to make the detour *via* Trundle? I think I should make the detour, not round by Trundle township, but going away north. I should take it through the red country all the way.

Mr. A. E.
Newton.

23 Mar., 1895.

1381. Have you followed the surveyed railway line? No; but I have noted it on the parish map.
1382. Therefore, you are not in a position to state definitely whether a line free from floods has been selected or not? I have inspected the most critical points, where you are likely to meet floods, and I know where the line is located.
1383. What points are they? Near Condobolin. Borambil is one place.
1384. But have you inspected the exact position laid out for the line? No.
1385. Therefore, you do not know whether a line free from flood has been selected or not? From my general knowledge, I know it has.
1386. But you have not exact knowledge? It is pretty exact. I know where the road is, and I have scaled the difference between the road and the railway.
1387. Then you know the extent of the flooded country? Pretty well.
1388. And you think the projected railway is located outside? Yes.
1389. By inspecting the maps you can locate the flooded country? Yes.
1390. And, in your opinion, the route goes outside the flooded country? Yes.
1391. *Mr. Chanter.*] Road-formation in this district is carried out, I presume? Yes.
1392. Have you carried out any earthworks without metalling them? Yes, in places.
1393. What depth of formation in the centre, and what width of road, do you consider necessary to carry ordinary road traffic? We do not put in the earth with that object. It is to get above flood-waters or soakage; but, if it is for soakage, we often have 18 inches in the centre, and above that depends on the height of the floods.
1394. What is the width of your formation? About 30 feet.
1395. Is that from channel to channel? No; from the embankments.
1396. Supposing you were going through a swamp, or something of that kind, where it was necessary to raise the road a little, you would have drains on each side? We should have drains away from the formation in that case—a raised road and drains away.
1397. And what width of formation would you have in that instance? Thirty feet.
1398. And what would be the average depth? According to the height of the waters.
1399. It is proposed on this line to lay a formation a width of 18 feet, and a depth of only 6 inches, and to lay the sleepers on these without any ballast;—do you think a line constructed on that principle in that country, where it is low, and in some places is liable to inundation, sufficiently stable to carry a railway line? I think that would altogether depend on the draining of it, and making it free from water.
1400. The trend of your evidence is, that you would go north of the proposed line, from a road point of view, in order to get sounder country? Yes.
1401. Where you have unsound country, and it is necessary for you to make up the roads, it would be necessary for you to make the embankment higher in order to give greater solidity? Yes.
1402. Therefore, the constructing of a surface line on the route proposed would necessitate a greater depth of soil forming the embankment than would be the case if it were taken further north? It might not, because our road is a very low one. The railway has higher ground.
1403. I want to know whether an embankment of 6 inches of soil, sleepered, and without ballast, would be sufficient to carry railway freight? That is really a railway question. I have not studied the matter. From a road point of view, it is quite a different question.
1404. It is not a question of grade at all—it is simply a question of solidity? Yes.
1405. Supposing you had to construct a road on the surface in level country such as that, and you wanted a formation of 9 inches in the centre, or 9 inches altogether, with a width of 18 feet, with two side-drains to carry off the water, what value, per chain, would you place upon the work? It would depend upon the amount of cubic yards of earth there were in it.
1406. This would run about a cubic yard to the lineal yard? If scoops were used, we should pay about 8d. a cubic yard.
1407. What would that be per chain? About 15s.
1408. Could that kind of formation be done for £1 a chain;—what has been the average price you have paid for a formation of that character? The last was done by scoops at, I think, from 7d. to 8d. per cubic yard.
1409. Are you satisfied that the earthwork could be constructed for £1 a chain with scoops, or any other appliances? I think so.
1410. One reason I have for asking you this question is, that the earthworks in connection with railway construction have, in the past, cost three times what they ought to cost, judging from the amount of money spent in your Department for earthwork. If it were estimated that the earthworks alone would amount to £250 a mile, do you not think it would be very much in excess of what the work could really be done for? I could not say, because, in the first place, you do not know where they are getting the earth from. If you can plough the earth out easily on each side, and use scoops, it ought to be done for 8d. a cubic yard. That is 14s. or 15s. a chain.
1411. If you were to call for tenders for that class of work in the district, would you have any difficulty in obtaining them? None whatever.
1412. Have any of the contractors working under your supervision used what is called the American grader in forming earthworks? No.
1413. It has not become known to them? No.
1414. Have you any knowledge of them yourself? No; I have seen descriptions of them.
1415. What provision is there for obtaining ballast, should it be required at any future time along the proposed line from Parkes to Condobolin? I think it can easily be obtained within a reasonable distance.
1416. From what point? You could get it at Burrawang and at Gunningbland—in fact, all the way to Bogan Gate.
1417. That is between Bogan Gate and Condobolin? You could get it between Bogan Gate and here.
1418. At several places along the line ballast can be obtained if necessary? Yes.
1419. How much freehold land will the proposed line run through? I could not answer that question, but, having seen the parish map, I think it would run through a good deal.
1420. Would that be near to Parkes, or near to Condobolin? All along the line.
1421. Could that be avoided in any way by any detour to the north or south, to take the line through Crown lands, instead of through freehold lands? I think not. I think it would strike selections in any case.

- Mr. A. E. Newton.
23 Mar., 1895.
1422. Have you, in this district, within a recent period, completed any roads—that is, formed and metalled them? Yes.
1423. What is about the average cost per mile? That again depends on how far the stone is away; but with regard to these two lines, I should think the direct route to Condobolin would average about £1,200 a mile.
1424. That is, to form and metal them? Yes; and I think, *via* Trundle, the average would be about £1,000 a mile.
1425. If the line is constructed as proposed, or detoured in any other direction, would it relieve your Department of any outlay on roads; if so, how much? We would probably be able to reduce the expenditure on the road *via* Trundle; it would take all the heavy traffic off that road.
1426. What is the nearest scheduled road running parallel to the proposed line? Parkes to Condobolin.
1427. Then there would be no necessity for that road? Yes; it would be required, even if the railway were constructed. It is a stock route.
1428. It would not relieve the Department, then? Not on that road, but we only spend very little upon it. We only just keep it open. It is a travelling-stock route.
1429. I thought the stock route went in a northerly direction from Bogan Gate to Trundle? That is another one.
1430. There is one running parallel, then? Yes.
1431. How near to the proposed line? The railway crosses it here and there. At Burrawang I suppose it is about 4 miles away.
1432. Does the stock route run right through from Parkes to Condobolin? Yes.
1433. What is its width? An average of half a mile. It is narrower in some places. In some places it is only the width of a road.
1434. And does it go along country as sound as that along which the proposed line of railway would go? No; it goes through bad country—it goes to the south.
1435. Then it would not be possible to take the line along the stock route and avoid the freeholds. I suppose you would not care to give an opinion as to which would be the most beneficial line to construct, from all points of view? No; there are so many limitations. First, there is the price; probably if you went further north you could not construct it at the price proposed. Then there is the ultimate extension to be considered. It is rather a difficult question, but I should think, if you could put it a little further north, nearer to close settlement, without increasing the distance, it would be a better line.
1436. And the further north you went the foundation of the line will be sounder? The question of expense crops up again there.
1437. Taking all these things into consideration, what is your candid opinion as to the line;—should it go direct, or as nearly direct as possible, or detoured in any other direction? If it is built without any regard to cost, I should, after passing Bogan Gate, swing it further north—that is, all things being equal, and if the line is suitable.
1438. If you take the line to Bogan Gate, as shown on the map, you will see a curve to the south, and then there is a more northerly curve running to a point not far distant from Condobolin, and again a curve to the south;—if that line were curved immediately from Bogan Gate for 2 or 3 miles, and then run as straight as it is possible to take it to Condobolin, would it materially increase the distance? Not materially, I think. Of course, the curve at the other end is rendered necessary by the floods.
1439. If the curve is made at Bogan Gate, and then the line is taken straight, it would still avoid the floods? Yes.
1440. And it would not interfere with the different nature of the country as regards grade, unless you went a considerable distance north? I cannot say that. That would require inspection.
1441. Have you heard any expressions of opinion from any of the residents with regard to this proposal? Yes.
1442. What is the general opinion? Of course the Trundle people want it through their land, and the Condobolin people want it to go direct.
1443. Have you heard any expressions of opinion from people residing south of the creek down to the Lachlan? No. The squatters there have runs, and they would be just as well pleased if the railway kept away from them.
1444. Then, as a matter of fact, the people towards the Lachlan and about Forbes are rather apathetic about the matter? There is not much farming settlement on the Lachlan between Forbes and Condobolin.
1445. Do you think there ever will be close settlement there? I think it is very likely in the future, especially if they could adopt any suitable irrigation scheme.
1446. Is the land suitable for other than pastoral purposes? A certain amount of it is subject to flood, and that which is not flooded is first-class land.
1447. Then you would expect to see an increase of settlement in that locality if the land were made available for selection? Yes.

Mr. Walter Bland Brown, Crown Lands Agent, Parkes, sworn, and examined:—

- Mr. W. B. Brown.
23 Mar., 1895.
1448. *Chairman.*] How long have you been here? Only a few days—a little over a fortnight; and out of that time I have been away a week at Forbes and Trundle.
1449. Who was your predecessor? Mr. Watt.
1450. Where is he now? I believe he is about Sydney.
1451. Has he left the Service? No.
1452. Was he here any length of time? About eight months.
1453. Who was here before him? Mr. Kingsmill.
1454. Can you give us any information as to the land under free selection or conditional purchase? I cannot do so now. I was given to understand this morning that I would not be called, and I am not prepared to give any information at present.

Mr.

Mr. Robert Murphy, police constable, Parkes, sworn, and examined:—

1455. *Chairman.*] Have you been here long? Seven years next September.
1456. The Police Department here is charged with the collection of certain statistics? Yes; every year during the month of January.
1457. Were those statistics collected last January? Yes.
1458. Can you tell us the number of people who were on the electoral roll of Parkes at the beginning of the year? No; but the population of the Parkes division for Ashburnham electorate for 1895 was 6,990.
1459. Can you tell us how that compared with the previous twelve months? A considerable increase. There has been an increase actually in the Parkes division since 1894 of 660 all told.
1460. What other information have you? There are 667 holdings in the Parkes police district.
1461. *Mr. Gormly.*] All over 1 acre? Yes; there are 169,635 acres of freehold land including conditional purchases. There are 337,094 acres of Crown land, conditional lease, and some annual leases. Under cultivation last year there was a total of 8,422 acres in the Parkes police division. Under cultivation for grain alone there were 5,342 acres. The yield was 68,079 bushels. The number of horses was 2,726; cattle, 6,363; sheep, 310,034.
1462. *Chairman.*] I notice that Mr. Cusack, in 1890, gave the return of sheep as 46,736 in the Parkes district—that will show a considerable decrease? I can explain that. Since then there has been a great portion of this district cut off from Parkes. There has been a police station formed at Trundle, which takes in the whole of that country as far north and west of Bogan Gate as Burra Burra and Mogambogie and that country.
1463. Consequently, the statistics of that district are not included in the Parkes district? No; no further than the Bogan Gate. The district includes a radius of from 22 to 25 miles.
1464. That return, of course, would include a considerable area to the east of Parkes? Yes; about 16 miles, I suppose.
1465. With regard to the portion of land to the west, north-west, and south-west of Parkes, which your return embraces, has there been an increase or decrease of late years? An increase. Since I came to the district the whole of that country has been taken up.
1466. With regard to the yield of wheat, does it not strike you that the return is rather a low one? It does. In many instances the crops were total failures. They were destroyed by wallabies, and, in some instances, the wet would get upon the grain and spoil it, and it would never come to a head.
1467. These things then have tended to cut down the average crop? Yes.
1468. Do you think the district is in a prosperous condition at the present time? I do.
1469. Have you noticed a marked improvement during the last four or five years with regard to agriculture and population and the stability of the people? Yes.
1470. You must have come in contact with a number of people living on the route of the proposed railway? Yes; I have travelled the whole of the country for six years, and I have collected the whole of the returns of the Trundle portion of the Parkes district until last year, when it was cut off.
1471. Are the people of such a character as to be likely to stay;—are they permanent residents? I think they are.
1472. They are a good class of residents? Yes; making a home for themselves and families. Some of them, of course, have to struggle a bit. They had not much capital to start with, and found it hard. Others, who had enough capital to go on with and to put their land in fair condition, are doing well.
1473. *Mr. Molesworth.*] In giving your estimate of the quantity of Crown lands in the district, you say you include the conditional leases and conditional purchases? I gave the conditional purchases separately.
1474. Did you include the conditional leases with the Crown lands? Yes; under the heading of Crown lands.
1475. Because the Lands Department did not reckon them as Crown lands? We had agricultural schedules served out to us from the Government Printing Office, and the Crown leases were included in the Crown lands. The conditional lease that goes with the conditional purchases; these are included in the return under the heading of Crown lands.
1476. *Mr. Chanter.*] You have only included as freehold lands the lands obtained in fee-simple? All alienated lands or lands in course of alienation, and all other lands are classed as Crown lands.

Mr.
R. Murphy.
23 Mar., 1895.

MONDAY, 25 MARCH, 1895.

[The Sectional Committee met at the "Bogan Gate Hotel," Bogan Gate, at 3 p.m.]

Present:—

THE HON. WILLIAM JOSEPH TRICKETT (CHAIRMAN).

JOHN MOORE CHANTER, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. William Todd, sawyer, Bogan Gate, sworn, and examined:—

1477. *Chairman.*] How long have you been in this district? I have been managing the saw-mills here for Mr. W. Todd fifteen years, and I have a selection.
1478. Can you tell us what serviceable trees there are within a reasonable distance of the projected line of railway, and in what quantity? There is ironbark, and there is a certain amount of sound small box.
1479. Is there considerable quantity of ironbark? Not a considerable quantity, but I think there is sufficient for a railway from Parkes to Condobolin.
1480. What woods do you grow? Pine, principally.
1481. Does that find a local market principally? Yes.
1482. Have you had any transactions in railwaysleepers? Yes; I was on the Murrumbidgee amongst the railway sleepers when the Hay line was being constructed.

1483.

- Mr. W. Todd. 1483. Can you give us any idea what sleepers could be supplied along the proposed line of railway, and at what price per sleeper—I do not mean squared sleepers, but half-round sleepers? I should say about 3s. to 4s. a sleeper, but I have not had any experience in sleepers, except on the Murrumbidgee.
- 25 Mar., 1895. 1484. And that is a good many years ago? Yes.
1485. Then you have not gone into the question of the price of sleepers on the line at all? No.
1486. And there are big trees which would supply sleepers? Yes; there is fairly good ironbark here.
1487. Within what distance of the direct line from Parkes to Condobolin? Within from 3 to 7 miles of the present surveyed route.
1488. And, I suppose, it is all level country? It is undulating country. Where the ironbark grows it is ridgy country.
1489. Is there much timber-splitting in the district? There has not been a great deal out here, because it has not been required.
1490. What about the box timber;—is that suitable, in your opinion, for railway sleepers? I think the box timber is much superior to the ironbark.
1491. Would that become as expensive as ironbark? I think it would, because you cannot get it in quantities like the ironbark. There are sound box trees in the forests here and there.
1492. Are you the only saw-mill proprietor in this locality? Mr. West is the proprietor. I am simply managing for him. There is another saw-mill about 10 miles away, but I do not think they cut for the public as a rule—it is more of a private mill.
1493. Do you send much timber into Parkes? Yes; we have sent a great quantity.
1494. Can you give us any idea of the quantity in a year or six months? The last twelve or eighteen months, it has fallen off considerably, but when we had the mill at Gunningbland, we sent about 18,000 or 20,000 feet a week for about eighteen months. During the last eighteen months or two years, we have not averaged more than 7,000 or 8,000 a week.
1495. How is it that it has fallen off? I can only attribute it to the depression, which exists all over the country.
1496. What would be the rate of carriage of that timber into Parkes by team? We are paying 2s. for 100 feet now. That is a very cheap rate.
1497. How far do you call it from here to Parkes by road? Twenty-three and a quarter miles.
1498. What did you pay in good times for carriage? Two shillings per 100 feet from the other mill, which is 12 miles from Parkes, and we have paid as much as 4s. to Forbes.
1499. What would you pay in good times from here? Three shillings to 3s. 6d.
1500. But carriage, generally speaking, is very cheap in this district? It is very cheap now; in fact, we are making nothing out of it. They have been carrying wheat for 30 miles to my knowledge.
1501. How can they do that when there is so little feed on the road? They have the teams, and they must do something.
1502. To what do you attribute the depression in this district? It is very hard to say. There seems to be depression not only in this district, but all over the colonies.
1503. Does much traffic pass this hotel between Condobolin and Parkes? Since the line was opened to Parkes there has been more traffic than previously, because it used to go from Borenore and Forbes and that way.
1504. What would be the character of the goods sent along the line? All sorts of provisions and general merchandise.
1505. That would be outwards to Condobolin? Yes.
1506. How about going back? A good deal of copper has gone this way from Mount Hope to Parkes.
1507. Do you know whether grain in any quantity has been sent from Condobolin to Parkes? Yes; a good deal of grain has gone through this year, but this is the first year.
1508. I suppose that is accounted for by the low rate of carriage and the people wanting to utilise their teams? Yes; that and the construction of the railway to Parkes. It is as near to send it to Parkes as to Forbes.
1509. Can you say which is the favourite route from Condobolin for produce to Parkes or Forbes? This is.
1510. All along? Yes; that is, since the line was open to Parkes. Before that it used to go up the river and through to Cowra or Borenore.
1511. We heard the opinion expressed the other day that the bulk of it still went by way of Forbes, because of that road having, as it were, been the recognised road all along, and they stick to it because it is the old recognised road.
1512. Do you bear out that idea? I cannot say I do, because I have been here a good deal and have seen a lot of that traffic going this way.
1513. You have no detailed account of the tonnage which has passed? No.
1514. But it has been considerable? Yes; since the line opened to Parkes.
1515. Approaching this hotel the line skirts away a little under the hill to the south of the driving road, so as to keep close under a slight hill;—do you know whether that portion of the road over which it is intended to take a railway suffers at any time from flood, close under the hill? No; I do not think so. If there is any portion suffers from flood at all, it is along the creek near the hotel.
1516. That is the creek going from here towards Condobolin? Yes; there is no flood-water of any consequence. The only thing which makes it appear to be flood-water is that there is a big dam, and as the water flows up to it it banks down and goes down in a day or two.
1517. Is there any quantity of water about here which would injure a railway line laid pretty close to the surface? I am quite confident there is not.
1518. *Mr. Gormly.*] Is there any considerable number of young, sound box trees which might be cut up the centre for sleepers? There is not a considerable number, but there are sound box trees all through the forest.
1519. About 9 or 10 inches in diameter? Yes.
1520. Could they be sawn in the centre so as to be left half round? It depends upon what the size of the sleepers are to be.
1521. About 9 or 10 inches in diameter;—could many be got, and if they could be got, could they be cut up the centre for sleepers? Yes.

1522. Could they be procured cheaply? There is not a sufficient quantity to enable them to be procured any cheaper than ironbark. I do not think there would be any difficulty in getting ironbark, because from the Gunningbland Range right through to Condobolin there is ironbark all the way. Mr. W. Todd.
25 Mar., 1895.
1523. Have you gone along the surveyed route of railway from here to Condobolin? No, I have not; but I have been in proximity to it.
1524. You know the country moderately well on each side? Yes; principally on the north side.
1525. And you have been up and down the line in the winter months, when there has been a considerable amount of rain? I have been through the country within a few miles of the line.
1526. And if moderately high land is selected for the line, do you think there will be any danger of flooding? No.
1527. Gunningbland Creek runs pretty high at times? Not high enough to stop traffic.
1528. Do you know where the Gunningbland starts? It only comes out of the ridges at the head of the Gunningbland Station—not far away.
1529. And it is not likely to stay up many days in succession? No.
1530. How often is it that it is not running? I have seen it not running for months.
1531. Then there would be no danger of flooding the line;—excepting in heavy extraordinary rain it would not run over the banks? I do not think so.
1532. *Mr. Molesworth.*] Is there any ironbark available which could be cut 1 foot square for timber openings on the line, and what length? I have known ironbark to be obtained here 24 feet long.
1533. And you think that class of timber is still available? Yes.
1534. *Chairman.*] As an observer of the district, can you say whether grain growing has increased or decreased during the last few years? It has increased greatly.
1535. And until this general depression do you think that is a fairly remunerative occupation? I think it could be made to pay well enough at about 3s. a bushel; but at the present price there is nothing in it.
1536. Could you say what rate of carriage selectors or growers of grain could afford to pay the Railway Department to take their produce along the line of railway, say, for 20 miles? I think they could afford to pay what they are now paying to road teams, that is 1s. a bag.
1537. That would be 3d. a bushel? Yes.
1538. That would be for 20 miles? No, for more than that, because the principal wheat carried has come from about 30 miles to Parkes.
1539. Then they could pay about 3d. a bushel for a carriage of 25 to 30 miles? Yes.
1540. Is there any other information with which you can supply the Committee? The bridge near the hotel was constructed only recently. It is all ironbark; it was got within 3 miles from here. I do not think there was any difficulty in getting it.
1541. Have you noticed whether the stock in the district is increasing or decreasing? The number has increased during the last six or seven years. The Trundle paddock, when I got here, contained 96,000 acres, and they tell me they only ran 6,000 or 7,000 sheep in it then. I can quite understand that, because there were no improvements.
1542. What distance do you call it from here to Trundle? About 13 miles.
1543. Is that by the road? Yes.
1544. *Mr. Gormly.*] There is a travelling-stock route? Yes, a mile wide.
1545. *Chairman.*] What is the carrying capacity of the land about here? I think improved land will carry about a sheep to the acre.

TUESDAY, 26 MARCH, 1895.

[The Sectional Committee met at the "Trundle Hotel," Trundle, at 9 a.m.]

Present:—

THE HON. WILLIAM JOSEPH TRICKETT (CHAIRMAN).

JOHN MOORE CHANTER, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. James Pike, pastoralist, Gobondry, sworn, and examined:—

1546. *Chairman.*] Where do you reside? At Gobondry.
1547. What distance from Trundle? About 14 miles.
1548. How long have you been in the district? Ten years.
1549. Did you come as an original selector or purchaser? No; I bought into the district before the Act of 1884 came into force.
1550. What is the extent of your holding? Sixteen thousand acres at that time; it is 8,000 acres leasehold at the present time.
1551. And what freehold? Eighty acres.
1552. Do you carry on the business of a grazier altogether, or do you combine agriculture with it? A little agriculture, not a great deal of it. I have been cultivating up to the present year about 50 acres for my own use.
1553. Where do you send your wool and produce to? To Sydney *via* Parkes.
1554. What distance by road are you from Parkes? About 47 miles.
1555. Will you give the Committee your views as to the proposed line of railway, and as to the route you think it should take? It is my opinion that the line should be taken *via* Trundle, for the reason that there are no engineering difficulties whatever. It could be cheaply constructed, as timber, stone, and everything else required for railway purposes—ironbark and box—are accessible to the line in several places. It goes through the centre of the population between Parkes and Condobolin, and there is a large population out north which it would serve; and unless the railway comes *via* Trundle, their business will go to Parkes instead, and the Bogan Gate line will not serve them. The country, especially north of the proposed line, and along the line, is suitable for the growth of all kinds of cereals—grain of any kind, fruit-trees

Mr. J. Pike.
26 Mar., 1895.

Mr. J. Pike. fruit-trees and vegetables, grapes, or any other kind of produce;—they grow to greater perfection here than I have seen in any place in the Colony. There is a population, extending 30 miles out north, which will only be served by a detour to Trundle. As to grain-growing, I believe it will give as good results as most parts of the Colony. I, myself, have grown wheat for seven years, up to 23 bushels to the acre. In one dry year, with 9 inches of rain throughout the year, I obtained 9 bushels of wheat. My average rainfall for ten years is over 26 inches.

26 Mar., 1895.

1556. If you look at the Government map, you will see that the line, as projected to Condobolin, is a very direct one; whereas a line by way of Trundle would give a very considerable elbow. We are given to understand that you have some proposal for a line to go in the direction of Trundle? Yes; we have a plan of the line which goes in the direction of Trundle, and which, according to it, will only make the detour about 5 miles. We think that that line will be more cheaply constructed on account of the nature of the ground. We think the extra distance will be made up by the cheapness of construction.

1557. Starting at Parkes, will you tell us to what places it would go? From Parkes it goes through a quantity of selections; but it is my opinion that those selections, with a very small detour, could be missed altogether.

1558. For how many miles from Parkes does it pass through those selections? About 12 miles; but I think those holdings could be avoided by coming as far as Brogan Tank, on the present surveyed line to Condobolin; and, branching from there, it will come through Gunningbland and Blowclear leasehold to within 8 or 10 miles from Trundle, and through a continuation of selections from Trundle to Condobolin.

1559. I suppose those selections mostly owe balances? Yes; the land through those selections will be of no cost to the Government, as the gentlemen owning them are prepared to give it free of charge. That will be shown to you to-day by the person who has collected their signatures.

1560. With regard to the engineering difficulties of constructing that line, say, from Parkes to Trundle—what is your opinion concerning them? The greatest engineering difficulty would be at a place passing through Treweeke's Gap. The report of Mr. Stawell, a Government official, is to the effect that the grade there would not be more than from 1 in 80 to 1 in 100. We think that is the greatest difficulty on the line.

1561. From your own knowledge of that part of your proposed line, how does it compare with the line from Parkes to Bogan Gate? It will run through dry country, whereas I believe a portion of the Bogan Gate line will run through flooded country. That is, the line from Bogan Gate to Condobolin. The line is much the same from Parkes to Trundle as from Parkes to Bogan Gate, except for this gap, and the country is much the same.

1562. Excepting that portion, where the gap is shown on the map, is the country between Parkes and Trundle and between Parkes and Bogan Gate very much of the same character? Yes.

1563. And one presents no more engineering difficulties than the other? If anything, I believe the engineering difficulties on the route, excepting at the point I have mentioned, will be found to be less.

1564. As far as we have heard since we have been here, it is not so much the desire to serve the Trundle people that the Trundle people are so anxious about the line—they are more anxious to serve people out to the north? North and west, because that will be the population which will be served by it. There is no doubt that Trundle and all along the line will be served; but the population out there is so far west, and so far away from the railway, that the Bogan Gate line will not serve them. It will suit them better, 10 miles north of Trundle, to go direct to Parkes than to Bogan Gate, so that Bogan Gate will miss all business 8 or 10 miles north of Trundle.

1565. What, in your opinion, is a fair distance to expect a grower of grain to cart his produce to a railway station, so as to make it fairly remunerative? Twenty miles. A grower should not be required to go more than one day in and one day out.

1566. How long has that been your opinion? For some years.

1567. I asked that question because when the Molong to Parkes railway was constructed several witnesses from this locality, living 30 to 40 miles distance from the proposed railway to Parkes, gave evidence that it would pay them well to cart their produce in that distance. Now the position seems to have altered? I have not altered. I am of opinion that 20 miles is sufficient for any farmer to cart his produce. It may pay him to cart a little longer distance, but we cannot expect to get a line within 20 miles of every farmer; therefore, they may be satisfied to cart 30 or 35 miles. I know that a large quantity of wheat comes past me from Melrose, which is 90 and 110 miles. They are carting to Parkes at the present time, but I do not think it will pay anyone to do so at present prices. They are bound to do it when they have no nearer transit for their produce.

1568. But all these selectors and agriculturists who are that distance from the railway took up the land with their eyes open, did they not? No doubt; but they took it up with the prospect of a railway coming in that direction. It was always mooted here, as far as I can remember, that a railway would be sent down the Lachlan and right through the Colony. They were in hopes that at some time a railway would come within reasonable distance of them.

1569. During your residence in this district you must have observed what its progress or otherwise has been? Progress has been very large in the district, although the suspension of financial institutions has caused things to go down. The selectors have come in and made the place. The place was nothing before they came.

1570. Selection has gone on very largely? Very largely; the whole of the land available in the district has been taken up. It was the first centre in which the whole of the land was absorbed in the district. It was the first place to start selection on the very first day after the coming into operation of the Act of 1884, and from that hour it continued until every acre has gone. Were the leaseholds now thrown open, it would be one of the first places in the Colony which would be all taken up;—the land is of such good quality, and the people are so much in favour of it.

1571. When the Parkes railway was under consideration a great deal of evidence was tendered as to the probable increase of agriculture in the Parkes and Trundle district, has that taken place? It has, to a great extent; the distance of carriage has been a drawback. There are people in the district who have 200 and 300 acres under cultivation; they are prepared to put 1,000 acres under cultivation; and we have within a few miles of Trundle up to 800 acres under cultivation. It is quite a common thing to see from 100 to 300-acre paddocks. They are prepared to double and treble the amount, if they can get facilities to take their produce away.

1572. What is the rate of cartage from Trundle to Parkes at the present time? It varies according to the season of the year—from £1 to £1 10s. a ton. Mr. J. Pike.
1573. Do you get as much as £1 in a bad season like this? Yes; I have known it go further for £1. It has been taken 15 and 18 miles beyond Trundle for £1, this year. The wool season cheapened it. 26 Mar., 1895.
1574. When Mr. Gilliat was here, there was one fact which was emphasised in his report, which I would like to ask you about;—one of the witnesses gave evidence to this effect: "Money is made so easily out of grass that many people prefer the smaller returns, in order to avoid the hard work necessary in farming." Is that the state of affairs in this district? It was so at that time; but it is not so now, times have changed. There is very little made out of grass. There is more made out of wheat for 2s. and 2s. 3d. a bushel than out of sheep, so that they would prefer now to go in for cultivation. Wool, which is now 5d. was then 9d. and 10d., which made a great difference in their returns.
1575. What is the carrying power of this country for sheep? I should put it, all through, in all seasons, at one sheep to 2 acres—that is when improved.
1576. What have you got for instance on your place? This is a fairly dry season, and I have over that on it.
1577. But you think a fair average would be a sheep to 2 acres? I think so—I think $1\frac{1}{2}$. I have had one sheep to an acre and a half, and it has carried them well. But taking one season with another, I think a fair average, when improved, would be about one sheep to 2 acres.
1578. We have heard the opinion pretty freely expressed that the stock here are suffering, not so much from want of feed as from want of water;—what efforts have been made in the direction of tank construction here? Water, to my knowledge, is distributed well through the district. I know of no part of this district which, at present, although there has been little rain for five months, is in any way short of water, except Fifield, which is outside the pastoralists' district. The pastoralists are well supplied with water from tanks and dams. I have known of no difficulty with water for some years. Formerly there used to be difficulty when water was not so plentiful.
1579. What would be a fair amount of money for a man to invest in a tank? The most useful tanks are from 3,000 to 4,000 yards; but their extent should be in accordance with the quantity of land to be supplied. I think a 2,000-yard tank will supply a selection with a fair water catch. In some cases the water catch may be so small as to necessitate 1,000 yards more being required.
1580. For a 640-acre selection? No; 2,500 acres. I have a tank of 2,500 yards which is watering 4,000 acres, and has been doing so year after year, but the catches are exceptionally good.
1581. What extent of area do you think it is necessary for a man with a family to hold here in order to live upon it; that is, supposing he works himself? 2,000 to 3,000 acres is sufficient to enable him to live fairly well.
1582. That would be if he combined the two occupations of grazing and farming? And if the prices were good 640 acres would be sufficient if he put it under cultivation. If the prices were not good, I think a man could get a fair living by combining the two industries.
1583. Do you not think that the advance of this district from an agricultural point of view has been induced rather by the low price of wool and sheep than by the peculiar qualities of the district for agriculture? No; the people of the district have been farmers, most of them, all their lives, and they naturally adhere to farming, and the fact of the land being of such quality has induced them to go in for it more than has the low price of stock and wool.
1584. Then you think that this is really a permanent agricultural district? I do; and it will be one of the leading agricultural districts of the Colony eventually.
1585. *Mr. Chanter.*] You have informed the Chairman that the average rainfall of the district is 26 inches? My average rainfall. I can show you each year's fall.
1586. What radius does your district take from Trundle? Fourteen miles north-west. I produce each month statement.
1587. This is taken from 1885 to 1894, giving an average of 26.82 inches? Yes.
1588. Is the gauge taken by yourself? Yes; it is a purchased gauge. I purchased it from Lassetter and Co.
1589. Is it one approved by the Government Astronomer, Mr. Russell? I expect so.
1590. You give the rainfall in 1888 as 9 inches 22 points? Yes.
1591. I understood you to say you grew wheat that year;—what was the result? Nine bushels to the acre.
1592. And for the other years? I have had as high as 23 bushels and 18 to 20 bushels.
1593. How is the rainfall distributed? Some years it is very impartially distributed. It falls at the end of the year or the beginning of the year sometimes. That is one drawback to the district, the rain occasionally not being distributed through the year.
1594. In what months do you usually get the heaviest falls of rain? We have had them in all months. We have had them in February, January and December, but as a rule April, May, and June are the heaviest months.
1595. Then, from your experience in this district, you are perfectly satisfied as to the result of the growth of cereals? Yes.
1596. You say a railway can be made to Condobolin *via* Trundle, traversing the route of the proposed line for a distance of 12 miles, and then branching off? Yes.
1597. Where would you propose it to branch to? Direct to Trundle, passing by Brolgan Tank.
1598. Have you traversed the country between that and Trundle? Yes.
1599. On the proposed line? Near to it.
1600. How near? Sometimes I have been within a mile on either side.
1601. Do you know the country between here and Bogan Gate? Yes.
1602. How does the country between the 12-mile point on the Parkes line compare with that between Bogan Gate and Trundle in regard to its natural features? I think they are in favour of that line. The quality of the country is better, and the levels, I think, would be much the same.
1603. The soil is better? Yes; a great portion of it is better than the country between here and Bogan Gate.
1604. And the levels? They would be much the same, if anything in favour of the line from Brolgan Tank.

- Mr. J. Pike. 1605. What length across this range through the Gap would be required to be traversed before you got upon country fairly level again? Not more than half a mile.
- 26 Mar., 1895. 1606. I understand you to say that some of the witnesses will give evidence to the effect that all the private holders of land along that route are prepared to grant their land free of cost to the Government for the purposes of a railway? Yes.
1607. Have you been on the Burrawang run along the route of the proposed line? I have been across it, but not along the route of the proposed line.
1608. Then you do not know the nature of the land? The land in any place where I have been about the line is much similar to a lot of the back land, but all inside is of a different nature altogether, and, I believe, thoroughly unfit for small settlement on account of it being a hard stiff clay.
1609. In 1892 a gentleman, who was then the district surveyor, gave evidence before Mr. Gilliat to the effect that if that land were made available for selection the whole of it could be profitably occupied in special areas? I am strongly of opinion that very little of the land at Burrawang is suitable for special areas. What little there is may be just along the line, but south of the line I believe there is very little. The greater portion of it is unfit for special areas.
1610. Then, in your opinion, the land there would not be suitable for special areas? No; the greater portion of the land would not be suitable for special areas.
1611. If the line is constructed in the direction in which you wish it to go, or anywhere near to it, are you, or any other gentleman present, in a position to state whether the farmers would be willing to pay a local rate of carriage? The question has not cropped up, and I have not had an opportunity of ascertaining. Speaking for myself, I might state that if the line went sufficiently near to me to give me an advantage I would not mind taxing myself on that account.
1612. It is not a tax upon the land? No; but I would not mind taxing myself by paying extra haulage, believing the line will be a benefit to the district.
1613. What was the character of your country when you took it up? It was a very rough piece of country, and it is now. The range of the dividing waters between the Lachlan and the Bogan runs through the centre, and causes a portion of my country to be rough.
1614. Is it broken and stony? It is broken and hilly, but the land outside the bills is of good quality.
1615. What improvements have you effected upon it? I have ringbarked a great portion, and I have 10,000 acres subdivided. I have also scrubbed out a portion of it.
1616. What proportion of the whole? It has always been scrubbed, but a portion of the scrub has grown up again, so that I have not more than 4,000 acres of fairly well scrubbed land.
1617. Supposing the whole of your land were scrubbed and cleaned, how many sheep would it carry? Taking in the hills and rocks, which are not of good quality, I think it would carry a sheep to 2 acres.
1618. I understand you are carrying that now? I am carrying rather less, but I can carry a sheep to 2 acres in any season. Having a portion of rough country I must make an allowance for it. My country, on account of the hills, is a little inferior to some of it.
1619. Then your country would not be a fair specimen of the average of the district? No.
1620. When the land is ringbarked, scrubbed, and cleared up, and after it has had time to grass for two or three years, with a rainfall such as you have described, what then do you think it would carry? If properly cleared up it would carry a sheep to the acre all the year round; but I am referring to the ordinary way of clearing scrub. There are one or two gentlemen who have lands cleared close to the proposed line, and I will guarantee that even if there are nine months out of twelve of drought, it will carry one sheep to the acre.
1621. Do you know anything of the country between here and Condobolin? I speak of the country between here and Condobolin.
1622. Have you traversed that country yourself? I have traversed all parts of it—perhaps not exactly the whole of the way in which the line goes, but on both sides of it.
1623. What is the character of the country? Nearly all level; very slightly undulating from here to Condobolin.
1624. How does that compare with the country between Parkes and Bogan Gate? It is far superior, so far as the construction of a line is concerned.
1625. Is it more level? Yes; and there are only one or two small waterways of any note upon it.
1626. *Mr. Molesworth.*] I see you have exhibited a plan, drawn by some local person, showing the line which you would wish to make marked upon it? Yes.
1627. Has that line been drawn by a surveyor? By a draughtsman in the Survey Office.
1628. But not by a draughtsman who has been over the country? No.
1629. Therefore, the line marked upon that plan is drawn without any regard to the features of the country—it is only a suggested route? It is a suggested route founded on the report of Mr. Stawell, who said that the line should pass from Parkes to Treweeke's Gap, from Treweeke's Gap to Trundle, and then on to Condobolin.
1630. Then no surveyor has been over the proposed route? No.
1631. And you do not know anything about any levels in that direction? No.
1632. In other words, it is simply a suggested route? Yes.
1633. Do you think there is anything on your suggested route to interfere with the construction of what is known as a pioneer line? No, excepting Treweeke's Gap; and I think that can be overcome.
1634. I suppose you are aware that anything which will give a greater grade than 1 in 100 will not come within the term "pioneer" line? Excepting at that point, I do not think there is any portion of the line which will not give a grade of 1 in 100. I am of opinion that it can be constructed as a pioneer line.
1635. With the deviation you require? Yes.
1636. How far is your property from the proposed line? It is outside the 20 miles area.
1637. Then if a line were drawn up 4 or 5 miles nearer Trundle, you would be from 14 to 16 miles away? Yes.
1638. You have stated that evidence would be tendered to show that land through which your proposed line would traverse would be given without cost to the Crown? Yes.
1639. In that agreement will they be bound to do so? Those who signed it promised to sign a document to the Government to that effect.

Mr. Patrick James Clara, store manager, Trundle, sworn, and examined:—

1640. *Chairman.*] You are the secretary of the Trundle Railway League? Yes.
1641. You have prepared some statement for the Committee? Yes; I have compiled some statistics. They refer to the alienated land, freehold and rented, Crown lands, total area under cultivation, area under wheat for grain, total yield of wheat, and approximate number of bales of wool.
1642. In the Trundle district? Yes. (*Vide Appendix*).
1643. Where has the bulk of the produce of the district gone to? To Parkes.
1644. *Mr. Chanter.*] How is the freehold land made up—in large or small holdings? Principally in small holdings. I have only four large holdings specified. The largest holding is Burra Burra.
1645. What size is that? 107,000 acres of Crown land.
1646. How do you class rented lands—are they rented from private individuals, or from the Crown? I class them rented from private individuals.
1647. Are you in a position to inform the Committee what rental is being paid for these lands? No.
1648. In what position are the 455,000 acres of Crown lands within the district at present? They are held principally under lease.
1649. What proportion of them would be available for selection at the present time? From Parkes *via* Trundle to Condobolin, the Crown lands would be about 286,000 acres.
1650. At present available? Yes. The leaseholds comprises Blowclear, Broowey Plains, Treffs, Carlisle, Murrumbogie, Gobondry, Burra Burra, and Melrose Plains.
1651. You know that the leaseholds have been extended to the maximum of five years? Yes.
1652. So that, except some special legislation takes place, no settlement can be effected on the Crown lands? I may state that the area of Crown lands is embodied in the leasehold lands. Mr. Stanley would give more direct evidence on that point.
1653. Can he separate those on the leasehold lands from those on the resumed area? Yes.
1654. In describing cultivated lands—4,360 acres—you only gave the Committee their products in the shape of cereals? Yes.
1655. What other class of products is produced besides wheat? Oats, barley, lucerne, grapes, and fruit.
1656. Have you averaged the wheat yield, per acre, for the past two or three years? No; I have only been in the district a little over two years. I might state that the basis of population is 1,100 within the radius to which I have referred.
1657. Is this a separate police district from Parkes? It is included in the Parkes district.
1658. But not for statistical purposes? No; there is a defined district.
1659. How far towards Parkes from Trundle does this statistical district extend? Twelve or 14 miles.
1660. Do you know anything of the country between Parkes and Trundle? I have traversed the road two or three times.
1661. How near would that be to the proposed line? It would be very close. I think we might say it would run parallel.
1662. Then you have the opportunity of judging of the features of the country the line would traverse from the road? Yes.
1663. You heard the previous witness say that it was proposed to traverse that line direct in a westerly direction? Yes.
1664. What is your opinion of the natural features, and of the grading of that country, compared with the country along the whole of the line from Parkes to Bogan Gate? I think the grades would be very similar; in fact, I consider that the least obstacles, with the exception of Treweeke's Gap, would be found from Parkes to Trundle.
1665. You will notice that on the Gunningbland Range there are two gaps—one at Bogan Gate and the other at Treweeke's? Yes.
1666. How do those two gaps compare with each other? I have not been through the Gap. There is a natural gap, I think, on the north-west side of the present road—that is going from Trundle to Parkes. The other gap I have gone through—that is the Gunningbland Gap; but there is another gap in another place which I have not been through.
1667. That is considerably further north than Treweeke's Gap? Three-quarters of a mile—whether it is north or south I could not say.
1668. Do you know anything of the country between Trundle and Condobolin? I have been along the road, and about 8 miles on the proposed route.
1669. What is the character of the country? Splendid country; much better than between Trundle and Parkes. It seems to be a splendid class of country.
1670. What engineering difficulties would present themselves? None, with the exception of one waterway. It is undulating country all the way.
1671. What is the nature of this waterway;—would it require any expensive bridging? No; it would require no very expensive bridging. It is the Yarrabundi Creek, which, I believe, will have to be crossed in any case, even on the other route.
1672. As a store manager, you must have a good deal of knowledge as to the position of the settlers already on the land here;—do you think they are a class of settlers who have come here determined to stay? Yes; and especially those settlers who are to the north and north-west. If you go over the country you will find that the improvements upon the settlements are of a substantial nature, and there is every indication of those at present working on the holdings intending to stay. I consider it would be best, in the interests of the country, for this to be an intermediate station, for the simple reason that the selectors and others lie to the north-west and extend as far as Bullock Creek.
1673. If a line is not constructed to Trundle, but is constructed as proposed by the Government, *via* Bogan Gate, would those people north of Trundle and north-west continue to grow produce, or would they graze? I do not think they would advance in the growing of produce.
1674. Do you think it would be possible to produce wheat and cart it to a railway station at a profit, any distance beyond 20 miles? I consider it could be carted within a radius of 30 miles.
1675. How long would it take a farmer to carry a load of wheat 30 miles and return to his farm? Three days. He might do it in two. It all depends upon the road. If he went on the Condobolin road in winter-time he would never get there.
1676. Do you think he would continue, with the present low prices, to produce wheat if he had to be away from home three days in a week with a load? No, I do not.

Mr.
P. J. Clara.
26 Mar., 1895.

- Mr. P. J. Clara.
26 Mar., 1895.
1677. You are of opinion, then, that if railway facilities are given agricultural facilities will largely increase? I am.
1678. And that it is more profitable to those who are settled to produce cereals and other produce than stock? That is in addition to stock. Principally the holdings are large, but there are men prepared to go in for 1,000 acres of crop at the present time, provided a railway comes in the vicinity of Trundle.
1679. *Chairman.*] You are a store manager? Yes.
1680. Does the bulk of the goods for Trundle, and the area you have comprised in your return, come from Parkes to Trundle? Yes.
1681. Can you give the Committee any idea of the tonnage which comes? No. I have not prepared the tonnage, with the exception of what came to Trundle and to Fifield.
1682. *Mr. Chanter.*] What position is Fifield from here? Twenty-five miles north-west. Mr. Metcalfe, storekeeper at Fifield, has, during the last twelve months, received 120 tons; Mrs. Moloney, of Trundle, has received 95 tons; Mr. Burger, of Trundle, has received 30 tons. I do not know how many tons Mr. Moore, of Fifield, has received, but, altogether, I should say that 400 tons have been received by the four storekeepers.
1683. Would that be the bulk of the tonnage? No; because there are all the holdings to this side of Woodland, Murrumbogie, and Troff's, and others.
1684. Can you give us any idea of what the total tonnage would be? Probably 500 or 600 tons.
1685. And what would be the average rate per ton paid for cartage? The average rate through would be £1 per ton. Carriage, however, has been as low as 13s. per ton from Parkes.
1686. *Mr. Molesworth.*] If the line were constructed, would not the Melrose Plains tap it at a nearer point than Trundle? No. The owner states he would come to Trundle. He says that all his produce in the shape of wool and wheat would come here, and what he would receive would come through Trundle.
1687. You included in your statistics some settlers 35 miles to the north of Trundle? Yes.
1688. If they had to come so far, would they not be likely to go all the way to Parkes, instead of intercepting the line here? No; they would prefer to come here. There would be farmers even further away who would come into Trundle. In winter time, or any time in wet weather, they cannot possibly get across the Bogan to get in towards Narromine. It is black soil of a peculiar nature, and in flood time they cannot travel.
1689. Would not many of them come right into Parkes rather than to Trundle? It would be a greater distance to Parkes.
1690. What is the additional distance? I am not prepared to state, but according to the lay of the country it would be considerably greater. The class of country they would have to travel between there and Parkes includes the Broowey Plains.
1691. What reason have you to suppose that the people living that distance to the north would come to Trundle? I have their own statements.
1692. *Chairman.*] With regard to your goods;—supposing the line were constructed on the direct route from Parkes to Condobolin, would you, as a store manager, have your goods brought by train to an intermediate point by Bogan Gate, and then cart it here, or would you cart it direct from Parkes? I am not prepared to state. Being the manager, it would all depend on what my employer would do.
1693. You do not finance the business then? No.
1694. Have you any other document to hand in? I have a document showing the signatures of those who are prepared to give their land free to the State for the purpose of railway construction. It is as follows:—

Trundle, 2 February, 1895.

We, the undersigned selectors, residing between Parkes and Condobolin, are fully prepared to give our land free for the purpose of railway construction from Parkes, *via* Trundle, to Condobolin:—

G. Simmons, Grassdale, selector.	Geo. Shipard, Derrawang.
W. Berry, Woodview, selector.	Alfred Bassett, Derrawang, Condobolin.
L. Simmons, Grassdale, selector.	Henry Bassett, Derrawang, Condobolin.
L. O'Brien, Yarrabundi, selector.	Thomas Dunne, Derrawang, selector.
John O'Brien, Yarrabundi, selector.	Robert Aitken, selector.
Thomas O'Brien, Yarrabundi, selector.	Margarey Morgan, Condobolin, selector.
John Quade, Avondale, selector.	J. D. Williamson, Yarrabundi, selector.
Thomas Quade, Bellview, selector.	James W. Currie, East Derrawang, selector.
Frederick Farnell, Spring Creek, selector.	M. Kerin, Eden Valley, selector.
Edward Derham, Condobolin, selector.	Alfred Fell, Trundle, selector.
Horace Leighton, Condobolin, selector.	Walter Francis, Trundle, selector.
John Baxter, farmer, Derrawang.	Christopher Francis, Trundle, selector.
W. Grey-Innes, farmer, Derrawang.	Thomas West, Blowclear, selector.

1695. Do these people extend along either side of Trundle, or are they chiefly between Trundle and Condobolin? Between Trundle and Condobolin, and between Trundle and Parkes.
1696. Do they embrace the bulk of the selections the line would go through? Yes. These people extend about 10 or 11 miles on the proposed line towards Parkes, and the full distance from here to Condobolin.
1697. Do you know whether these people would require the railway authorities to fence if they went through their holdings? That I am not prepared to say.
1698. I suppose you could state that, in all probability, they would? They might do so.
1699. "Free" means, I suppose, free of all claims—severance as well as the actual taking of the land? Yes. I may say there has been one refusal on the Condobolin side—Mr. Dawson; but if our proposed route is approved of, he is prepared to give the land, but that is an indirect statement.
1700. Is there any other documentary evidence you wish to give in? No. Perhaps I may not be out of place in referring to the evidence of Mr. Harper before the General Committee a few days ago. According to the *Western Champion* of 22nd March, 1895, Mr. Harper, the Goods Superintendent, Department of Railways, referring to the traffic on the line, said:—

He anticipated that the traffic on the line would be 2,000 tons of goods, at an average of 3d. per ton per mile, £1,500; 1,000 tons, at 2d. per mile, £500; from intermediate points, practically about Trundle district, at 2d. per ton per mile, £55.

I have already stated that the amount received by the stores alone is 300 tons, without taking into consideration the amount received by pastoralists and others.

1701. *Chairman.*] Does that apply to the outward traffic? The inward traffic to Trundle. Then Mr. Harper goes on to say:—

He estimated that 5,000 tons of wool would be carried from Condobolin, giving, at 2d. per ton per mile for the whole distance, 10s. per ton. Mr. P. J. Clara.
26 Mar., 1895.

We have 867 tons to leave this district alone—that is, inside the boundaries I have specified, whereas, out on the other side—Woodlands—on account of the nature of the country, the produce would come direct to Trundle, which would increase the amount of revenue. Mr. Harper also states:—

The Commissioners' estimate of the cost showed an annual loss of £2,000, but it was possible in the near future that this would be made up by the wheat traffic, and the development of the mining resources.

I might state that since Mr. Gilliat's inquiry was made in 1892, Fifield has sprung into existence, and you will have evidence to-day from Mr. Metcalfe as to its mining resources. They have increased considerably. As far as wheat production is concerned, it would increase tenfold if the railway came to Trundle. That shows that there would be a considerable increase of revenue over and above Mr. Harper's estimate.

1702. Is there any coaching traffic between Trundle and surrounding districts? There is a coach from Dandaloo. They go through this way. It is the main road, and there will be a large passenger traffic if there is a railway.

1703. Why did Cobb & Co. give up running? They had a line of coaches running to Trundle from Dandaloo, and they were bought out at a satisfactory price by Mr. Clifford, one of the drivers.

1704. And does he run the coach now? Yes.

1705. Have you any other documentary evidence? I produce a copy of a report, dated 28th December, 1892, signed by Mr. J. M. Stawell, dealing with a proposed trial survey from Parkes to Condobolin, *via* Trundle, as follows:—

Department of Public Works, Railway Construction Branch,
Supervising Engineer's Office, Parkes, 28 December, 1892.

EXTENSION, PARKES TO CONDOBOLIN.

Subject:—Proposed Trial Survey via Trundle.

Memorandum to the Engineer-in-Chief.

In accordance with instructions received in memo. 92-1,468, I have examined the route from Parkes to Condobolin, *via* Trundle, and have to report as follows:—

Route.—The proposed survey would leave the Molong-Forbes line at about 267 miles 10 chains, and running in a north-west direction would cross the Gunningbland Range (the boundary of counties Ashburnham and Cunningham) at Treweeke's Gap, continuing in the same direction to Trundle. It would then take a south-west course, passing some distance to the north of the Black Range and to the south of Derrawang, striking the surveyed line *via* the Bogan Gate, about 4 miles from Condobolin. Between Parkes and Trundle there are two alternate routes, one crossing the range about a mile to the north of Treweeke's Gap and the other about the same distance to the south. The route *via* Treweeke's Gap is the most direct, but one of the other might give better grades.

Grades.—A ruling grade of 1 in 80, and possibly 1 in 100, could be obtained with very light work.

Water-ways.—There are no large creeks to cross. The water-ways on the whole would be small.

Distance.—The total estimated distance is 67 miles.

General.—The country passed through may be described as gently undulating. In places there are ridges, but these can be easily dealt with, and in most cases avoided altogether. The last 20 miles would be almost flat. The timber along the line is useless, except for fencing. There is a fair amount of settlement on the route, the country for the most part being held by large selectors.

J. M. STAWELL.

Mr. Joseph T. R. Stanley, police constable, Trundle, sworn, and examined:—

1706. *Chairman.*] How long have you been here? Thirteen months.

1707. What statistics are you charged with the collection of in this district? Collecting the freehold areas, the holders of conditional leases, and the stock and crop of the district. The statement handed in by Mr. Clara contains the area in which I have to collect the statistics. Mr. J. T. R. Stanley.
26 Mar., 1895.

1708. Did you supply those statistics? Yes.

1709. Are they correct? Yes.

1710. What about the population of the district? The population of the area within which I collected the statistics is over 1,000.

1711. Where does the bulk of it lie, as regards Trundle? To the north—that is Fifield, and from here out to Bullock Creek.

1712. I suppose you have a general knowledge of the district? Yes; I have been all over the area in question.

1713. As far as your observation goes, what is its character as regards its occupancy? Very good.

1714. Agricultural or pastoral? Agricultural. I have had considerable experience in travelling about the country, and I consider that nearly the whole of it is fit for agriculture. I do not suppose you would find more than 1 acre of the total which is not fit for cultivation, and particularly to the north. The land itself is very scrubby in many places; at the same time, it is exceptionally good.

Mr. Henry Alfred Croft, farmer and grazier, Trundle, sworn, and examined:—

1715. *Mr. Molesworth.*] How long have you resided in this district? Thirteen years.

1716. Are you an original settler? Yes, I selected.

1717. What occupation do you carry on in conjunction with grazing? Agriculture.

1718. What quantity of land had you under crop last year? 280 acres.

1719. What was your yield per acre? It varied; about two bags to the acre.

1720. That is an exceptionally low yield? It is; but it is made up in this way that it was not put in until July.

1721. And you had an exceptionally dry season? Yes.

1722. You gave evidence five years ago in connection with the proposed line of railway from Molong to Parkes to Forbes—you were then only a grazier? Yes.

1723. How long is it since you took to agriculture? The last three years.

1724. Is the result sufficiently satisfactory to justify you to continue to grow wheat? Yes.

1725. Notwithstanding that you had such a poor yield last year? Yes. 1726.

Mr. H. A. Croft.
26 Mar., 1895.

Mr.
H. A. Croft.
26 Mar., 1895.

1726. I presume that you have to carry all your grain to Parkes? Yes.
1727. What is the distance from your farm? Thirty-two miles.
1728. What is the greatest distance you think it would pay a grower of wheat to carry his grain to a railway station? I do not think they could possibly do it over 20 miles, for the simple reason that even at 20 miles a farmer could only take two loads a week, and he would then require a very strong team. If he cultivated anything like 200 acres it would take him a considerable time to cart his produce in. He could not possibly do it unless he engaged carriers.
1729. And yet you have been carting your wheat for a distance of over 30 miles? Yes.
1730. Do you feel that you are doing so at a profit? No; there is no margin left.
1731. If the prices were better the extra distance would not be felt? No, not so much; but in the present state of the wool market people are compelled to go in for agriculture as well as grazing in order to make things pay at all. You must combine the two.
1732. Have you increased the quantity of land under cultivation since you gave your last evidence? Yes; I had 1,280 acres of holding then, and I now have 3,300 acres. Last year I had 280 acres under crop, and this year I am preparing 400 acres.
1733. Then you believe that with a fair season you could grow wheat profitably? Yes; with facilities for market.
1734. Do you think the same opinion prevails amongst the settlers generally? Yes.
1735. Do you believe this is likely to be a permanent wheat-growing district? Yes.
1736. Have you been over the proposed deviation suggested by the Trundle League? Yes; every bit of it.
1737. Do you know what are the features of the country? Yes.
1738. Will you briefly explain them? The land is similar to that from Bogan Gate. The only obstacle at all is Treweeke's Gap. On the south side of it, for about a mile, there is what is called the Old Mile-Post track, which used to go from Bogan Gate to Parkes. There is a considerable stock reserve which runs through Blowclear West, and goes on to the Bogan. The line would come through the leasehold part of Blowclear West estate.
1739. How far do you anticipate it would traverse the direct line before it broke off to go Treweeke's Gap? As far as I can understand it, the line will go somewhere near Brolgan Tank—that is the Government tank.
1740. What distance is that from Parkes? Twelve miles. It would branch off there, and then come through Crown land in the back portion of the Gunningbland estate, and through Blowclear.
1741. What would it go through after that point? Through alienated land.
1742. Are you equally well acquainted with the country between Trundle and Condobolin? Yes.
1743. And you know fairly well where the line would run? Yes.
1744. Do you know of any difficulties to overcome there, in the shape of ranges? None whatever.
1745. How would you avoid the Black Range? That is on the south-west side.
1746. Is the Black Range west, north, or south of Condobolin? It is east of Condobolin.
1747. And how far away from your projected line? It would be 3 or 4 miles north.
1748. You keep south of it? No; we keep north of it.
1749. The Government line goes to the south side of it? Yes.
1750. And you propose to go to the other side? Yes.
1751. And in doing so do you escape anything in the shape of serious grades? Yes.
1752. Have you had any professional surveyor to estimate the grades for you? No; we have only the report of Mr. Stawell.
1753. And he made what is really called an inspection? He made an examination.
1754. And took no levels? I think he did.
1755. Going back to Treweeke's Gap—what do you believe is the difficulty in regard to the grade there;—what grade do you think you are likely to get? I do not think it will be more than 1 in 80.
1756. Are you aware that anything worse than 1 in 100 will bring the line outside the range of a pioneer line? I was not aware of it until to-day. There are two gaps—one on the south and one on the north. On the north there is one about a mile and a half from Treweeke's. Then there is one on the south, which the Old Mile-Post track goes along, which is almost level. In going through it, you would hardly discern that there was a gap at all.
1757. Do you know anything of the line from Parkes to Condobolin and from Bogan Gate to Condobolin in particular? Yes.
1758. Will you tell us what are the features of the country? The features of the country are similar from Parkes to Bogan Gate, and from 4 miles below Bogan Gate towards Condobolin. Then you get into flooded country—that is, it is level, and the water lies there for some considerable time. I know it is an impossibility, in wet seasons, for stock to travel here.
1759. What area of land is covered by the flood-waters? It is pretty nearly all alike.
1760. Would it cover a mile of country? More; you could not get round it.
1761. You will notice from the plan that the line, when it reaches Condobolin, takes a sudden jump to the northward? Yes.
1762. The evidence we have had is to the effect that the object of that is to avoid the flooded country, and it is stated that by making that bend the line will avoid it;—do you think it will do so by going that additional mile or so? No. They may miss the main part of the flooded country, but still it is all wet country.
1763. Supposing the line, instead of being bent, as it is, towards Condobolin, were bent towards Trundle from Bogan Gate, and then run straight to Condobolin, what class of country would it pass through? You would have to go through the Black Range, and it would be all rough country.
1764. There would be no object served, then, in deviating the line in that direction, with a view to coming as near to Trundle as possible? No.
1765. You must either go south or north of the Black Range? Yes.
1766. Supposing it was thought desirable to afterwards connect Trundle, would a branch line from Bogan Gate to Trundle, going northward, be a line which would eventually pay? I think it would be a very expensive line.
1767. Where would the expense of the line come in? Coming from Bogan Gate here you must have observed that there is a range which you have to go over. That is a continuation of the Black Range.

It is inferior country coming along there, and it bluffs out on the boundary of Blowclear West.

1768. You think there is a difficulty between Bogan Gate and Trundle? Yes.

1769. *Chairman.*] Your holding is 3,300 acres? Yes; and I combine grazing with farming.

1770. Will you tell the Committee to what extent you think you would be a customer to a railway by sending goods to it, and possibly by having stores conveyed to you? I can only give you an estimate in regard to this year, because this is the only year in which I have had any amount of cultivation. I have been increasing during the last three years, and this year I have paid for over 50 tons' carriage of wheat from my holding to Parkes.

1771. At an average of how much a ton? Twelve shillings.

1772. Have you carted yourself? No; I have employed. I have also sent 12 tons of wool at £1 a ton, and have had about 3 tons of back carriage of supplies at £1 a ton. That is independent of what I got locally.

1773. How is it you have to pay £1 a ton for back carriage? It is only this year that I have sent in wheat at all to the market at Parkes, and the usual carriage to Trundle is £1 a ton, and up to 25s. and 30s. a ton. Unless you take the opportunity of getting back carriage when you are loading in, you have to pay much more for it.

1774. When you were examined in February, 1890, you gave this evidence:—

How far are you from Parkes? Thirty-two miles.

Is that not too great a distance over which to cart grain to a railway? No. Usually, the settlers consider that if they are within 20 miles of a railway, and can make one day's stage with a load of wheat, they are all right. This line would be within 32 miles of us.

You then said that the railway to Parkes would not be too far for you to cart your produce to it? At that time agricultural produce was at a much better price than it is now, and that is why matters have altered considerably. At the present time prices are very low, and I altered my opinion because it cannot be done at the price. But if we were to get 3s. to 4s. a bushel, as we did then, we could afford to cart 32 miles.

1775. Supposing the railway is constructed direct from Parkes to Condobolin, what would you do with your produce;—supposing there was a station near Bogan Gate, would you carry your produce there and send it to Parkes and Sydney by railway, or would you still continue to cart direct to Parkes? It all depends upon the carriage.

1776. According to the present railway rates—unless special rates were imposed for this line, the extra tonnage from Parkes to Condobolin would only be about 9d. a ton for grain, so that from Bogan Gate to Parkes it would be much less. Therefore, it would certainly pay you better to cart to Bogan Gate than to Parkes; it is nearer from here to Bogan Gate than to Parkes? It is 13 miles from Bogan Gate to here, and I suppose the platform will be a mile or a mile and a half further on.

1777. And how many miles is it from your place to Parkes? Thirty-two miles.

1778. Then, if it is only 9d. a ton from Bogan Gate to Parkes, surely the difference would be worth saving, would it not? The carriers, probably, would not consider it too far to carry the produce for nearly the same money. When once they get their waggons loaded it does not make much difference to them.

1779. On the other hand, you made a statement a short time ago about the one day's journey? You could not go to Parkes and back in a day.

1780. You could go to Bogan Gate? No; not with a load—it means about 30 miles.

1781. What teams do they use here? Horses and bullocks.

1782. A horse team could do it, but a bullock team could not? They could only do the trip—they could not come back again. By the time they took the wheat there, waited their turn, unloaded, and got back again, it would be two days.

1783. *Mr. Chanter.*] You gave the result of your crop as two bags to the acre? That is on an average. Some yielded according to the time at which it was put in. Some which was sown in April yielded five bags to the acres, and some which was sown in May yielded four bags. It ran down to one bag.

1784. Did you sow any in April? Yes.

1785. What was the result? Five bags.

1786. Did you sow any in May? Yes; and the result was four bags.

1787. Your experience is that if you sow late you cannot expect to get a crop? No.

1788. If you had sown the whole of your crop in May you would have had considerably more tonnage for the railway? Yes.

1789. And judging from your own experience you would not be inclined to repeat the mistake by selling late? I would not sow again after the end of May. I was one of a deputation which waited on the then Secretary for Public Works, Mr. Lyne, on the opening of the Forbes railway. Mr. Lyne himself favoured the only line which was down the Lachlan River—that was from Forbes to Condobolin—but he promised the deputation, which went from Trundle and Condobolin, that he would send one of the best engineers in the Department to examine the Trundle route, and if the report were favourable he would order a survey. Some time elapsed, and we wrote to the Department again on the matter, and that is why we got Mr. Stawell's report. He had examined the route some time in 1892.

Mr. John O'Brien, farmer and grazier, near Trundle, sworn, and examined:—

1790. *Chairman.*] Where do you reside? Between here and Condobolin—about 10 miles from here, and 30 miles from Condobolin.

1791. *Mr. Chanter.*] What is the extent of your holding? We hold about 20,000 acres altogether—several brothers work together.

1792. To what do you devote the land principally? Sheep and cattle.

1793. What is the character of the land? Level alluvial land.

1794. Suitable for agricultural purposes? Yes, every acre of it.

1795. What returns do you get from the sheep? We consider it will carry about one sheep to the acre if it is highly improved.

1796. Was it originally timbered? Yes; with pine, scrub, and box.

1797. What is the nature of the improvements? Fencing, ringbarking, scrubbing, clearing, and tank-sinking.

- Mr. J. O'Brien.
26 Mar., 1895.
1798. Had you to make much provision for water supply? We had a creek running through it, and we had to dam it up.
1799. How many sheep do you carry? About 22,000 on an average.
1800. What amount of wool do you send away in a year? Three hundred and twenty bales, or 65 tons.
1801. Do you send any skins away? Yes; about a ton in a year.
1802. And tallow? No.
1803. How do you dispose of your fat stock? We send them to Homebush.
1804. How many trucks? About twenty a year. At the present time we do not send so many, because it is so far to take them to the market. We would send far more if the line were running through the property, or close to it.
1805. The whole of your land is suitable for agriculture? Yes.
1806. Why do you not produce cereals? We do; we go in for agriculture to a certain extent.
1807. To what extent? Last year we had about 400 acres under wheat and oats.
1808. What was the return from the wheat? Nearly three bags to the acre—12 bushels.
1809. Was that sown at the proper time? No; it was a late sowing. Some of it was sown in June and July. The late crops, we find from experience, are a total failure, and we do not intend to repeat the mistake.
1810. Had you any sown early? No; it was all late, but, judging from the returns in the district, we expect to get 16 bushels to the acre at least.
1811. How did the oats turn out? We cut that off for hay.
1812. About how many tons of hay? We had about 30 tons.
1813. From how many acres? Fifteen acres, or 2 tons to the acre.
1814. I suppose the Committee can assume that the cultivated land being so small in proportion to the whole of the holding is in consequence of the distance you are from the nearest railway town? Yes. We would go in more extensively if the railway were more convenient, and if prices rose at all.
1815. How far is your holding situated from the direct line, *via* Bogan Gate? Three or 4 miles.
1816. And if the line were taken *via* Trundle, how far would it be away? I think it would run through.
1817. Then, in either case, the line, if constructed, would be of benefit to you? Yes.
1818. Then, if the line is constructed, what do you and your brothers propose to do in the way of increase of agriculture? If prices were high next year, we would go in more largely. At present we intend to put in what we did last year.
1819. You do not propose to increase your agriculture at present? Not this year.
1820. If the line were constructed, would you increase it? I think so.
1821. Very materially? Yes; very likely.
1822. Is your country of a level character? Yes.
1823. What class of machinery do you use? Harvesting machines, ploughs, reapers and binders.
1824. Do you know the nature of the country between Trundle and Condobolin? Yes.
1825. Will you describe it? It is mostly level country. The only place the railway would have to cross would be Yarrabundi Creek.
1826. Would there be any engineering difficulty about that? No; only a simple bridge one chain wide.
1827. What is the depth of the creek? Ten feet. If the line went to the south of the Derrawang Mountains, I do not think there would be any difficulty at all.
1828. Do you think it is possible to get a line with a grade of not more than 1 in 100 feet? I am sure of it.
1829. Is the character of the soil between Trundle and Condobolin similar to the soil you hold yourselves? Yes; it is chocolate soil, heavily timbered.
1830. Do you think, in the event of the line being constructed, agriculture would increase towards the Condobolin end? Yes.
1831. Do you know anything of the country along the direct route from Parkes to Condobolin, *via* Bogan Gate? Yes.
1832. What is the character of that country as compared with the assumed deviation? For 8 miles from Bogan Gate towards Condobolin it is agricultural land, but the remainder I consider more suitable for pasturage. It consists of open country, with a soil which would not be very suitable for wheat. Belts of red ground come in through it, but not to a great extent.
1833. I suppose your experience is that plain country is not so suitable for agriculture as timbered country? Not wet swampy lands.
1834. Have you ever seen that country flooded? Yes; I have seen a great deal of flood on the Condobolin route.
1835. Would it be towards Condobolin or Parkes? The river floods to the north of the Burrawang Station, and, in my opinion, it would come right up to the railway line at a point due north of that station, and then on the Condobolin side, for 4 or 5 miles, it would be flooded as well.
1836. If you will look at the map you will see that at the Condobolin end there is a considerable elbow, the object of which is to avoid the flooded country? In my opinion that would completely avoid the flooded portion at the Condobolin end.
1837. Take the Bogan Gate, where it comes through the gap, do you think that line would touch any of the overflow? I think it would, at a point due north of Burrawang Station.
1838. What is the greatest flood you have seen there? I think the greatest flood I ever saw there came over the railway line.
1839. When was that? About four years ago. We had 8 inches of rain at one time.
1840. Then the flooded waters extended a long distance? Yes; the Yarrabundi Creek was flooded half a mile wide in several places.
1841. What is the character of the country along the line of route from Parkes to Condobolin? It is similar country to what we occupy at present.
1842. Is it good country? Yes; most of it.
1843. It has been stated by a Government officer that a close settlement of special area settlement could be made upon the land to the north, with a limited area of 640 acres;—do you think a close settlement of 640 acres of land could be obtained there? I would not like to take up land on that condition. I do not think I could make a living out of it.

1844. Your experience is, that you would require more than 640 acres? Yes.

1845. Then to induce permanent settlement there the area would have to be increased? Yes; by another 640 acres at least.

1846. What distance from the railway line do you consider you can profitably produce wheat and cart it? It largely depends upon the price of carriage. This year the carriers carried from Trundle to Parkes for 1s. a bag. They drew our wheat 42 miles. It makes little difference when the produce is on the waggon to take it an extra 10 miles.

1847. If you could get your wheat carried for the same price, would you continue to grow? Yes; I think 20 miles carriage is sufficient for any man who wishes to make agriculture pay.

1848. Then you think, if the railway is constructed in the district, landholders for 20 miles from the railway will continue to produce? Yes.

1849. Do you think they would increase their productions? Yes.

1850. Do you think the increase will be so great as to return a sufficient revenue to the State to pay interest upon the cost of construction? I could not say. What would the interest be?

1851. This being a pioneer line, it has to be constructed, if at all, at a cost of about £2,000 per mile, and the interest upon that would be $3\frac{1}{2}$ per cent. The total cost of the line will be about £127,000. The interest and working expenses will amount to about £9,000 a year, and the revenue to about £7,000? There would be an annual loss of £2,000.

1852. Do you think the productions of the district will increase sufficiently to justify Parliament in believing that if the line were constructed in a short time it would return a revenue of £9,000 a year? I am sure the revenue would increase. It might increase the first year by £2,000, but I think it would within five years.

1853. If a line were taken through your property, would you be prepared to tender to the Crown the necessary amount of land for construction? Yes, willingly; free of all cost, unless it very materially damaged an improvement.

1854. Would you make no claim unless it went across a tank or building? No; we have all signed a bond to that effect. I took the bond down to Condobolin, and got every one to sign it, with only one dissentient.

1855. As a grazier and farmer, and one so situated that whichever way the line goes you must be benefited, which route do you think the railway from Parkes to Condobolin should take? I think it would very largely benefit the district as a whole by coming to Trundle. I think the Government would be justified in making the deviation to Trundle.

1856. Do you think a line could be constructed to or near Trundle, and then on to Condobolin, as cheaply as it could be constructed from Parkes to Condobolin direct? I think so. I think the cost of the cutting over Treweeke's Gap would be compensated by you not having to construct along the flooded country.

1857. Do you know Treweeke's Gap? Yes.

1858. What length of cutting would have to be made there? I am under the impression that a gap could be found in the hill by making a slight deviation. It is rather steep where we cross on the road, but I am informed that there are points with a far lighter grade.

1859. Then you do not look upon this matter as one of great difficulty? Not at all.

1860. *Chairman.*] You understand that by extending the line by way of Trundle you would involve an extra distance of 6 or 7 miles? Yes.

1861. Which would be an additional expense of £12,000 or £14,000? Yes.

1862. What about the extra revenue to be obtained in this district to benefit the State for that extra expenditure? It would tell in the future settlement. At the present time the line runs right through to Burrawang leasehold. The selectors would be right on the line. That is not settled, and is not likely to be settled for many years. There is a lot of leases lying on the Troffs and Murrumbogie, and if the line is taken further north it will materially add to its value. It will bring those on the Troffs and Carlisle Station within 10 or 12 miles of the line, and will enhance the value of that land considerably.

1863. Why does it seem so necessary to come right up to Trundle? The township of Trundle is already formed, and there is permanent water here at the dam.

1864. Supposing the line went a few miles north of the projected route, would the country be of a character over which a railway could be constructed? No; it would strike the Black Range.

1865. It must either go as proposed, then, from Parkes to Condobolin direct, or make a big arch to escape the Black Range? Yes. If the line were to come within 4 miles of Trundle, and were then arched round, it could be done in that way.

1866. What kind of a range is the Black Range? It is a rough mountain; you could not get over it.

1867. Therefore, the line must be where it is, or must come to Trundle, or within 2 or 3 miles of it? Yes.

1868. That is to get over engineering difficulties? Yes. There is a lot of ironbark and stone for ballast upon this road too.

Mr. Llewellyn Simmons, farmer and grazier, near Trundle, sworn, and examined:—

1869. *Chairman.*] Where do you reside? Between Trundle and Condobolin, about 11 miles from Trundle.

1870. *Mr. Molesworth.*] What is the extent of your holding? My brother and I are partners; we have 5,000 acres.

1871. I understand it is situated exactly on the suggested line from Trundle to Condobolin? I think so.

1872. What distance are you from Condobolin? About 26 miles.

1873. What would be your nearest point of connection with the proposed railway? About 12 miles.

1874. Will you give your views as to the nature of the country between Trundle and Condobolin? I have traversed most of the country. It is red, deep soil, and almost level. It is slightly undulating, and the only difficulty is the Yarrabundi, a small creek which runs from the north to the south-west, which would have to be crossed by the Bogan Gate line, and it would be much larger down there than it is here, on account of other creeks coming into it.

1875. And there would be no range to cross? No; the Black Range would lie 3 miles away to the south.

1876. What quantity have you had under cultivation this year? Fifteen acres.

1877. Is your land suitable for agriculture? It is.

1878. The greater bulk of it? Yes; it is all level and suitable for agriculture.

1879. Why have you not adopted agriculture? On account of the low prices. We consider we are too far from a market; the cartage would be too high.

Mr.
J. O'Brien.
26 Mar., 1895

Mr.
L. Simmons.
26 Mar., 1895.

- Mr. L. Simmons.
26 Mar., 1895.
1880. But if the line were constructed within fairly easy access, would you feel disposed to put your land under crop? Yes; I think we should try 200 or 300 acres for a start.
1881. What would you propose to grow? Wheat principally, and hay and oats.
1882. Did you grow any wheat last year? Yes; we cut it for hay. We got about 30 cwt. to the acre.
1883. Why did you do that? We had not machinery for a small quantity. We therefore converted it into hay for our own use.
1884. With reference to the Yarrabundi Creek, which you propose to cross, is there any wide spread of it? No; it has good high banks.
1885. Could a railway line be built up to within easy distance of the banks of the creek? Yes.
1886. What kind of a bridge would be necessary? Ordinary timber.
1887. And it could be built sufficiently strong to carry a goods train over it? Yes; it is not a broken creek. The banks are not open.
1888. But are they not liable to break away in flood-time? I think not; they have not done so hitherto.
1889. Then you do not think that there would be any great expenditure in approaches to the bridges? No.
1890. What would be the width of the span? About $1\frac{1}{2}$ chains.
1891. Is there plenty of timber in the locality, suitable for sleepers and bridge work? Yes; at a little distance—within 3 or 4 miles.
1892. What timber is there there? Ironbark.
1893. Is there an abundant supply in that district? Yes.
1894. Have you gone in for cultivation other than the wheaten hay? Yes; oaten hay.
1895. With what result? The same as with the wheaten hay, but it was sown late.
1896. Was the season favourable or unfavourable? It was a fair season.
1897. How far do you consider you could convey the produce from your station to a railway station successfully? At the present prices, I do not think it would pay to carry wheat over 20 miles, although they do so.
1898. Your holding is close to the north-western boundary of the Burrawang leasehold? Yes; we join the Murrumbogie and the Troffs.
1899. You are south of Murrumbogie, and slightly north of Burrawang Holding? Yes; on the northern portion of Burrawang Holding, on the west of the Troffs, and south of Murrumbogie.
1900. What was your product of wool last year? About seventy bales.
1901. Did that find its way into Parkes Station? Yes.
1902. Did you send any other produce away? No; only a few sheepskins.
1903. How many sheep are you grazing? At present we have 4,100, but we have run on an average 6,500 for six years.
1904. How many sheep to the acre will that be? We have 5,000 acres grazing 6,500 sheep. We have had as many as 8,000 upon it during the two years we have been there.
1905. Is that a fair average stocking for your run? Yes.
1906. Which you intend to maintain? Yes.
1907. *Chairman.*] You are one of the gentlemen who are willing to give the land if the railway is built? Yes.

Mr. Henry Hollibone, estate manager, Trundle, sworn, and examined:—

- Mr. H. Hollibone.
26 Mar., 1895.
1908. *Chairman.*] What are you? I am managing an estate for Mr. H. V. Foy.
1909. What is the name of it? Mordialloc.
1910. What is the extent of it? 5,160 acres.
1911. What area is under cultivation? Last year 700 acres were under cultivation.
1912. That is one of the largest cultivations in the district? I think it is. The balance is stocked with sheep and large stock.
1913. Can you give us an idea of the quantity of sheep upon it? 3,500 at present, and fifty head of cattle, sixty horses, and fifty pigs.
1914. Where is the estate situated? Nearly north of Trundle.
1915. How many miles away? Five miles north-east of Trundle.
1916. How many miles is that from the projected line of railway, *via* Bogan Gate? About 20 miles.
1917. Will you give us such information as you can of the producing qualities of the 700 acres under your control? I have an account of it. First of all I had 141 acres of Calcutta oats, which averaged 40 bushels to the acre; then I had 3 acres of Algerian oats, which averaged 60 bushels to the acre; then I had 17 acres of English barley, which averaged 25 bushels to the acre. The wheat I have in two lots. The old ground, 70 acres, which was cultivated last year, and was sown in April, averaged 24 bushels to the acre. The new ground, 400 acres under wheat, averaged 8 bushels to the acre. That was not sown until May and June. It was a late crop, and was a failure.
1918. Is that an indication, generally, that late crops do not answer here? They do not. There were 69 acres of oaten hay, which averaged 30 cwt. to the acre, and 140 tons of straw—that is, from the oats—which were threshed.
1919. Are these good returns? Yes; excepting the late crops.
1920. Is that a fair average, do you think, to the district? It is about an average, I think, for crops sown in April and May, last year.
1921. Has not this been rather a dry season? It was very dry in the spring when we should have had rain. The crops would have been much better if we had had rain earlier in the season.
1922. To where did the bulk of that produce go? To Sydney.
1923. Carted to Parkes, and then by train to Sydney? Yes.
1924. Supposing the line of railway were constructed, as projected, nearly direct from Parkes to Condo-holin, to where would you send your produce, which you require to go to Sydney? I might almost as well send it to Parkes. I could not get it taken in any cheaper 20 miles than 30 miles.
1925. You are quite certain about that? Yes. When it is on the team it might as well go into Parkes. I have over 100 tons of hay at present, and cannot find a market for it. I sent 6 tons to Sydney market last year, but there was nothing to be made out of it. I have to pay almost the same freight from here to Parkes, as from Parkes to Sydney. It is the cartage which handicaps the grower.
1926. What did you get for it? It would not sell, and I sent it to Mr. Foy in Sydney for training purposes.
- 1927.

1927. How long have you been here? Eight years.
 1928. What kind of country is it for carting stuff in wet weather? It is not very good; it is heavy.
 1929. The carrying of sheep to the acre seems to be low here as compared with some other parts;—is there any reason for it? They are all breeding ewes, and are to lamb next month. There will be over 5,000 to shear. The place is not stocked.
 1930. What do you say the land could carry to the acre? A sheep to the acre very well.
 1931. In what condition is the bulk of your land;—is it rung or cleared? It is rung and scrubbed.
 1932. Is there any appearance of rust in this district? I never saw any sign of rust in this district.
 1933. *Mr. Chanter.*] What class of wheat is sown? Purple straw is the most suitable for this climate.
 1934. How many permanent hands have you on the estate? About five; that is the average for the twelve months. Last year I had thirty hands clearing. I have 1,000 acres cleared for crop this year.
 1935. If the railway were brought within a distance which would suit your estate, do you think the amount of agriculture would be increased? Yes; my intentions were to cultivate 1,000 acres next year, to put it under crop and sow lucerne, then to clear another 1,000 acres and so on, until we had it all sown with lucerne, and then to fatten sheep and truck them; but without a railway I could not manage it.
 1936. Does lucerne grow well? Yes; it will run seven or eight sheep to the acre.
 1937. *Chairman.*] Have you much knowledge of the farms surrounding your place? Yes; a good deal.
 1938. How are they carried on—in an advanced style of agriculture or a primitive style? Some are, and some are not.
 1939. According to their means? Yes.

Mr.
H. Hollibone.
26 Mar., 1895.

Mr. Francis William Gibson, farmer and grazier, Trundle, sworn, and examined:—

1940. *Chairman.*] Where is your holding? It is situated 10 miles to the north-north-east from here.
 1941. What is its extent? In conjunction with my brother I have 5,200 acres.
 1942. *Mr. Chanter.*] How long have you been in the district? Six years.
 1943. In what condition was the land when you selected it? Pretty rough, heavily timbered country, and scrubby.
 1944. What class of timber was growing? Box, pine, and oak, and varieties of scrub.
 1945. What is the cost of ringbarking and scrubbing? On an average about 2s. an acre. That is the first cost, but it requires doing again after a year or two.
 1946. What stock would it keep when you got it into its natural state? About one sheep to 8 or 10 acres.
 1947. What does it keep now? We are carrying a sheep to the acre now.
 1948. Do you think that, for grazing purposes, it has reached its maximum position? It will improve further, I think.
 1949. Do you cultivate any of your land? Yes; last year we had 190 acres under wheat.
 1950. What was the result? It averaged 17 bushels.
 1951. In what month did you sow? In different months, some early and some late, from the beginning of April till the end of June.
 1952. What was your experience of that sown in April compared with that sown in June? The early sowing was good, and the later sowing was bad. I had some of over seven bags to the acre, and the other went down to two bags.
 1953. You would not sow late again? I would. There is a chance of getting a crop, and it acts as a fallow.
 1954. You originally lived in the Berrigan district? Yes; adjacent to it.
 1955. What is the character of the country here, in comparison with that at Berrigan, from an agricultural and grazing point of view combined? I think it is equally as good, if not better; when it is in the same state of improvement. Of course it is not improved as Berrigan is at present, but the soil is as good, and the rainfall is better. My experience is, that here we can grow as good crops, and carry more stock than there.
 1956. Do you think, if railway facilities are given to the residents of this district, agriculture will increase largely? I think so.
 1957. Is it in consequence of the distance from the railway at present, that there is so little agriculture entered into? Yes; there are lots who would go in for it, but they are kept back by the distance from the railway.
 1958. Do you know the nature of the country between Parkes and Condobolin proper? No; but I have touched portions of it here and there.
 1959. You do not know that portion from Bogan Gate to Condobolin? No.
 1960. Do you know the country from Trundle to Condobolin? Generally speaking, I do. I have not followed the route, but I have a fair idea of the quality of the land.
 1961. Do you know the country between Trundle and Parkes? Yes.
 1962. Do you know the country starting from a point 12 miles west of Parkes, and then going through Treweeke's Gap? Yes; I know it.
 1963. How does that country compare with the country which has been described to the Committee this morning? It is very similar—good agricultural land.
 1964. How does it compare in the matter of levels? I think, if anything, it is the more level of the two, with the exception of Treweeke's Gap.
 1965. How does it compare with Bogan Gate and Trundle? It is very similar; there are no big creeks, no heavy hills, and no heavy gradients.
 1966. Do you think the Crown would be justified in constructing a line to cost £150,000;—would they get a return, on the completion of the line, of £9,000 or £10,000 per annum, to cover interest and working expenses? I think they would.
 1967. This line would not affect your land? No; I lie away to the north of it.
 1968. Then, on the whole, you favour the line coming to Trundle, and then on to Condobolin? Yes; it would benefit a large population, and would go through good land all the way, and, with the exception of Treweeke's Gap, it is all fairly level.
 1969. Do you know the Crown lands of Burrawang leasehold? No.

Mr.
F. W. Gibson.
26 Mar., 1895.

- Mr. F. W. Gibson.
26 Mar., 1895.
1970. Presuming the land is similar there to what you hold yourself, do you consider a permanent settlement of selectors could be placed upon it, by restricting the area to 640 acres and charging 1s. per acre for it? It might be placed there. It all depends upon the quality of the land.
1971. I am presuming that the land would be equally as good as your own;—do you think that a permanent settlement could be established there under the special area system? I think it would be some time before it is taken up.
1972. If it were taken up, do you think the people would remain there? They might.
1973. Do you think, under the existing conditions, and the low price of produce, settlement will continue in this district if selectors have to pay more than £1 an acre, by deferred payments, on their land? I do not think so. I think £1 an acre is too much in these times.
1974. You are of opinion, then, that the special area system will not result in the establishment of a permanent set of collectors on the soil? Of course it all depends on the price of the land and the amount they are allowed to take up.
1975. It cannot be less than 30s. an acre by law? I think 640 acres is not enough.
1976. And it cannot be more than 640 acres by law? That is only my opinion, of course.
1977. I ask you this question as one who has had considerable experience, because it has been stated that a permanent settlement can be established upon those Crown lands under the special area system? It is possible they could. At the same time there are Crown lands to the north as well as at Burrawang. There is almost an equal amount of Crown lands to the north.
1978. How far to the north? Starting within 3 miles of Trundle. There is all the Troffs country and Murrumbogie.
1979. Within 20 miles of Trundle? Yes.
1980. I suppose you would have no objection, if the line were brought to or near Trundle, to consent to pay a local rate? No; I would only be too pleased to do it, until it was shown that the line would pay.

Mr. Thomas Carey, grazier, near Trundle, sworn, and examined:—

- Mr. T. Carey.
26 Mar., 1895.
1981. *Mr. Molesworth.*] What distance are you from Trundle? Fifteen miles north.
1982. What is the extent of your holding? In conjunction with my brother, 7,000 acres.
1983. To what use do you put it? Grazing only.
1984. To where do you send the products of your station? To Parkes.
1985. Is your ground not suited for agriculture? Grass, pretty well all of it.
1986. What is the reason you do not care to go in for agriculture? It is too far from the railway. We are 44 or 45 miles from Parkes.
1987. How far do you think it would suit you to convey your wheat? I would not care about carting more than 20 miles.
1988. Do you know much of the country between Parkes and Condobolin *via* Trundle? No; but I have travelled between here and Parkes.
1989. Have you any additional evidence to give, with regard to the future of the country, to what has already been given? No; only I think the line should be constructed very cheaply. I have had a little experience in railway embankment work, and I think this line, on account of the nature of the ground, could be made very cheaply, as far as the embankments are concerned. It would require very little ballast, and I think the sleepers could be got within 20 miles of the line.
1990. In a deviation *via* Trundle would there be any embankments of a serious character to provide for? No.
1991. What would be the highest? I think the highest would run from 1 foot to 10 inches.
1992. Would there be much of that? That would be about the highest, unless there were some little creeks.
1993. Would that frequently occur? No; it is a light line which would require practically no embankments. Of course, where the soil is deep an embankment of about a foot might be made.
1994. What is the extent of the wool you sent from Parkes station last season? Over 108 bales—about 16 tons.
1995. Supposing the lines projected by the Government were constructed, would it bring you within easier access of railway communication? It would be about 30 miles from our place.
1996. How far are you now from Parkes? Forty-four miles.
1997. You would save a distance of 14 miles? Yes; but that would not be worth considering. I think we should still go to Parkes.
1998. Do you know anything about Treweeke's Gap? I do not think that is any consequence, from what I remember of railway embankments. Any embankments I had to do with were on the level plain country between Jerilderie and Narrandera.
1999. Do you think, if you could come within 20 miles of the railway, you would be induced to go in for agriculture? Yes.
2000. What would you be likely to grow? 400 or 500 acres at least—probably double.
2001. What would you put in? Wheat for a few seasons, with a view to eventually laying it down with lucerne.
2002. How far north of Trundle does the close settlement exist? It runs 30 miles or more north of Trundle. It is all selected with the exception of two small leaseholds of 15,000 or 20,000 acres.
2003. Then you think it would be an advantage to yourself and others north of Trundle if the line were deviated in that direction? Yes; I am certain there would be a considerable acreage under cultivation—thousands of acres. I know two of my neighbours who would put in 500 or 600 acres.
2004. *Chairman.*] When the railway from Molong to Parkes was under consideration, the general tendency of the evidence was to the effect that, if that line was constructed, agriculture would be much more largely gone in for. Has that been the case since 1890, when you gave evidence? Yes; there has been more cultivation gone in for, but nothing to what it would be if there were a line here.
2005. You are from Victoria? Yes.
2006. Have you found coming here advantageous to you? Yes; the land here is much better. It will carry a double number of stock, and it seems to be far superior for cultivation.

Mr.

Mr. William H. Cannon, grazier, Bullock Creek, sworn, and examined:—

Mr. W. H.
Cannon.
26 Mar., 1895.

2007. *Chairman.*] Where do you reside? About 25 miles north from here, on Bullock Creek.
2008. Is there much settlement around you? Yes, pretty well; 2,560-acre selections.
2009. How many selectors are there around you? Thirty or forty.
2010. What is your holding? 10,000 acres; there are four brothers.
2011. How do you use your land? For grazing principally.
2012. What stock have you upon it? Sheep and cattle.
2013. How many sheep? 10,000.
2014. How many cattle? Twenty-five to thirty.
2015. Have you gone in for agriculture? Not there; we only go in for 25 or 30 acres for our own use.
2016. What are the capabilities of the district as regards agriculture? For wheat, from 18 to 20 bushels per acre.
2017. Do you think the soil well suited for agriculture? It is well adapted for it.
2018. Have you any disposition to change your land from grazing to agriculture? Yes; we are prepared to sow 1,000 acres there. We have a good deal ready for agriculture now, and about £500 worth of implements, all new.
2019. How far are you from Narramine Station? About 54 miles.
2020. Have you ever worked this out: Take 1,000 acres and use it for sheep-farming, and take 1,000 acres and use it for grain-growing; with average seasons, and a fair price for both products, how would it work out? I have never worked it out, but I have an idea there would be a vast difference between the two in favour of agriculture.
2021. Supposing wheat were 2s. 6d. a bushel? There would be 18 bushels to the acre, and one sheep to the acre. You would not get more than 2s. 6d. to 3s. for your wool.
2022. So that the advantage would be in favour of agriculture? Yes.
2023. What inducement do you want to make you go in for agriculture; you have your land already, regardless of any railway? We want railway communication. With the low prices ruling, and the distance of carriage, it does not pay. For the last three years we have been cropping 500 acres at Wollondillon.
2024. How has the distance affected you? The Narramine Station is 32 miles from Wollondillon, and the place where I reside is 54 miles.
2025. Thirty-two miles is not a great distance to carry produce? But that country is not as well adapted to growing wheat as Bullock Creek. It is heavy myall country. It is not nearly so productive, and not so easy to work—in fact, you cannot work it.
2026. Opinions seem to vary very much about carriage; one witness tells us that if he once gets his load upon the dray, an extra 10 or 15 miles is nothing? A lot of carriers have told me that.
2027. It seems very strange? We have paid for the carriage of 30 tons this last season to Narramine, and when the wool was finished, and we started the wheat, the carriers said they would just as soon take ours 32 miles as take others which were 8 or 10 miles nearer.
2028. What did you pay from Narramine? One shilling a bag for the wheat. Nine bags of wheat were reckoned as a ton—that is 9s. a ton—and the wool 30s. The teams were idle at that time, and they would just as soon carry it as do nothing.
2029. Your land is carrying a sheep to the acre now;—is that a fair average for a drouthy season? No, we shall have to reduce that very much. If we have three or four months' dry weather we shall have to reduce. I have been six years in this district, and during that time we have carried 10,000 sheep.
2030. You would have to cart your produce 25 miles at least if the railway came to Trundle? Yes, according to the way I go at present; but I might get a few miles shorter. We would be quite willing to crop 1,000 acres if we had a railway to Trundle.
2031. What about paying special rates if the railway were extended; would you be disposed to pay a little more for your produce? I think we would be satisfied to pay a little more.
2032. How do you get on for water? We have dams and tanks. We have 9 miles frontage to the Bullock Creek, and there are three large dams in it.
2033. Have you gone in for lucerne cultivation? We have very little, but we intend to go in more extensively for it.
2034. With water, I suppose you could grow it? Yes, we could irrigate it; but it will grow without water, although not quite so well.
2035. Have you been farming in this country all the time? No; I have been all my life farming in Victoria. I was sixteen years about Rochester and Goulburn Valley, and a few years about Berrigan.
2036. What distance were you from railway communication there? The first year we were 40 miles, the next year 20 miles, and the third year 6 miles.
2037. And that ended in your clearing out;—the nearer the railway came the worse you found it? There is no chance of clearing out here. I like the country too well.
2038. Why did you clear out of Victoria? Because I got larger and cheaper territory here. The holdings were small in Victoria—300 acres—and land was dear at that time.
2039. Do you know the country about Berrigan? Yes; I lived near there.
2040. How does the country which you are occupying compare with the Berrigan country for agriculture? I think this is better adapted for wheat-growing. It is a deeper and richer soil, easier worked, and there is a better rainfall. The rainfall is 4 or 5 inches better, and as I say the soil is deeper, and the deeper the soil the better the country is adapted for growing wheat.
2041. Is there anything else you would like to state to the Committee? I would urge the construction of the line *via* Trundle for the following reasons:—1st. A greater number of landholders would derive benefit by it, and thereby encourage them to cultivate and work land that is now almost valueless. 2nd. The land within a radius of 30 miles north of Trundle is specially adapted for wheat-growing, besides being capable of producing almost any other cereal. I can speak from experience that potatoes have been produced here equal in yield and quality to those obtained in the potato-growing districts of Victoria. Having been for the past twenty years following farming and grazing pursuits in Victoria and New South Wales, I can assure you there are thousands of acres of resumed land in this district equal to the famous Goulburn Valley land, Victoria, and it is not being selected because of its being too far from a railway. 3rd. Another most important industry could be promoted, namely, dairy produce. We have over 100 head

Mr. W. H.
Cannon.
26 Mar., 1895.

head of superior cows which are at present only rearing their calves, whereas their milk could be utilised in making butter and cheese, if we had a convenient way of disposing of the produce. We intended going in extensively for cultivation, and with that object in view purchased upwards of £500 worth of implements and machinery. At present we find that after paying carting such a distance, and the low prices, we are not compensated for the trouble of putting in the crop. Now, if we had a railway at a convenient distance we could cultivate 1,000 acres, and make a profit even at low prices; and my neighbours are also prepared to cultivate largely. There are 60,000 acres of leasehold land on the Burra pastoral holding. There is also a large quantity of leasehold land on Jumble Plains and Melrose Plains, and other adjacent runs, which will be all open for selection at the expiration of lease. There are about 60,000 acres of available resumed land within 25 miles from here, as good as any of the land sold for £14 to £15 in the Goulburn Valley. About 7,000 acres were selected a couple of weeks ago.

2042. Can you tell us what area of holdings is necessary for a man, so that he and his family, combining a little farming with sheep raising, may subsist upon it? He could not do it on less than a full lot of 2,560 acres.

2043. *Mr. Chanter.*] If a railway line were brought to Trundle, do you think this 70,000 acres of land upon the resumed area would be selected? It is a matter of general conversation amongst the people, and those who can select, that they wish the railway were here, as they have their eye upon it. I have heard a gentleman say that every acre, excepting a few hills, will be taken up within a fortnight.

2044. When does the leasehold portion expire? In about five years.

2045. Then, your opinion is that this 70,000 acres available for selection, being on the resumed portion, is only remaining unselected in consequence of there being no railway communication? Yes; it is exactly in the centre, between Parkes and Forbes and the Narramine railway. It is 50 or 60 miles from any railway.

2046. From your knowledge of the area is it fit for settlement? Yes; the biggest part is—there is some beautiful country. I desire to state that the principal part of the produce from the Bogan River would come to the Trundle railway station, not because it would be nearer, but on account of this being a far better road. There are a lot of rivers, creeks, and bad, heavy country going towards Narramine, and nearly all the principal part of the produce would come from Wallanbillan this way.

Mr. Thomas Loby, grazier, Bullock Creek, sworn, and examined:—

Mr. T. Loby. 2047. *Chairman.*] Where do reside? At Bullock Creek, about 27 miles to the north from here.

2048. *Mr. Molesworth.*] You are a neighbour of Mr. Cannon, the last witness? Yes.

2049. What is the extent of your holding? About 5,000 acres.

2050. Is it stocked principally with sheep? Sheep and cattle.

2051. How many? Five thousand sheep, and fifty head of cattle, and twenty head of horses.

2052. I suppose you send your wool to the Sydney market? Yes; by way of Narramine.

2053. Are you nearer to Narramine than to Parkes? Yes.

2054. Is there much difference? Yes; a difference of 15 miles in favour of Narramine.

2055. What quantity of wool did you send away last season? Nine tons.

2056. Is your land suitable for agriculture? Yes, all of it.

2057. Why have you not adopted agriculture? The carriage is too far.

2058. If a line were constructed to Trundle, do you think you would be induced to go in for cultivation? Yes, and my family too.

2059. What would you feel disposed to cultivate? Over 600 acres between us, principally wheat and oats. When I first went to Bullock Creek, I sowed some English barley, and obtained about 70 bushels to the acre. Since then I have been growing wheat, and have obtained from 25 to 30 bushels to the acre. I have grown it principally for hay and private use.

2060. Do you think it would pay you to cart your produce to a station at Trundle? I am sure it would.

2061. A distance of 27 miles would not be an effective barrier? No; it saves 30 miles on the trip. If we had the railway at Trundle, I would cart all my produce to Trundle.

2062. And you believe you would be induced to lay down large quantities of land in cereals? Yes; we grow two crops of potatoes there in a year, and it is as good a country as any I have ever been in for wheat.

2063. How many tons of potatoes do you get to the acre? Five or six.

2064. Do you market any of it? No, it is only for private use.

2065. Have you no local market for any of your produce? No. Fifield is the only place which has cropped up, and I have never been there.

2066. Where is Fifield? Twenty-five miles from my place, in a south-westerly direction.

2067. Is there a large population there? There was, but many have left lately. It has only been opened a couple of years. It is a mining centre; there is not much business doing owing to the want of water.

2068. If they had water business would revive? Yes; there is shallow ground there which is spoken of very highly.

2069. If the line were constructed to Trundle, it would be of value to you and your immediate neighbours? Yes; it is 45 miles to Narramine, and 60 miles from Parkes.

2070. *Chairman.*] You heard the evidence of Mr. Cannon? A portion of it.

2071. Do you agree with what you heard? Yes.

Mr. Evan Jones, farmer and grazier, Bullock Creek, sworn, and examined:—

Mr. E. Jones. 2072. *Chairman.*] Where do you reside? Three miles east of Bullock Creek.

2073. *Mr. Chanter.*] How far is that from Trundle? Twenty-five to 26 miles north.

2073½. What is the size of your holding? Between myself and the children it is 7,000 acres.

2074. How many children have you? Two. There are three selections—one for each child, and one for myself.

2075. What condition was the land in when you took it up? Green timber, and plenty of scrub.

2076.

Mr. E. Jones.
26 Mar., 1895.

2076. What have you done in the way of improvements? We have fenced it in, put tanks upon it, and we have rung it all once; but a lot of it wants scrubbing again.
2077. You have scrubbed it? Not all of it.
2078. How many sheep to the acre would it carry when you took it up? About one sheep to 3 acres.
2079. How many will it carry now? About one sheep to the acre.
2080. You have about 7,000 acres altogether? Yes.
2081. Have you cultivated any of it? Yes; about 10 acres for our own consumption.
2082. What do you grow upon it? Wheat, oats, and potatoes.
2083. How much wheat did you get to the acre? We never threshed any, because we had no market to take it to; but it was as fine a crop as any man could wish to look at.
2084. How many bushels do you think it would give? From 35 to 40.
2085. What about the oats? A good crop of oats. If threshed and properly handled it would give from 40 to 50 bushels to the acre.
2086. Have you grown potatoes? Not to any extent; only for our own use.
2087. Did you keep account of the number of bags you got to the acre? We had only a small piece, a chain square, from which we obtained an average of seven bags per acre.
2088. I suppose your reason for not growing more than you required for your own consumption was because you were too far from the railway? We have no outlet for our produce—we have no market. I have, lying idle, a plant with which I could grow 200 or 300 acres of crops; but the margin between profit and loss is so small that the cartage absorbs the lot.
2089. If a line of railway were constructed to Trundle, would you not go in for agriculture? My position is this: The plant would be at work, and although the profits would not be much, I should not be on the losing side. Wheat is so cheap, compared with what it used to be, that everything is cut very fine.
2090. At what do you value your agricultural plant? About £200.
2091. With the labour strength you have, and the machinery you have, what acreage could you put under crop? Between 200 and 300 acres.
2092. Would you be prepared to utilise the machinery? That is just what I am waiting for.
2093. And if you could reach a railway station as near as Trundle, you would utilise your machinery, and produce from it? Yes.
2094. What profit do you get per acre from grazing sheep? From 1s. 9d. to 2s.
2095. Is that the net profit? Yes.
2096. Supposing you used your land for wheat, how much profit would you get from it? From 12s. 6d. to 15s.
2097. Then it would be to your interests to go in for wheat-growing? Yes.
2098. The only drawback now is the distance you have to cart it? The cartage more than eats the profit.
2099. You are an experienced farmer? I have been farming since 1856.
2100. You were farming in one of the best districts in New South Wales? Yes, and in one of the best districts in Victoria, too.
2101. How do you compare the land you have now with what you had before? I consider that what I have now is better than what I had before. It is better land for agriculture and better land for grazing. The soil is of a different character. The one was a heavy clay, and a terrible rainfall must come before there would be any good results, whereas half the amount of rain would do here. In addition to that, there is more rainfall here than there was there.
2102. Then, on the whole, you consider that the property you hold here is, for agricultural purposes, superior to that which you held before? More than double.
2103. Supposing the price of produce remains at 2s. a bushel, and the railway line goes to Trundle, would you still continue to grow wheat? We would; we would grow it for a double purpose. We would grow it to clear the land and lay it down in lucerne, which we could not do as things are now, because our nearest railway is Narramine, which is 55 miles away, and Parkes is 60 miles away. Trundle lies about 26 miles from us, and we have a terrible advantage in 50 miles saving on a trip.
2104. Is your land of a similar character to that around Trundle? Something similar. There are thousands of acres between here and where I live fit for agriculture.
2105. There is a similarity in the soil? All scrub land is somewhat similar, except on patches. There are a few stony patches and some gravelly stuff.
2106. If the railway is constructed how much tonnage would you, under the circumstances you have explained to the Committee, be prepared to supply to the railway? My railway bills have been paid at Narramine during the last five years, and they have amounted to over £200 a year.
2107. What tonnage would you be prepared to send to Sydney? A considerable amount.
2108. How many bales of wool did you send last year? Only fifty-five last year, whereas there should have been sixty-five; but this part of the country, between here and Bullock Creek, is very scrubby, and the greatest drawback in this locality is the wild dogs, which kill the sheep. I think there is a lot of two-legged dogs amongst them. I consider my loss last year was over ten bales of wool.
2109. Because of the dogs? Yes.
2110. What do you do with your fat stock? We sell them on the ground.
2111. Did you send any to Sydney? We did not send any from here, because if we had we should very likely have had to send a cheque to release them.
2112. I suppose that would be a sufficient check upon you sending them? Yes.
2113. Then we may assume that as far as your contribution to the railway is concerned, you will go in for agriculture to the extent of 200 acres, and the produce, which you have been in the habit of sending to Narramine, would be sent to Trundle instead? Decidedly.
2114. Would you like to make a statement to the Committee giving any other information you may possess? I would not be surprised to bring 1,000 bags of wheat to Trundle.
2115. That is, you would endeavour to do so? I do not think I am far out in my calculation when I say there would have been 1,000 bags of wheat off 200 acres. I am quite confident of the country. The rainfall is quite sufficient to grow almost any kind of vegetable, and, if the railway comes by way of Trundle, it will give us all encouragement to go to work, because we shall be able to make a trip in three days instead of in eight or ten days.

Mr. E. Jones. 2116. Will you compare, for the information of the Committee, the two roads—the road from your property to Trundle, and the road from your property to Narramine—that is, from a cartage point of view;—which is the better route of the two upon which to cart produce? The one is 55 miles, and the other is 25 or 26 miles, and the land on both sides in wet weather is very bad. The greatest difficulty on the Narramine is got over, and that is the bridge over the Bogan. At the same time the distance remains all the same. The distance is double to Narramine. We are bound to come to Trundle and save 50 miles a trip. 2117. Then, as far as the road is concerned, it would be infinitely to your interests to come to Trundle instead of to Narramine? Decidedly.

Mr. Arthur Clifton, grazier, Rosewood, sworn, and examined:—

Mr. A. Clifton. 2118. *Chairman.*] Where do you reside? At Rosewood.
 2119. Between Trundle and Bullock Creek? Yes.
 2120. How far are you from Trundle? Twenty-two miles north of Trundle.
 2121. *Mr. Gormly.*] What business do you carry on? Principally grazing.
 2122. Are you engaged in any other business? Farming.
 2123. What is the area of your holding? 5,000 acres.
 2124. Do you keep sheep? Yes.
 2125. Where do you send your wool? To Sydney *via* Parkes.
 2126. Have you cleared any of your land? Only about 24 acres for my own use.
 2127. If the railway were constructed, would you be likely to go in for agriculture? Yes.
 2128. Is your land heavily timbered—would it be easily cleared? Some of it is pretty heavy, some of it is open.
 2129. Fit for agriculture? Yes.
 2130. Sufficiently level to cultivate? Yes.
 2131. Have you had any experience of agriculture in other districts? Yes.
 2132. Do you believe your land, and that in the district, is suitable for agriculture? Yes; it is far in advance of what I had on the Murray.
 2133. Have any of your neighbours kept a rain-gauge? No.
 2134. What part of the year does the rain usually fall? Christmas, generally, is the heaviest time, and the spring of the year.
 2135. At what other times do you get rain? Last year we had rain from the beginning of autumn right on to September, which was the last heavy fall we had.
 2136. *Mr. Chanter.*] Was your holding in a natural state when you selected it? Yes.
 2137. What would it carry then? One sheep to 8 acres.
 2138. How long have you been there? Five years.
 2139. Have you ringbarked? Yes.
 2140. What is its present carrying capability? Over one sheep to the acre.
 2141. Does it carry them well? Yes; and there are twenty head of cattle, and twenty-five horses.
 2142. If the proposed line is constructed to Trundle, would you be prepared to go in for agriculture? Yes.
 2143. To what extent? 200 or 300 acres.
 2144. If you found it more profitable than grazing would you increase it? Most likely I would.
 2145. You would be 22 miles distant from the railway? Yes.
 2146. You have heard the evidence given by witnesses as to the net profit from sheep? Yes, 3s.
 2147. Do you agree with that? Yes.
 2148. You have also heard the evidence given as to the profit from wheat? Yes.
 2149. If railway facilities were afforded, would you feel inclined with others to go largely into agriculture? I would not care to go too largely into it. I have done a good bit of it, and have never made much out of it. I would go in principally for lucerne.
 2150. That is with the view of getting more stock? Yes.
 2151. But you are prepared to give the produce from 200 acres to this line? Yes.
 2152. Where do you send your produce now? Parkes.
 2153. And it goes to Sydney? Yes; this is the only year I have sent to Parkes. It used to go to Narramine across to Bogan.
 2154. How many tons of wool did you send this year? Fourteen.
 2155. Have you sent any stock to Sydney? Not yet.
 2156. Do you propose to continue sending your wool *via* Parkes? Yes, at present.
 2157. So that the extent of your contribution to the line would be your 14 tons of wool, and whatever you could produce from 200 acres of land? Yes.
 2158. *Mr. Gormly.*] Have you any working horses or agricultural implements to enable you to go in for agriculture, if the line were constructed, within the next twelve months? Yes.
 2159. Have you draught stock, horses, &c.? Yes.

Mr. George Hutton, grazier, The Troffs, near Trundle, sworn, and examined:—

Mr. G. Hutton. 2160. *Chairman.*] Where do you reside? At the Troffs, 8 miles north-west of Trundle.
 2161. How long have you been carrying on grazing? About twelve years next May.
 2162. I believe you could give the Committee reliable information as to the rainfall? Yes; I have kept the records since 1883. When I came to the district the first question I asked was: What is the average rainfall? They gave it to me as an average of 18 inches from 1874 to 1882; but they did not leave me the records. From 1883 to the present time I have kept the record myself. Supposing they were right in their average of 18 inches, the average from 1874 to 1894 has been 21.9 inches.
 2163. You have had experience, during the twelve years you have been here, of sheep-raising;—will you tell us what your ideas are as to the carrying powers of this country? When we first came here, with the country in its unimproved condition, taking it in fairly good seasons, I reckoned, on an average, that it was 6 acres to a sheep. With ringing and dividing into small paddocks, I daresay you could carry, on a great portion of the country, a sheep to the acre. On our own country, where we have large paddocks, we always reckon about one sheep to 1½ acres. That would not be in bad seasons. 2164.

2164. That would be in good seasons? In average good seasons.
2165. Where do you send your wool? To Parkes.
2166. Do you know the projected line from Parkes to Condobolin, *via* Bogan Gate; if that line were constructed would you send your wool straight to Parkes or to the nearest point at which you would intercept this line? It would depend on what the carriage was between the nearest point and Parkes. It would make a difference to me of 20 miles if it were sent to Bogan Gate.
2167. It would take 20 miles off your distance by waggon? Yes; but some people have told me that when once the load is on 10 or 20 miles does not make much difference.
2168. You have had considerable experience as a grazier here and in Queensland? I have been connected with it about twenty-five years.
2169. Is that your experience with regard to carriage? Yes; 10, 15, or 20 miles makes very little difference. It is the handling which is the main point.
2170. Especially if there is plenty of feed along the road? Yes.
2171. Have you taken any interest in the construction of this railway? I have helped my district as much as I could.
2172. What is the nature of your holdings? 64,000 acres of Crown lands and 960 acres of freehold.
2173. How long is that 64,000 acres secured? We shall have five years after next June.
2174. Is your country suitable for agriculture? Parts of it. A good deal of the southern half; but a great deal which looks good for agriculture has very little depth of soil really. Where the homestead is it is nice open plain, but 18 inches down we come to gravel, and it wants a lot of rain to keep anything growing there. I had a cultivation paddock close to the homestead, but had to give it up.
2175. Is that exception as far as this district is concerned? It is only a small patch of limestone which runs across it. I do not think it goes anywhere else.
2176. The evidence has been unanimous as to this being a kind of Eden, that your remark comes somewhat as a surprise? It is only a little flaw; the moment you get off it you get upon good agricultural country.
2177. Then this is only a strip across the run? Yes.
2178. Do your views, as regards the agricultural properties of the country, agree with those of the bulk of the witnesses? Yes.
2179. I suppose, looking at the matter from a selfish point of view, you would rather not see the country split up so small? Undoubtedly.
2180. Nevertheless, you think the country is suitable for agricultural purposes? Yes.
2181. Have you gone in for any agriculture on any good land? We have some now, but it is rather stiff soil.
2182. Have you gone in for growing produce? Only a little hay.
2183. Have you found it necessary here to go in for the storage of hay or feed? Yes; we always try to keep a little.
2184. Hay or natural grasses? I have stored natural grasses.
2185. Was it a success? It was in bad seasons, and it was very difficult to get. It became too dry, as a rule, before we got it. The horses ate it readily enough, but I do not think there was much sustenance in it; I think we cut it too late. In cutting natural grasses for hay you ought to cut them when in flower.
2186. Have you gone in for lucerne-growing? No.
2187. Have you gone in for ensilage? No; I have seen pieces of lucerne growing in several places, and it always seems to do well.
2188. Although the country appears to be somewhat of a dry character, have you ever had to send your stock away for feed? No; I could not have sent them because there was no water.
2189. You could not travel them? No.
2190. In other inquiries of this character, I have heard witnesses say, that a railway would be a great advantage in dry seasons to starving stock. Do you think the proposed railway would be of any advantage in that direction? Undoubtedly, if you could get a place to which to take the stock. Droughts are not usually general.

Mr. Charles Metcalfe, storekeeper, Fifield, *via* Trundle, sworn, and examined:—

2191. *Chairman.*] Where is Fifield? Twenty miles north-west of Trundle.
2192. What population is there? About 300.
2193. I what direction do the stores and other requirements for Fifield go? From Parkes *via* Trundle.
2194. I suppose you have considerable communication with the residents of your immediate neighbourhood? Yes; with the miners.
2195. Have you any extensive knowledge of the people living outside the mining area—I mean the agriculturists and pastoralists? I have a good general knowledge of the whole of the district. I have been in the district about ten years as a selector.
2196. And your business relations bring you in contact with a number of the residents? Yes.
2197. Do you find the population of the district increasing in number? The mining population has increased within the last two years. Two years ago there was no mining population at all. Now there are 300 hundred on Fifield alone, and fifty or a hundred in the surrounding districts prospecting.
2198. Is it gold-mining? Gold and platinum. Tin has been found there, and worked to a small extent; but owing to want of experienced men, and want of water it was never made anything of.
2199. Is Fifield well supplied with water? It has a good supply for domestic purposes, but for mine-workings there is no supply.
2200. Are you suffering from the scarcity of water? There has been no dirt washed for four months.
2201. I suppose a good portion of the agricultural and grazing settlement has taken place in this district since you came to Fifield? Since I first came to the district.
2202. Within the last ten years? Yes; Fifield has only been in existence two years. I have been in the district itself ten years.
2203. And the population has increased? Yes; I was one of the first selectors in the district.
2204. Do you still hold the land you selected? Yes.
2205. What use have you made of it? Principally for grazing purposes.
2206. What extent of land have you? In my family there are 15,000 acres. We work it as one holding.

2207.

Mr.
G. Hutton.
26 Mar., 1895

Mr.
C. Metcalfe.
26 Mar., 1895.

Mr.
C. Metcalfe.
26 Mar., 1895.

2207. And you have been in other districts before coming here? I came from Cookardinia.
2208. Does this district compare favourably with that for grazing? I think it is equally as good.
2209. Have you a knowledge of agriculture in other districts? I was connected with farming in that district—produce buying—and I have an idea of what the land was there. I spent some little time on the Hawkesbury, and that is the only district I have ever known which I consider is much better than this. I know the country from Wagga Wagga through Grenfell, Young and Forbes, Molong and Parkes, and I think this is equally as good as any I have seen.
2210. Is the settlement in this district likely to be permanent? Yes.
2211. Have any of the holders any inclination to sell their holdings or go to other districts? No; as far I can see, they seem to be trying their best to make homes for themselves.
2212. Do they seem to be successful? Yes, as far as the present condition of things will allow them. They are trying their best, and if they can get a reasonable market I think they will succeed.
2213. Are the holders removing the scrub and making permanent houses and fences? Yes. Every time I ride over the district I find fresh improvements of all descriptions.
2214. Do they seem to be of a substantial and lasting character? Yes.
2215. Is there much difficulty in keeping the scrub in check? Yes, you want time and money to keep it down. After two years it gets a start again.
2216. If the land were devoted to agriculture, would it be a cheap mode of keeping the scrub in check? In the long run it would, I think.
2217. Do you think it would be effectual? I think it would.
2218. It has been stated by a number of witnesses that lucerne has been sown in the district. Have you any knowledge of the growth of lucerne in any other district? Only on the Hawkesbury River.
2219. Have you seen any of the lucerne paddocks cut for hay? No.
2220. It has only been used for grazing? Yes.
2221. Do you know how the lucerne is treated in other districts? In the Hawkesbury district they generally cut it for hay.
2222. Then lucerne growing here is only in the experimental stage? As far as my experience goes, I think it will prove to be a permanent thing.
2223. It grows well in dry weather? Yes; during the hot weather.
2224. During the hot weather and during the winter? Yes.
2225. Have you a mild winter here? From what I have seen of it, it does not grow well in the winter. Our winters are very severe.
2226. Have you heavy frosts? Yes.
2227. When do they commence? About May, June, July, and August are the heaviest winter months.
2228. Have you any other information with which you would like to supply the Committee? I can give you some information as to the mining resources of Fifield, and its future prospects. Some two years ago an agitation was set on foot for an extension of the railway line from Parkes to Condobolin, *via* Trundle, and a trial survey was asked for. At that time the settlement in the district was purely agricultural or pastoral; but since the discovery of gold to the north-west of Trundle, about two years ago, this district has come prominently before the public as a mineral-producing field, and bids fairly to become one of the largest mining centres of the Colony. Fifield, a mining township situated 18 or 20 miles to the north-west of Trundle, is the centre of a very large auriferous and plantiniferous area. Stanniferous deposits of considerable extent have also been discovered. This large mineral field embraces the pastoral holdings of Burra Burra, Melrose Plains, Carlisle, and Murrumbogie, in the immediate vicinity of Fifield, and extends to the Bogan River on the north, and Nymagee on the north-west. All the country on the above-mentioned holdings is most highly suitable for agricultural and pastoral purposes, being of an undulating nature, and no rough hilly country is met with. The soil over this area varies considerably, but is generally found to be of a very rich nature. Fruit-trees of all varieties, as well as grain and vegetables, grow most luxuriantly wherever they have been planted, as anyone visiting the above-named homesteads may testify. At present the population of Fifield and immediate surroundings is about 300. There are thirty-six alluvial claims working, as well as a considerable amount of prospecting going on. The amount of gold produced last year was about 1,000 oz., with 850 oz. of platinum. These returns would have been greatly increased, but owing to the lead running through private property, the miners could not get on to the ground until the latter end of the year. During the last three months no washings have taken place, owing to the scarcity of water. About 1,850 loads of wash-dirt have been brought to the surface, and according to results obtained should yield about 650 oz. of platinum, and 325 oz. of gold. Platinum-mining is, practically speaking, a new industry to the Australian mining world, and should become a permanent source of wealth to the Colony. Several other deposits of gold have lately been brought to light in various parts of the district. At Lightning Creek, 15 miles to the north, on Melrose Plains, 14 miles west, and on Carlisle, 9 miles south-west of Fifield, gold in more or less payable quantities has been found; but just at present, owing to the scarcity of water, no practical work can be done. On Melrose Plains, also, a reef has been opened up showing gold freely, but as there is no machinery on the ground nothing can be done with it at present. The whole country is highly auriferous, and on Burra Burra, 12 miles north-west of Fifield, considerable deposits of tin exist, which will undoubtedly be worked in the near future. This settlement of Fifield, with its vast mineral resources scarcely yet touched with a pick, and its wide area of rich agricultural land, which will shortly be thrown open to the farmer, has before it a most prosperous future, and it now behoves us to look ahead and provide for our future wants. The proposed line of railway from Parkes to Condobolin, *via* the Bogan Gate, would pass too far to the south to be of any practical service to this district. On the other hand the proposed line *via* Trundle would pass within 12 miles of Fifield, and would be of great benefit in opening up the resources, both mineral and agricultural, of this promising district. 1,000 oz. of gold, and 850 oz. of platinum, were produced in four or five months.
2229. If there is a good water supply, are the mineral resources likely to be thoroughly developed? Yes, that is what is keeping the place back at present. There are three other places in the locality and they cannot get on until they get water.
2230. You have had conversations with settlers in the district, as to their intentions to increase their holdings for agricultural purposes, if the railway is constructed within reasonable distance of them? Yes. They say that if they can get a railway or a market near to them they will go in for it.

2231. Are many clearing the land for agriculture? Yes, I could mention a dozen.
 2232. Are the roads in the winter months in a bad state? Generally they are.
 2233. Is it difficult to send heavy loads from the different districts to the railway station? It is.
 2234. I suppose that on some of the travelling-stock routes there is a scarcity of feed at times? There is. I have done a good deal of droving, and I have found the roads very short of feed at times.
 2235. Is there any other general information with which you can supply the Committee? I have had 120 tons of goods carted to Fifield within the last twelve months.
 2236. From where? From Parkes. Then there is Mr. Moore, another storekeeper.
 2237. Does he do as much business as you? No. He estimates his cartage at 5 tons per month.

Mr.
C. Metcalfe.
26 Mar., 1895.

Mr. Henry Hollibone, estate manager, Trundle, sworn, and further examined:—

2238. *Chairman.*] You are well acquainted with the country to the north of the projected line of railway? Yes.
 2239. Between Trundle and the projected line? Yes.
 2240. Will you give the Committee the benefit of your knowledge of the country as regards its character for railway construction, and also, as regards the land which will be available for selections, sooner or later, on the Burrawang Run? A great deal of the Crown lands of Burrawang is too wet for agricultural purposes. All the country north of the Government line, on the west of the Black Range, is agricultural land; but all east of the Black Range is wet lime country—that is on both sides of the proposed line.
 2241. How far would that extend? From the Black Range back close to Bogan Gate, a distance of 15 miles.
 2242. Do you know sufficient of the country to be able to make the general statement that it is unfit for agriculture? Yes; I have travelled over it for the last eight years continually, and it is not fit for agricultural purposes, excepting little spots here and there.
 2243. In what way is it deficient? It is low-lying and wet. Most of it is a sort of black clayey land—myall swampy country.
 2244. How would it answer for the purposes of railway construction? Not at all. I should think there would have to be an embankment made through that country.
 2245. You think a surface line could not be laid without danger from floods? I am sure it could not—not until you crossed Yarrabundi.
 2246. Does that objection, as regards railway construction, apply to the portion which is marked for the railway line? Yes; it touches it below the Bogan Gate, and runs with it right to the Yarrabundi Creek and the Black Range.
 2247. Do you say that that is local stagnant water? Yes. There are no river floods; but it comes from the rises and creeks from the back country.
 2248. Would not box-drains, at intervals, provide for any damage to the line? I do not know that the floods would be great, but the country is low.
 2249. What depth of flood have you seen there? About 2 feet.
 2250. As much as that? Yes; all the swamps are 18 inches or 2 feet, and in some places more.
 2251. Do you undertake to say that you have sometimes seen the route of the proposed Government line, running through Burrawang Station to the east of the Black Range, flooded to a depth of 2 feet? Yes.
 2252. To what extent on either side of the Government line? Four miles on the north side, and 7 or 8 miles on the south side.
 2253. How far do you think that would extend along the line? About 15 miles. I should say it was 15 miles from the Black Range to Bogan Gate.
 2254. When did you last see it in that condition? Two years ago.
 2255. Is that state of things exceptional? It is not flooded every winter. The last five winters have been very wet. There is a clear road from Bogan Gate to Condobolin, and that road is impassable three out of the twelve months. Even the mails have had to come here in order to get to Parkes, instead of keeping to the surveyed clear road.
 2256. How far is that road from the projected railway line? It crosses the projected line just below the Bogan Gate, and is on the side of it all the way to Condobolin.
 2257. The railway line is on the south of the road? No, the road is on the south of the line.
 2258. Is not the railway line placed sufficiently north to escape that flooding which occurs on the road? No. It spreads out before it gets to where the proposed line is for a distance of 3 or 4 miles.
 2259. And you have seen it 2 feet under water? Yes, in the swamps—the low wet swamps.
 2260. *Mr. Chanter.*] What is the character of the country south of the projected line? It is plain country—wet plains and myall country.
 2261. Suitable for dairying? It is not bad grazing land. Parts of it are suitable for dairying, but not for agricultural purposes.
 2262. What is the description of the land from the Black Range towards Condobolin? First-class agricultural land with the exception of little stony ridges every few miles.
 2263. Are they there to any extent? No; they are only belts of stone which run through the country.
 2264. If a line were made by way of Trundle to Condobolin, how far would settlers be from that line? I think the nearest point would be $1\frac{1}{2}$ to 2 miles.
 2265. That is, west of the Black Range? Yes.
 2266. And they would be as well served by a line from Trundle to Condobolin as by one from Condobolin to Parkes? Yes; the only difference is that the line might split up the country the other way, but they would be only within $1\frac{1}{2}$ miles of the nearest point this way.

Mr.
H. Hollibone.
26 Mar., 1895.

Mr. John Doyle Williamson, farmer, near Condobolin, sworn, and examined:—

2267. *Mr. Molesworth.*] Where do you reside? In the parish of Byong, between here and Condobolin.
 2268. What distance from Trundle? Fifteen miles.
 2269. In what direction? West.
 2270. How far are you from Condobolin? Twenty-five miles.
 2271. How far are you in a direct line from the proposed railway line? It is about 6 or 7 miles south of me.

Mr. J. D.
Williamson.
26 Mar., 1895.

- Mr. J. D. Williamson. 2272. And the projected line, if it came through Trundle, would run through your property? Yes.
2273. Do you cultivate as well as graze? Yes.
- 6 Mar., 1895. 2274. What quantity have you had under cultivation this season? I gave it up. I had 50 acres ready, but I gave it up.
2275. What hindered you from carrying it on? The distance from market communication.
2276. Do you know the country upon the surveyed line of railway? I have seen the greater portion of it—that is, from the Bogan Gate to Condobolin.
2277. What is it like? From the Bogan Gate it is not very good until it gets north of Burrawang, about 28 or 30 miles from Condobolin, and from there to Condobolin it is good agricultural land.
2278. Is this country liable to flood? No; it swamps in places when the creek flows down.
2279. Have you ever seen any portion of the line between Bogan Gate and Condobolin under water? Yes.
2280. To what extent? Enough to stop the mails.
2281. Can you say what area was under water? No; it is flowing water, and it branches out in creeks.
2282. Can you say how far on either side of the line it extended? I know the Sydney mails have to come out to my place in the winter time.
2283. When did you last see the road in a bad condition like that? Last winter.
2284. And cannot you give an idea as the extent of the water lodged there? No; I never travelled through it. Where I have seen it extended 2 or 3 miles wide, and lower down it opens out.
2285. Did you see it 2 or 3 miles wide in the vicinity of the proposed line? Below the line, but it backs up over the line.
2286. Have you seen the deviation at the Condobolin end of the line with the view of avoiding that? No.
2287. If the line has been brought up a mile or two to the north, would it avoid that flooded country? Yes; but there are more places than that where there is a flood.
2288. Will you describe where? About the Yarrabundi Creek, 28 miles from Condobolin, and 16 or 18 miles from Bogan Gate.
2289. And that is the most difficult point? Yes.
2290. And you think that can be avoided by the line being brought a little further northward? They could avoid the flood, but they would have to build a culvert all the same.
2291. For what width? Where the present line crosses it would have to be a wide one—half a mile, I think, on piles. It is low, swampy country.
2292. You think, if the line is brought by Trundle, the whole of this flooded country will be avoided? Yes.
2293. And you do not think there is any other means of successfully avoiding it? No.

Mr. John McFadden, post and telegraph master, Trundle, sworn, and examined:—

- Mr. J. McFadden. 2294. *Chairman.* How long have you been here? Two and a half years.
- 26 Mar., 1895. 2295. Have you any figures to show the character of the business done here? I have made a rough calculation. The receipts from telegraph business in 1892 amounted to about £58 12s. 7d.; for 1893, to £83 13s. 2d.; for 1894, to £85 18s. 3d.
2296. What about the postal returns? I could not make them up for previous years; but for 1894 the postage stamps sold amounted to £291 11s. 9d.
2297. Are you able to say whether that was an increase? Yes; a considerable increase on previous years; but during the latter part of 1894 the pre-payment for telegrams by stamps was brought into existence. That accounts for some of the increase; but previous to that I noticed a big increase in the sale of stamps.
2298. Do you do any business in money orders? The commission on money orders for 1894 was £8 7s. 6d. The letters posted in December, 1891, were 476; December, 1892, 741; December, 1893, 1,142. The letters received per week are about 800.
2299. That is about the average? Yes.
- 2300-1. And that shows an increase? Yes; about twice the number there used to be.

WEDNESDAY, 27 MARCH, 1895.

[The Sectional Committee met at the "Royal Hotel," Condobolin, at 8:30 p.m.]

Present:—

THE HON. WILLIAM JOSEPH TRICKETT (CHAIRMAN).
 JOHN MOORE CHANTER, Esq. | JAMES GORMLY, Esq.
 EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. Edward Barton Thornbury, surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- Mr. E. B. Thornbury. 2302-3. *Chairman.* How long have you been in the Railway Department? Since 1881.
- 27 Mar., 1895. 2304. Were you engaged in railway work before that? Yes.
2305. Where? On the Continent, Hungary, Switzerland, and four years in South Africa.
2306. At present you are engaged on the survey of the line under consideration from Bogan Gate to Condobolin? Yes.
2307. Will you describe the character of the line between those two points, commencing at wherever you have started your work? Starting from the Bogan Gate, the country is very flat as far as I have gone. I have been through 20 miles. It is flat for 15 miles, and I have explored the other 5 miles.
2308. Would that bring you right on to Condobolin? There are about 4 miles which I have not been through.

2309.

Mr. E. B.
Thornbury.

27 Mar., 1895.

2309. What is the character of the whole of the country which you have surveyed? I think it will be a very light line, with very easy gradients.
2310. What will be the highest gradient which you think would be necessary? I do not think there need be any steeper than 1 in 100.
2311. It would be the exception, I suppose, for the grades to be even as high as 1 in 100? Yes.
2312. The greater part of the line would be nominally level? You might say level. Of course, there is a fall all the way to Condobolin.
2313. What holdings have you passed through? Starting from Bogan Gate, the holdings I have passed through, so far, have been the leasehold portion of the Burrawang Run, and a few purchased portions about $2\frac{1}{2}$ miles in width.
2314. Whereabouts are the purchased portions? Nearly opposite Burrawang Station.
2315. Is that held by various holders? No, all by Mr. Edols. It is part of Edols' purchased land.
2316. With regard to the rest of the line, what is the tenure of the land it passes through, so far as you know? The line will follow the travelling-stock route for the greater part of the distance. There may be only a few properties, close to the township here, to resume for station purposes.
2317. So that, with the exception of a small portion of Edols' purchased land, and some property close to Condobolin, it really is all purchased land? Yes.
2318. We want you, in view of statements which have been made by other witnesses, to tell us the nature of the country through which the direct line is proposed to be taken, so far as its liability to flooding is concerned? The only part where it is liable to be flooded at all, is where the creeks are—the Yarrabundi and the Gunningbland Creeks for instance.
2319. Where is Gunningbland Creek? About 4 miles west of Bogan Gate. That country is liable to flood-waters; the country is so flat, and there is no defined channel, and it runs out all over the country there.
2320. What length of country there would have to be dealt with by embankments, or by the line being placed on piers? It is not easy to say how far the water spreads out in that country. It is so seldom that there is a flood that the grasses, which generally show flooded ground, are not so distinct. It is so rare that the ground is flooded that the grasses are not different from what they are on the driest ground. It is hard to say how far the flood does run out, but it is not deep—never more than a foot, I think.
2321. At this particular portion of the Gunningbland Creek to which you refer, what height would the line have to be raised to avoid damage by flood? The least height, I think, would be about 3 feet. An ordinary timber opening requires at least 3 feet to get in good construction.
2322. Do I understand you to say that if the line, even at Gunningbland Creek, were raised 3 feet, with occasional openings, that would be sufficient to prevent any damage by floods? I think so.
2323. Can you tell us what length of line at this particular place will have to be raised about 3 feet? Not more than a quarter of a mile. The line could be altered a little there, perhaps, and taken down to a more defined channel of the creek, and then the opening would not be so great. The channel of the creek is not more than a chain wide anywhere.
2324. Do you know any portion of the direct line which you have traversed where it would have to be embanked 3 or 4 feet high for one continuous distance of 4 miles? No; I know of no portion that I have been over; and the only part which has not been explored is hilly country, which is still less liable to flood.
2325. Can you tell us of any other part of the line which would require similar treatment? It might require similar treatment at the crossing of Yarrabundi Creek.
2326. Where is that located? Between 18 and 19 miles west from Bogan Gate.
2327. What height do you think the line would have to be raised there? I have not seen a section of it, and I have not been able to hear how much the creek does overflow there. I followed the course of the creek, and the defined channel is suddenly lost, and the creek seems to spread out there over a flat. I think a channel could be cut for it, which would drain the ground.
2328. What extent would that flood be? I do not think it could be much; it simply spreads over the ground.
2329. For want of a channel to run into? Yes; and there being so little fall in the ground.
2330. Would an embankment of 3 feet be sufficient there? Quite.
2331. And about what length would that require to be embanked? It would depend a good deal upon the fall, and the grades of the ground. Of course, we would run it out as soon as possible, not making it longer than was necessary; but the channel of the Yarrabundi Creek is not more than a chain wide in places, and I think 5 or 6 chains would be sufficient opening to allow for the creek.
2332. How would you cross that opening? On trestles.
2333. Is that work of an expensive character? No; it would not be expensive, because it would be so low. There would be very little bracing required.
2334. Is there any other part of the line, which you know of, which would have to be treated in this way? No; I do not think there is any other part. Those are the only two creeks. Then there would be the box culverts and drains to let the water through from the upper side.
- 2335-6. It is proposed that this shall be a pioneer line at a cost of about £2,000 a mile;—would the extra work required to get over the two creeks you have mentioned be of such an expensive character as to materially add to that average rate of £2,000 a mile? I do not think so. There would be so much line which I think could be done under £2,000, that it would make up for the more expensive portion.
2337. With regard to the other part of the line, will you describe the character of the country which it will pass over? The surface generally is good hard ground, and there is no swampy country right to Condobolin; but at about 23 miles from the Bogan Gate the line enters the travelling stock route.
2338. Is that good hard ground? Yes; a deviation of the road has been proposed near the Burrawang Gate, and the line will keep above that deviation.
2339. *Mr. Chanter.*] That is to the north of the Burrawang Gate? Yes.
2340. *Chairman.*] Is that the deviation which is marked upon the map;—there is a considerable deviation to the north, approaching Condobolin? Yes.
2341. What is the object of that deviation? To get out of the present marked road, which runs through flooded ground.
2342. As far as your work is concerned, you have kept sufficiently to the north to avoid flooded country? Yes.

Mr. E. B.
Thornbury.
27 Mar., 1895.

2343. There is some country we have passed over—a kind of broken clay—is that the ground you have to treat as flooded country? No; I was referring to the country where the back waters from the creek and the river come up to the road. That is outside the boundary of the Burrawang Run.
2344. What are your ideas as to the formation of what is called a pioneer line;—what would be the character of the line? I should say that where the ground is firm, and not liable to get boggy in wet weather, the earth thrown up sufficiently to level it to a grade would be sufficient to bear the sleepers. The sleepers would be closer together than where the line is ballasted, and a cheaper kind of sleeper could be used.
2345. What kind of sleeper would you suggest? I should think the use of half-round sleepers might be allowed.
2346. Have you made any inquiries as to what would be the probable cost of those sleepers? No; but I have heard that there is plenty of ironbark on the adjacent ridges from which sufficient sleepers could be obtained for a line. A red gum could be obtained from the river.
2347. On a surface line of this kind, however slight the earthworks thrown up, they must have the effect of stopping surface-water flowing in one direction or the other? Yes.
2348. Do you mean that this slight embankment is to have the effect of throwing the water right back again, or is it to be allowed to pass under the line, at intervals, by means of box drains? There would be a side ditch on the upper side of the line, and this, of course, would collect all the water, and the gradient of the side ditch would follow the gradient of the line, according to the surface of the ground, and at convenient points there would be a box culvert, and the water on the upper side of the line would be thrown to the lower ground.
2349. At what intervals would these cross drains have to be made? If the ground changed from a slight fall in one direction to a slight rise in the opposite direction, you would have to put the box culvert in at the break; but, taking it all through, I think 15 chains distance would be quite often enough. At some parts nearer the creek, where, perhaps, more water would come into the side drains, there might be a few closer together.
2350. Do you think the country is one in which the Government could fairly experiment with a surface line of railway? It is one of the best districts I have seen in which the experiment could be tried.
2351. Have you examined the country between Trundle and Condobolin? No.
2352. *Mr. Gormly.*] You stated that the water about 2 miles from Gunningbland would not be more than a foot deep at any time? Yes.
2353. That would be over an extent of about a quarter of a mile of country? Not quite as much as that. It would certainly not be more than a quarter of a mile.
2354. From that portion, about 2 miles from Bogan Gate, would the country be fairly dry until you come to the 13 or 14 mile peg near Burrawang Station? Yes.
2355. Would the greatest portion of it be dry? Yes.
2356. Would that portion require box culverts of any size, 15 chains or so apart? Yes; because there is rising ground above—from the hills to the north.
2357. Would the box-culverts require to be of any considerable size? No; 2 feet. If it were thought that more water would come through at certain points, they might be doubled.
2358. They would not be actual culverts, but box-drains? Yes.
2359. Would there be many other large waterways required in that distance? No.
2360. Then the waterways required for this line would be inconsiderable? Yes; the only two creeks are the Gunningbland and Yarrabundi.
2361. What size culverts would be required over the Gunningbland Creek—what width of opening and what height? I think the cheapest construction of that kind is a 10-foot opening.
2362. How many 10-foot openings would you require? If it were to clear flooded ground, I think 5 chains would be sufficient.
2363. And about what elevation? About 3 feet.
2364. That would carry off the waters where the line crosses the Gunningbland Creek? Yes.
2365. And there would be no other waterways of any other size, except the box drains, until you come between the 18 and 19 mile peg? No.
2366. That would be over the Yarrabundi Creek? Yes.
2367. Would that require more openings than the Gunningbland Creek? I think it would require about the same.
2368. And there would be no other similar waterways towards Condobolin? No.
2369. There would only be the ordinary box-drains? Yes. There might be some of them on this broken ground near to Condobolin.
2370. But not equal to the others? No; they would be of lesser size.
2371. Then the line you have surveyed and explored would not be expensive, so far as the construction of waterways was concerned? No.
2372. What height of embankment would be required at the Gunningbland Creek? The bank would run up to the height of the culvert—about 3 feet at the highest.
2373. And about 3 feet at the highest point at the 18 or 19 mile peg? Yes.
2374. What would be the entire length of the 3-foot embankments on the whole of the line from Bogan Gate to Condobolin; would they amount to 1 mile? It is not easy to say without a section. I should say approximately they would not be more than that.
2375. You would not think it would require 2 miles? I do not think it would exceed 1 mile.
2376. Is the line heavy or lightly timbered? It is mostly lightly timbered. The timber has all been ringbarked. In some parts there is none at all.
2377. It would be a cheap line to clear of timber? Very cheap.
2378. Can you tell the Committee of any other extra cost of labour in constructing this line;—those would be the only difficulties of construction over an ordinary surface line? Yes.
2379. That would be the only extra cost of construction over a surface line? Yes.
2380. *Mr. Chanter.*] You think that at Gunningbland Creek, 5 chains of waterway, with 10-foot openings, will be sufficient to carry off the flood-waters? Yes.
2381. Can you say what the cost would be? I think first-class work, with trestles, runs to £3 a foot, but that would be for high trestles. I think it could be done for less than £3 a foot.

Mr. E. B.
Thornbury.
27 Mar., 1895.

2382. It would roughly amount to what? About £1,000.
2383. What value would you place upon the earthworks? I have had no experience in this country as to the cost of earthworks. Of course, where scoops and graders can be used it lessens the cost a good deal. I have had to do with sub-contracting, and of course I have let sub-contracts as cheaply as I could get a man to take them. I have let them at 1s. a cubic yard. Of course the contractor found the tools in that instance.
2384. It would take how many yards to the lineal yard to raise it 3 feet? That would be 6 yards to the lineal yard.
2385. And calculating it at 1s. a yard, it would amount to how much per chain? £6 per chain.
2386. Then, for a length of 15 chains it would be about £90 or £100? I believe the cost of the Government contracts is more than 1s. a yard.
2387. But you would take into consideration the depressed times, and the low price at which this class of work is being undertaken now? Yes.
2388. Are graders and scoops used in connection with the existing price of 1s. a yard? It would be a good price that for a good contract.
2389. Then you have no doubt it would be taken at that price, and would not exceed it? I think so.
2390. Then this length of 20 chains extra work at the Gunningbland Creek would amount to about £1,100? Yes.
2391. Would the same principle apply to the Yarrabundi Creek? Yes; I think they are very similar.
2392. Would there be as much earthwork there as at Gunningbland? I think the same.
2393. That would be about £2,200 extra on this work? Yes.
2394. If there were no creeks at either of these places, and the line had to be raised only 6 inches as proposed, what would be the cost of the earthworks and the side drains over the best portion of the country which you have gone over? I should think £150 to £120 per mile.
2395. You would say, then, about £100 for half a mile at the creeks? Yes.
2396. That would leave an excessive cost, owing to the two trestle bridges having to be built and raised earthworks having to be made, of about £2,100? Yes.
2397. I understand you to say that there is no other place along the route which would require other than the ordinary earthworks? Ordinary earthworks and box drains.
2398. So that, if these waterways had not to be accounted for or bridged, the work could be done on the whole distance for £2,100? Yes; as far as the earthworks go.
2399. I am presuming that there were no creeks—that you had country practically the same from one end to the other? Yes.
2400. So that, in comparison with a line in any other direction, where there were no creeks to take into consideration, the line would only cost £2,100 more on the whole distance, in consequence of those two creeks, which would be spread over a distance of 60 miles? Yes.
2401. So that the difference in regard to cost would hardly be appreciable? Yes; I think so.
2402. Did you observe, coming along the road to-day near to Condobolin, some earthworks in progress of construction? Yes.
2403. Do you think a raised road of that description would be sufficient to carry the line the whole of the distance, except at the places you have described? I think so.
2404. If evidence can be adduced as to the cost of earthworks, it would be fair to assume that the cost on the proposed line would not exceed it? Yes; but of course there is the carriage of tools and materials from Sydney. The local councils have their own tools.
2405. Is it not the practice of the local councils simply to let a work, and for the contractors to provide tools? Yes.
2406. So that, in letting earthworks of this kind, it would be fair to assume that the greater the work the less the cost in proportion? Yes.
2407. In reply to the Chairman you said you had had a good deal of experience, and you had no doubt whatever that, with the two bridges provided for as you have described, the rest of the road for its whole length is eminently suitable for a surface line—that is, for laying the sleepers on a bed of 6 inches of raised earthworks? Yes.
2408. You have not seen the country to the north—that is, taking a direct line from Condobolin to Trundle? No.
2409. You do not know whether any creeks or waterways would have to be provided for there? I do not know the country at all.
2410. Have you seen the country south of the proposed line, towards the Lachlan River? In parts. I have seen it over towards the Forbes Road. I travelled on the Forbes road.
2411. And how does that country compare with the line of route we are now discussing, and as far north of it as you have seen? So much of the land is subject to very deep floods that it would, of course, be a much more expensive line.
2412. Do you think there is as much room for close settlement on the south side of the line as on the north? I think so. There is excellent land along the creeks.
2413. Would the creeks require any great expenditure by the Roads Department, in order to bridge them for the purpose of making roads from various points to the railway station? It would be an expensive item if there were many of them; but there are a few good places where bridges could be provided. One bridge could be provided at Mulguthries, on the Bomboggan Creek.
2414. Would that give provision to the settlers already on the south side for crossing the line? Yes; but I think, especially in the wet weather, there would be so much flooded ground to cross that they would prefer going to Forbes direct, if they had to take produce.
2415. Would the character of the country you have seen there lead you to believe that it is intersected so much by creeks, and so on, that the selectors would confine themselves more to pastoral than to agricultural pursuits? I could not say. I have not had evidence about the flooding of the ground there. Most of the land is taken up by the Burrawang Run. They have the greater part of the frontage to the creeks.
2416. There are not many settlers on that portion of the land? No.
2417. And there is no Crown land available there, at present, for settlement, other than that under lease? No; I think all the land has been taken up. There are a few selectors within 10 miles of Condobolin.

- Mr. E. B. Thornbury.
27 Mar., 1895.
2418. The line to those settlers, whether it went direct to Parkes *via* Bogan Gate or *via* Trundle, would be practically the same in length? Yes.
2419. So that it would not affect the question? No.
2420. Evidence has been given to show that, for about 15 miles west of Bogan Gate, the route of the proposed line has been flooded for 4 miles on each side. In going through this country, was there anything to indicate to you that there had been a flood of that character? No; I am certain it could not be.
2421. If there had been such a flood, it would leave the evidence behind it? I am sure it would.
2422. In prosecuting your survey you have not noticed any evidence of such a flood? No.
2423. Nor have you noticed any evidences of any flood other than from the waters overflowing the Gunningbland and Yarrabundi Creeks? Yes.
2424. There was nothing there to lead you to suppose that any of the Lachlan waters came to that part? No; the Lachlan water does not come anywhere near the line, except where it backs into the Goobang Creek, about 8 miles from Condobolin, and that we are avoiding by keeping on high ground.
2425. Then you think the statement made is, to say the least of it, an exaggerated one? It is, certainly.
2426. Are there any depressions in the proposed line which will require more than average filling? There are a few. It is hard to see them now though, as the ground is so hard and dry.
2427. You have not made an actual survey of the line—that is to take the levels, so as to know exactly what the depressions would be? For 18 miles I have, but not right through.
2428. So that you are not in a position to say at present what filling would be required to keep a level grade? There are a few places where we meet with gilgai holes, which we cannot avoid. They spread all over the country, and whether you went a few chains more to the north or south, you would be bound to hit one or two of them.
2429. Are they very extensive? No; there is one belt I know of, and that is near to Burrawang Station. It is a long belt which comes right down from the mountains across the track of the line.
2430. About what length is it? The width of this belt, where the line crosses it, is about 30 chains, but, of course, there are only three or four gilgai holes which will be touched in that length.
2431. Practically, that would mean very little more than the ordinary earthworks required? Very little more.
2432. *Mr. Molesworth.*] Coming back to the flooded water question, will you tell us the widest extent to which you think the spread of flood waters would occur at any point on either side of the line? It would be hard for me to say, unless I saw the flood, because there are no indications.
2433. But judging from the indications you have seen, and the character of the country? The water runs from north to south, and, of course, if there were very heavy rains on this flat ground, there would be a continual running of water as long as the rain was falling.
2434. What would be the widest spread of any waters in a wet season which you would have to embank? Not more than half a mile over the whole of the line.
2435. Do you think that, with the provision you propose to make for escaping the flood waters, the line will be fairly free from inundation at any point? I think so.
2436. Supposing, by any excess of flood waters, the line should be slightly submerged, would it suffer any serious damage on such a level country? No; it could easily be made up. There is no fear of the water washing holes in the ground.
2437. How long, after the rain ceased, do you think it would take for the water to get away from any point at which the line might be affected? At some parts there is more slope in the ground, and it would run away very quickly, but at other points it might lie for a little.
2438. For the most part it would all be away in four hours after the rain had ceased? It might lie on the ground for two or three days, but it would not injure the line in any way, because the line would be protected a good deal by the side drains. The water would be caught in the side drains and carried in the box culverts to the lower side, so that it could not do much damage to the line.
2439. How long do you expect it to be before you quite finish your survey of this portion of the line? Three or four months.
2440. Ready for the work to be commenced as soon thereafter as may be convenient? Yes.
2441. How many miles are there which you have not actually surveyed? I was over the ground in connection with the line from Forbes, and this new line, except that it follows the travelling stock route, and avoids property as much as possible, is identical, as far as the section goes, with the old line.
2442. I understand from you that that portion of the line, which you have not been over this time, you have been over on a previous occasion, in connection with the survey from Forbes? Yes.
2443. And the slight alteration will not affect the section in any shape or form? No.
2444. *Chairman.*] The line as projected is estimated to be a little over 60 miles in length? Yes.
2445. As far as you can see at present, is that length likely to be exceeded to any considerable extent by any deviations which you may have to make? Very little, if at all. You might say it would be almost the same from Bogan Gate to here.
2446. You do not see any probability of any alteration? Hardly any. The length could be hardly increased.
2447. From an engineer's point of view, would a line running from Forbes to Condobolin be a very much more expensive line to construct than the one you are now surveying? No; the portions from the Bogan Gate, with an equal length on the Forbes line, would be almost identical.
2448. Is not that liable to flooded country? There is the same kind of flooded country at the Goobang Creek, where the creek spreads out over the flats, so that that would be about the same as the crossing of the Gunningbland Creek.
2449. But I am speaking of a line which has been mentioned considerably to the south of the Bogan Gate line—more towards the Lachlan River—the direct line from Forbes to Condobolin? Yes.
2450. How does that compare, from an engineering point of view, with the line you are now dealing with? It is a flatter line right through than the line from Parkes.
2451. But is it not more liable to floods from the Lachlan waters? I do not think it is. No part of it is sufficiently near to the Lachlan to be flooded. In fact, there is no part on the whole of this line which is liable to flood from the Lachlan water.
2452. Not even the direct line of railway from Forbes to Condobolin? No, not from the Lachlan. The only floods are from the creeks. It crosses the same creeks—the Goobang, the Gunningbland, and the Yarrabundi, and it would be subject to the same floods as the line from Parkes. 2453.

Mr. E. B.
Thornbury.

27 Mar., 1895.

2453. To a greater or less extent? To a slightly greater extent, because the lines, where they cross these creeks, are not far apart, and the amount of water to be met with would be about the same on each.
2454. You will see on the wall-map a dotted line, starting from Forbes, and going in a north-westerly direction until it meets the direct line from Parkes to Condobolin;—what is the character of the country along that dotted line? It is very flat throughout.
2455. And not liable to flood from the river? No, not from the Lachlan.
2456. You know that part of the country? Yes.
2457. You say it is quite suitable for agricultural settlement? I think so; there are some very good agricultural farms on the Goobang Creek.
2458. And the line is so marked out as to avoid the flooded part of the country? Yes.
2459. You gave an estimate of prices to Mr. Chanter, but I suppose that that does not come within your part of the departmental work? No.
2460. And those prices, although they may be approximate, may not be actually correct? I do not wish them to be taken as professionally correct.
2461. *Mr. Gormly.*] I suppose you do not know what would be the cost of the 5-chain culverts? I think between £2 and £3 a foot.
2462. Do you think they could be done for less? I think that is the price.
2463. Did you ever see culverts 3 feet high let at that price? No; I have had no practice in connection with them in this country, and I am rather hazy about the cost.
2464. Seeing that it is a very dry country between Parkes and Condobolin, would the railway people be able to get water for their engines on the line? I think they could get water near Gunningbland Gap; and water could be got at Condobolin.
2465. Sufficient water could be obtained on the line? Yes, near these creeks, by a dam or tank.
2466. *Mr. Molesworth.*] Can you tell us, as you surveyed the line from Forbes to Condobolin, what would be the mileage of that line? It is about 55 miles as against 60 from Parkes.
2467. Then there would be a saving of 5 miles in point of distance, so far as railway construction is concerned, by taking the Forbes route? Yes.

THURSDAY, 28 MARCH, 1895.

[The Sectional Committee met at the "Royal Hotel," Condobolin, at 10 a.m.]

Present:—

THE HON. WILLIAM JOSEPH TRICKETT, Esq. (CHAIRMAN).
 JOHN MOORE CHANTER, Esq. JAMES GORMLY, Esq.
 EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. David Henry Tasker, Mayor of Condobolin, sworn, and examined:—

2468. *Chairman.*] How long has Condobolin been incorporated? About five years.
2469. You hand in a statement giving the total holdings in the municipality and their various designations, showing there are 244 erections in the place, and a total amount of rates per annum of £494 5s. 10d.? Yes. The list of the premises in the municipality is as follows:—

Mr.
D. H. Tasker.
28 Mar., 1895.

Residences	157	Schools	2
Shops	34	Churches	3
Offices	10	Brewery.....	1
Blacksmiths' shops	6	Cordial manufactory	1
Hotels	9	Auction marts	2
Halls	6	Flour mill.....	1
Butchers' shops	3	Saw mill	1
Produce stores	4		
Banks.....	2		
Billiard room	1		
			244

Total amount of rates per annum, £494 5s. 10d.; estimated capital value of all rateable property in the municipality, £57,140; estimated population in municipality, 1,200; estimated population in police district, 2,300 to 3,000.

2470. How long have you been a resident of the district? Eighteen years.
2471. Will you give the Committee some idea of the progress of the district during that time, both as regards the town and its surroundings? When I came here eighteen years ago there was not a brick building in the town. It was a very small place—in fact, it was in the time of the bark roofs. Since then it has grown considerably up to the time of the bank suspensions about two years ago, since when it has been at a standstill. There are, as you may see, many brick buildings in the place, and had it not been for the bank suspensions, I have no doubt that the town would be much larger than it now is.
2472. Was there so much money held by the people of the district, deposited in the banks which suspended, that the locality was caused to stagnate? No doubt there was a great amount. A great many farmers came here from Victoria and took up the land. They had money, and expended a great part of it in improving their land, and when they wanted more money to go on with the banks would not advance.
2473. Was the progress of the district more marked during the few years preceding the bank suspensions, or has it been gradual during the whole of the eighteen years? No; about two years previous to the bank suspensions it was very marked.
2474. How do you account for that? By the land being thrown open for selection; that brought a great influx of selectors.
2475. Do you think the opening of the railway to Parkes had anything to do with advancing this part of the country? I cannot say that the extension to Parkes had a great deal to do with it, the distance being so great.
2476. Where do you get your goods from, and to where does the produce from this district go? Prior to the railway coming to Parkes and Forbes, Cowra was our railway station. 2477.

- Mr. D. H. Tasker. 2477. How far is that? 120 miles. Still it made little difference in the carriage from Condobolin to Parkes, and Condobolin to Cowra. We could get goods landed here from Cowra within a trifle of what we could get them landed here from Parkes.
- 28 Mar., 1895. 2478. How do you account for that? The back road to Parkes being dry, teamsters did not care to travel over it. They would sooner travel the river road.
2479. The water is better along the river road? Yes.
2480. Is much produce sent at present to Parkes from or near Condobolin? This season there has been a great deal of wheat sent, but wheat only. It would not pay to send anything but wheat, the carriage to Parkes being so great.
2481. What do they pay for carriage from here to Parkes? I have heard it being taken at 12s. 6d. a ton.
2482. That is 60 miles? Yes; but you cannot always get carriage at that price. They are almost famine rates, and the people cannot live at it. They come from Parkes and Forbes with the back loading, and that is taken into consideration.
2483. Does the bulk of the stores for Condobolin and surrounding districts come by way of Parkes? From Forbes, I think. The teamsters are travelling the river route on account of the grass and water.
2484. Although it is a longer distance? I think it is shorter to Forbes. The carriage road is a little shorter, but I have known of instances where the carrier would rather load from here to Parkes, around by Forbes, than go direct to Parkes.
2485. That is to a large extent accounted for, because of that being the old road. People follow the old roads very often? No, not only that, but the grass and water are in that direction.
2486. What inducement could you hold out to Parliament to continue the line of railway to Condobolin? I think this would be a great trucking station, and that the district would be a great wheat-producing district, because if the farmers had a railway, they would always be sure of a market in Sydney. Now it is almost useless to grow wheat. They grow it and cart it to Parkes and Forbes, and the carriage takes all the gilt off. If they had a railway here they could put the produce on the train and send it to Sydney at once.
2487. Do you think that would be done even if the present low rate for wheat were maintained? Yes; and any amount of it would be grown.
2488. You think it would be grown even at present prices? Yes.
2489. Would the farmer make anything out of it? He would grow it in the expectation of making more, but it would pay him even at the present price. I have been told by practical farmers that even with present prices, if there were railway communication growing wheat would pay them.
2490. We were told by Wright, Heaton, & Co.'s manager in Parkes that, according to the railway book, the extra freight from Parkes to Condobolin would only be about 9d. per ton for grain, do you think the farmers around Condobolin would be sufficiently patriotic to pay a special rate for their grain, seeing that it is only 9d. per ton, and they are now paying 12s. 6d. for cartage;—do you think they would be inclined to pay a special rate for that extra distance? I could not say. I have not heard any expression of opinion on the matter.
2491. Is the chief product in this district grain or wool? Both; but chiefly wool at present.
2492. What large estates are there within range of Condobolin which would be likely to send their wool by the railway to Parkes, and thence to Sydney? I should say the stations within 50 miles south and 90 miles west; and, taking in Melrose Plains, about 45 miles north. As you get further over that way you get near the Trangie line. Up the river on the other side, I should say they would come within a distance of 20 miles from Boggandillon. Anything above that would go to Forbes.
2493. You told us just now that a lot of stuff went to Cowra Station? That was prior to the railway being opened to Parkes and Forbes.
2494. You say some wool would come a distance of 100 miles? About 90 miles westward.
2495. Would that be some of the wool which goes now to the Cowra Station? No; I think that that wool at present goes to Carrathool.
2496. What kind of country is this for carting to a railway station? Very good.
2497. Can the country generally be travelled over? Yes; unless it is flood-time, which does not very often happen. When you get away back it is boggy in winter time.
2498. You carry on business as a produce merchant? Yes.
2499. Can you give us any information as to the quantity of grain which has passed through your hands in twelve months, and been sent from here to Parkes? I have not sent any to Parkes. I sell it locally.
2500. Have you traversed the roads between here and Parkes very often? No; only twice. We generally go Forbes way, up the river.
2501. Can you give the Committee any evidence as to that portion of the country between Parkes and Condobolin;—can you say whether it has ever been flooded, and that teams have been delayed in consequence? I know it has never been flooded, because the flood-waters do not get out that far. I have not been on the road for many years, but I am quite confident it does not get flooded.
2502. Do you think there would be any difficulty in getting across Gunningbland Creek with a railway? I do not think Gunningbland Creek would interfere much with it.
2503. Do you think the statement that the line would be flooded about 4 miles on either side of it at that point would be correct? I should think it was incorrect.

Mr. Arthur James, Inspector of Stock, Condobolin, sworn, and examined:—

- Mr. A. James. 2504. *Mr. Chanter.*] What is the extent of your district? A little over 5,000,000 acres.
- 28 Mar., 1895. 2505. How many miles, taking Condobolin as the centre, does it extend? Seventy-five or 80 miles, excepting towards Forbes, where I only go about 25 miles.
2506. Can you give the Committee the number of stock depastured within that district at present? Yes; 5,536 horses, 11,336 head of cattle, and 1,837,408 sheep.
2507. What proportion of the 5,536 horses are marketed? 1,150.
2508. Where do they generally find a market? Forbes and Wagga Wagga.
2509. What proportion of them would go along the railway line to the Sydney market? About 500.
2510. I presume the stock from your district goes to Sydney? Some of it.

Mr. A. James.
28 Mar., 1895.

2511. It does not go to Melbourne? No; the cattle went last year to Sydney.
2512. How many went to Melbourne last season? None; they went to the other markets—Goulburn, Wagga Wagga, and Forbes.
2513. Then the railway would be benefited by the stock;—they would be travelled to Wagga Wagga and Forbes, and that would be their destination? Yes.
2514. What about the sheep? I should say the cast of fat sheep in the district would be about 80,000.
2515. And how are they disposed of? Last year about 32,092 were sent to Sydney, trucked at Forbes.
2516. I suppose that would be an average return of the number of sheep? Yes.
2517. Can you tell the Committee where the balance were sent to? 17,294 went to Melbourne, and about 28,900 to Goulburn. The 17,294 which went to Melbourne were travelled to Melbourne.
2518. And they would not touch our railway at all? No.
2519. How did the 28,900 go to Goulburn? Partly by rail, trucked at Forbes. There were 76,353 sent to Condobolin from Forbes by road. It is probable they would go by train if there were one; and 51,403 came from Forbes into the Condobolin district.
2520. They would be stores? Yes.
2521. Do you know what proportion of those stores would have benefited the railway, if there had been one? I cannot tell—they went into other districts.
2522. When they leave your district you have no further knowledge of their destination? No.
2523. Is it more profitable for the growers in your district to send sheep to Melbourne, and pay the duty of 2s. a head, than to travel the extra distance to the existing lines? These sheep belonged to Mr. Blythe, of Wyalong, and he told me he did not gain very much out of the transaction.
2524. Did he gain sufficient to induce him to continue sending? I do not think so.
2525. How would it affect him if a line were made to Condobolin? His wool would not come here at all.
2526. Where would it go? To Temora.
2527. What proportion of the 17,000 sheep which went to Melbourne belonged to Mr. Blythe? I think the whole lot of them.
2528. As far as the Condobolin extension is concerned then, it would be immaterial whether he sent them to Melbourne or not? Yes.
2529. If he did not send to Melbourne, he would send them to Temora? Yes.
2530. Will you describe the character of the country in your district, the nature of the improvements upon the various holdings, the carrying capabilities of the soil from a stock point of view. Can you give us in the first place, the names of the various stations and their areas in your district? Yes; I can supply a return.
2531. In preparing this return, will you place an asterisk or some other mark against those stations which, in your opinion, would, in the event of the railway being constructed to Condobolin, use it? Yes; I can tell you a few stations which would not use the railway at all.
2532. You might name them? There is Orange Plains.
2533. What distance is Orange Plains from Condobolin? Over 75 miles.
2534. What station would they use? Nyngan. Then there is Boggandillon.
2535. Where is that? It is 10 miles on the way to Forbes. Then there is Woodlands.
2536. Where is that located? Close to Orange Plains. Then there is Back Creek, situated to the south-east.
2537. Distant how far from Condobolin? About 80 miles. Then there is the Overflow, Lake Cowal, and Wyalong. They would not come here, they would go to Temora. Then there is Merringreen and Yalgogrin. They would go to Temora. Then there is Malonga, and Nanarabhan. They would not come here. I think they would go to Whitton on the Hay line. Then there is Billabong, which would go to Young.
2538. Your profession entails a large amount of travelling? Yes.
2539. What is the nature of the country, how has it been improved, and what is its present carrying capacity for stock purposes. I will ask you to describe that area of country from which, in your opinion, the producers would forward their stock to Condobolin if the line were constructed? The whole of the district carries about one sheep to 4 acres. Of course there are other places, such as river frontages, which would carry more.
2540. Is it high or low land? High land and some low—some is liable to be flooded.
2541. The flooded country is good pastoral land? Yes.
2542. Would it carry as much stock as the unflooded land? It would carry more.
2543. I suppose a good deal of the flooded country is used in conjunction with the back country when the floods are off? Yes.
2544. Does it comprise plain open country or timbered country? Some of it is plain, and some is timbered. The greater portion is timbered.
2545. Is the soil in this country rich or otherwise? It is fairly good red soil, timbered with gum.
2546. That is principally on the low country, is it not? Yes.
2547. What is the high country timbered with? Box and pine.
2548. Are the trees in the timbered country ringbarked? Yes.
2549. Has the small scrub been removed? Yes.
2550. Is it capable of still further improvement, to improve the carrying capacity? Yes.
2551. Is there any disposition on the part of the owners to further improve it? They talk about waiting to see new the Land Act.
2552. Most of the leases were to have fallen in in July next, but they have been extended for a further term of five years? Yes.
2553. And they are now waiting to see what becomes of the Land Bill? Yes.
2554. There is a disposition, however, on their part to improve the country? Yes; by erecting rabbit-proof fences.
2555. Is yours a good stock district? It is about Condobolin.
2556. What about when it gets away from there? A portion is affected with anthrax.
2557. Which portion? South of the river.
2558. That is on the low-lying country? Yes.
2559. Do you find it on the higher land? No; it is perfectly healthy and sound. There are only a few stations which are affected with anthrax.

- Mr. A. James. 2560. Is there any other disease amongst cattle or sheep in your district? No; a little pleuro-pneumonia breaks out occasionally, which I attribute to Queensland cattle travelling through.
- 28 Mar., 1895. 2561. Do the stock-owners inoculate their cattle? Yes.
2562. Is it compulsory? No; they do it to protect themselves.
2563. I suppose there are some selectors amongst those who forward you returns of stock? Yes.
2564. Do they hold good land? Yes.
2565. At present, I suppose, they are principally grazing? Yes.
2566. How have they improved their holdings in comparison to the large holdings? In about the same proportion. They have complied with the Act.
2567. That is, they have fenced and made tanks where necessary? Yes.
2568. Do they carry more stock in proportion to the area they hold than the larger holdings? I should say about the same.
2569. Do any of them cultivate? Some of them do.
2570. Have they good crops? Very good.
2571. And the land is capable of producing wheat? Yes.
2572. Do you think the land is likely to run out, that is, to grow lesser quantities after a continuance of cropping? No; I do not think so.
2573. Do you think that they would produce more wheat if a line were constructed to Condobolin? I think they would, but I do not know it as a matter of fact.
2574. *Mr. Gormly.*] To what particular stations does your district extend on the south side of the river? To Narraden, Lake Cargellico, Bygalorie, and Woovey.
2575. Woovey is 115 miles from Whitton railway station? Yes.
2576. It is 45 miles from here to Woovey? Yes.
2577. They are sending their wool now to Whitton? Yes.
2578. That is 110 or 115 miles from Woovey? Yes.
2579. Would the Woovey people be likely to send their wool 45 miles to Condobolin if the line were constructed? Yes.
2580. More likely than to send it to Whitton? Yes.
2581. I suppose they can cross the Lachlan at the bridge? Yes.
2582. Is there a fairly good road from there to Condobolin? Yes.
2583. Then they would have as short a distance to Condobolin and a fairly good road? Yes.
2584. Equally as good as the other? The other is very bad.
2585. Would the Bygalorie wool be likely to come here instead of to Whitton? Yes.
2586. What distance on the north side does your district extend? It goes to the overflow.
2587. Does it go to Coan Downs? No.
2588. Is there any considerable amount of mallee in the north-west? There is mallee in the direction of Mount Hope.
2589. What extent of your district is covered with mallee? I have not travelled very much over it.
2590. But you know mallee does exist? Yes.
2591. What particular stations are on the boundary of your stock district from the Lachlan River northward? North Condobolin, Carlisle, Burra Burra, and Jumble Plains.
2592. I want the north-west boundary down the river, starting on the north bank? Moabla, Palistan, and Eremeran.
2593. Do those stations carry as large proportions of stock per acre as those on the eastern boundary of the district? No.
2594. Then the country to the north-west does not carry as much stock per acre as the country to the east? No.
2595. Is that to be attributed to the overgrowth of scrub, such as mallee, or to the climate? I think it is more to the climate.
2596. Is it to be attributed to both? The soil is not very good.
2597. It is not such a productive country? No.
2598. Is that country as productive as the country about Condobolin? No.
2599. Is that owing to the drier climate, or to the country being more densely covered with timber? I think the climate is very much drier.
2600. Can you give the Committee an idea as to the proportion of stock which that portion of your district carries, compared with that immediately above Condobolin—does it carry two-thirds less or one-third less. I suppose you know the area of the stations, and the number of stock upon each? Yes.
2601. You have stated that this land carries one sheep to 4 acres? Yes.
2602. Do the stations you have referred to carry one sheep to 4 acres, or one sheep to 5 or 6 acres? Palistan does not; Moabla does.
2603. What number of acres does it take to carry a sheep on the Palistan? It has not been stocked for some time.
2604. The stations referred to would probably send their wool and stock to Condobolin? Yes.
2605. Are you of opinion that they would not have a large quantity of wool and stock in proportion to their holdings to send? No, they would not.
2606. With regard to the country fronting the Lachlan, where you cross the Humbug Creek—is that heavy carrying country? Yes.
2607. Does it carry a large number of stock? Yes.
2608. Does it fatten them well? Yes; it is a productive country.
2609. Would those stock be likely to come here if the line were constructed? Yes.
2610. Would they come from Wollongoff? Probably.
2611. And the country north of there? Yes.
2612. Would they come from Bygalorie? Yes.
2613. Is that heavy carrying country? Yes.
2614. Is there a large number of stock on the Melby blocks? No; it is not a heavy carrying country.
2615. Is it more covered with scrub? Yes, there is scrub upon it.
2616. The river frontages opposite to Condobolin, and for a considerable distance further down, are very wide? Yes.

2617. Is the frontage country heavy carrying country? Yes.
 2618. And produces a great number of fat stock? Yes.
 2619. Would those stock be likely to come to Condobolin? Yes.
 2620. There is a large portion of this district which is of a very fattening character? Yes.
 2621. And produces a large number of fat stock? Yes.
 2622. And a great proportion of those fat stock, to within 20 or 30 miles on the south-west, and north of Condobolin, would be likely to come to Condobolin if they were to be sent to market by train? Yes.
 2623. They would not be likely to go to any other railway station? No.

Mr. A. James.

28 Mar., 1895.

Mr. William Silas Bellamy, Postmaster, Condobolin, sworn, and examined:—

2624. *Mr. Molesworth.*] How long have you been a resident of this district? I have been at Condobolin two years, but I have been at Hillston and down the river for about twenty years.

Mr. W. S. Bellamy.

2625. Have you had sufficient experience of those places to be able to form an opinion as to whether there has been any growth or otherwise of the district? The district is increasing, as far as correspondence is concerned. The stamps sold last year amounted to £150; the letters posted last year numbered 166,800; the newspapers, 34,984. The parcel-post was only in force last year, and about 4,800 parcels were sent, of an average weight of 5 lb. From Forbes we have a daily mail, except on Sundays; from Euabalong, four mails per week; Hungary—that is Wollongoff—one mail per week; Beena, one; Trundle, two; Nangeribone and Melrose, one. There are fifteen mails despatched per week and fifteen received.

28 Mar., 1895.

2626. Have you any information in regard to the business done in the Money Order Department? Yes; I hand in the following comparative statement:—

1892.		
Orders issued	...	£5,082 17 7
Commission on same	...	£41 19 0
Savings Bank deposits	...	£1,444 0 0
Money Orders paid	...	£882 14 2
Savings Bank withdrawals...	...	£759 3 10
Cash received for telegrams transmitted...	...	£427 15 4
Letters actually posted at Condobolin	...	117,516
Papers actually posted at Condobolin	...	17,676
1893.		
Money Orders issued	...	£4,212 12 5
Commission on same	...	£46 12 0
Savings Bank deposits	...	£3,762 6 9
Money Orders paid	...	£1,171 10 0
Savings Bank withdrawals...	...	£1,780 18 7
Cash received for telegrams transmitted...	...	£472 8 8
Letters actually posted at Condobolin	...	142,524
Papers actually posted at Condobolin	...	26,460
1894.		
Money Orders issued	...	£5,190 6 8
Commission on same	...	£50 1 6
Savings Bank deposits	...	£3,910 4 0
Orders paid...	...	£1,286 10 0
Savings Bank withdrawals	...	£1,672 5 0
Postal notes sold at Condobolin during the year 1894...	...	£499 5 6

Total rainfall at Condobolin for the year 1894—2,710 points.

2627. To what do you attribute the increase in the Savings Bank deposits;—do people prefer the Savings Bank, or is the increase due to the natural growth of the district? The people prefer to invest in the Savings Bank.
 2628. Have you noticed any growth of the town during your period of residence? Yes, it has increased considerably.
 2629. Do you find that the work with which you are entrusted is also increasing in all its branches? Yes.
 2630. Do you think that the growth is a natural one, and likely to continue, or has it been spasmodic? I think the town will improve by people taking up land.
 2631. Do you look upon the settlers as *bonâ fide*? Yes.
 2632. They have not taken up land with the view of eventually disposing of it? No; I look upon most of the selectors around here as men who have come to make a living.
 2633. Are they men who are improving their holdings? As far as I know.
 2634. Do you find there is a disposition to cultivate or graze? On places handy to the town they are growing wheat.
 2635. I suppose for the main part the residents of the town are favourable to the construction of the line? Yes.
 2636. Speaking as a citizen of Condobolin, which do you think will be the most acceptable line to the people—the direct line to Parkes *via* Bogan Gate, or a detour by way of Trundle? The direct line *via* Bogan Gate.
 2637. I suppose on account of its directness and less haulage? Yes.
 2638. You do not think there would be any special advantage to Condobolin to connect with a locality such as Trundle? I could not express an opinion.
 2639. Do you know anything of the character of the country between here and Parkes *via* Bogan Gate? No; I know the road to Forbes. During the two years I have been here the road has been impassable for six months at a time, and the coach could not travel along it; the flood-waters were over the fences in many places. We used to make the coach travel out *via* Burrawang.
 2640. When you found the Forbes line flooding in that way, what did you do with regard to the carriage of mails? We had to send them *via* Burrawang.

2641.

- Mr. W. S. Bellamy.
28 Mar., 1895.
2641. Did you not send some of your mails during the bad weather *via* Trundle? No; they could avoid the flood-water by going *via* Burrawang, and then turning in towards the river.
2642. You say you have spent a portion of your life at Hillston? Yes.
2643. How long were you there? Ten years.
2644. Did you hold a similar position there as you hold here? Yes.
2645. What class of country is there about Hillston, so far as settlement is concerned? On the south side of the river it is all red timbered soil. On the north side, between the Lachlan and Marrobee, and the Marrobee and Willandra, it is all open cotton-bush and salt-bush country.
2646. Is a large portion of it suitable for settlement? All the south portion.
2647. What quantity would be suitable for settlement? All the country, until you get upon the plains near Carrathool.
2648. *Mr. Gormly.*] They could not send wheat from there to Condobolin? No.
2649. *Mr. Molesworth.*] How far distant from Condobolin do you think the settlers from the west or in the direction of Hillston would be likely to use the Condobolin Station? They would not come here at all. By the new line it is only 60 or 70 miles to Carrathool.
2650. How far east of Hillston would be likely to utilise Condobolin? Not below Euabalong. The Cargellico people might come here.

Mr. Humphrey William Grey-Innes, farmer and selector, Condobolin, sworn, and examined:—

- Mr. H. W. Grey-Innes.
28 Mar., 1895.
2651. *Chairman.*] Where are you located? Two miles from Condobolin. I have been a resident of the district for twenty-two years.
2652. You were formerly Mayor of Condobolin? Yes.
2653. Can you give the Committee any information to show that the projected line would not only be a benefit to Condobolin, but to the country? I have always advocated a direct line *via* Bogan Gate. One reason is that it is practically level country. It does not pass through any flooded land, and it passes through an immense quantity of Crown lands—220,000 acres at Burrawang alone. In connection with a former inquiry held here, the evidence of the District Surveyor was to the effect that it was all suitable for special areas.
2654. You were formerly, I think, in favour of the Trundle diversion? I wrote in the press strongly advocating the other route as against Trundle.
2655. Did not Mr. Gilliat interview you in 1892? Yes; I gave evidence at the inquiry.
2656. Mr. Gilliat in his minute states:—
- Mr. H. W. Grey-Innes, Mayor of Condobolin, considers the line by Trundle best suited for the interests of Condobolin.
- Is that correct? It is not. It is quite different. I was president of the railway league, and was supporting the direct line.
2657. Then if your name has been attached to that statement it is an error? Yes, decidedly.
2658. Do you know the line as shown on the wall-map from Parkes to Condobolin, going by way of Bogan Gate? I know it well.
2659. Will you explain what is the character of the country along that line, as regards its liability to being flooded? There is a small portion near Bogan Gate, and I have never seen it deeper, in the heaviest floods, than about 1 foot—that is right on the line.
2660. What extent would it be? About 15 miles. It never was more than a foot deep.
2661. Would that foot deep extend for 15 miles? It is patchy here and there. In some places there may be two or three watercourses breaking out from the Billabong Creek where it might be a little deeper, but very little.
2662. But was it a continuous length of water 15 miles in extent and 1 foot deep along the line? Yes; I went almost from Burrawang to Bogan Gate, and it was a foot deep that length.
2663. When was that? Four or five years ago. I was met by people who told me I would not be able to get there, but I did get there. I went along the road, and the road is a little to the south-east of the line, and that is the only place where water breaks over, and it is very slight.
2664. On the whole line is that the only bad part? Yes.
2665. And that, you say, even there is about a foot deep? Not more.
2666. And where you travelled is a little to the south-east of the projected line? Yes.
2667. Which would not be so deep? It would not be so deep, because the ground is higher as you go to the west.
2668. Does the ground become very soft when it gets that water upon it? No; not upon that portion of it. That is only in the pine country. That is principally yarran country, and is not boggy at all. It has a better bottom.
2669. With an embankment 1 foot high, and then the sleepers and rails upon them, would there be any difficulty in constructing a line over that country, even with such a heavy rain as you describe? Not the slightest, and that was an exceptionally wet season.
2670. Can you state the actual year when that occurred? It is four or five years ago.
2671. Do you know the country through which the Trundle people wish the line to be taken? I know the road between here and Trundle.
2672. How does that compare with the road you have described which gets the water over it in heavy rains? There is one creek to cross between here and there, and there are two or three steep ridges to cut through.
2673. Would it be as easy a line to construct as the direct line? I should think not. Mr. Stawell, who was inspecting the Parkes line, came through that way, and gave it as his opinion that it would not be as easy. He thought there would be two or three pretty heavy cuttings between Trundle and Condobolin.
2674. What is the range which runs along there? Two or three steep ridges.
2675. Which would take the water away from the creek;—on a surface railway there would have to be cuttings? Yes.
2676. Would they be of any extent? Yes; one would be a cutting of about 2 miles.
2677. That would be to get a 1 in 100 grade? I think so.
2678. Have you been cultivating in this district for many years? I was cultivating for about ten years.

Mr. H. W.
Grey-Innes.
28 Mar., 1895.

2679. Do you still do so? I have not done any this last year. I have been going in for laying down lucerne.
2680. Is that a success? Yes, so far.
2681. Do you irrigate? No, I have only tanks; I have no water frontage.
2682. Why did you give up growing grain? Because the price was so low, and there was practically no market without railway communication.
2683. It would not pay to send it to Sydney by carriage and train? No; we are practically in the hands of one firm here for a market.
2684. We have heard to-day that the carriage is very cheap at present, being as low as 12s. 6d.? That would be 4d. a bushel from here to Parkes, and you would get 2s. 2d. in Parkes, and they are giving 1s. 10d. here.
2685. Do you work on your farm yourself? Yes.
2686. What would be the lowest price at which you could grow grain? With railway carriage 2s. a bushel would pay in this district, because the land is good. I have close on 370 acres of splendid land near to the town, suitable for agriculture, which I would put in wheat if I had a means of getting it away.
2687. What is the average yield here? Some 16 to 18 bushels.
2688. Do you consider that very good? It will pay.
2689. Do you try any other growth except grain? I have grown hay, and I saw last year some exceptionally good crops of oats. But oats, as a rule, are not so safe to grow as wheat in this district.
2690. Is the district liable to rust at all? No.
2691. What is the extent of your holding? About 1,468 acres.
2692. To what extent would you be a customer to a railway if it were constructed? About twenty-two bales of wool a year, and I would go in for wheat-growing.
2693. What quantity of sheep have you? At present, 1,500. I had 3,000 last year.
2694. I suppose your holding is well improved? Yes.
2695. What can you carry? About one sheep to the acre.
2696. What do you get out of an acre when you run sheep upon it? About 2s. at present prices.
2697. What would be the ordinary price? Between 2s. and 3s.
2698. With the average yield of wheat which you have described, what would you be able to get? I reckon if I got 10s. an acre it would pay better to grow wheat than wool.
2699. And that would be a low estimate? Yes.
2700. Is labour abundant in this part of the country? Yes; I have had men coming to me lately offering to work for their tucker. I think I have had to do with more selectors in this district, as far as making out their applications, and so on, is concerned, than anyone else, and I can speak as to their *bona-fides*. I believe the majority of the selectors in the district are *bona-fide* men. They have proved that wheat will pay if there is a market, and it appears to me that if they get a railway they will continue to work their land; and if they do not get one it is a question whether they can live. They have proved that the land will grow wheat, and grow it at a little cost. The stump-jumping implements break up the land now at very little cost.
2701. What would you say would be a reasonable holding for a man to make a living upon, if he worked it himself along with his family? In agriculture a man could do well enough on 640 acres with a market. I think the fairest system would be this, to have a sliding scale, and give the man who is closer to a railway and to a market a limited area of land, and increase the area to those who are a distance away.
2702. Where do you get your water from? I have tanks.
2703. What does a tank cost for a holding such as yours? They are very cheap now. You can get some for about 9d. a yard. Mine is about 1,800 yards in extent.
2704. Do you know of any quantity of wheat which has had to remain in the district because it could not be taken to a market? There are advertisements in the papers calling for tenders for the conveyance of wheat to Parkes at the present time.
2705. Would you be prepared to pay a special rate of carriage from here to Parkes? That opens up a broad question. My idea is that if a district wishes to have a railway it should be prepared to agree to pay a small rate, between the difference of the working expenses and interest on the cost of construction, until it became self-supporting. If that system were adopted we should have less unremunerative railways.
2706. Do you think there are many in this district who hold that opinion? I think so.
2707. Is there anything else you would like to state? I think, from my past experience of the district, Condobolin would be an important trucking station in the event of the railway being constructed. There is a large quantity of stock fattened in this district; in fact, it is essentially a fattening country on the south side of the river.
2708. How would a line from Forbes to Condobolin suit the Condobolin people? I opposed that on the ground that it would be more expensive on account of the flooded country and the bridging, and also that for all time we would have to pay the extra haulage round by Forbes, whereas we should go direct to Parkes. There is a good deal of flooded country coming out from Forbes, and there would be expensive bridges to construct.
2709. Then you think Parkes would be the best place to connect with? There is also the advantage of having 300,000 acres of Crown lands to pass through which would be readily taken up.
2710. You, as a practical farmer, are of opinion that the Burrawang leasehold portion, when available, would be readily taken up? Yes; and that part of the country which the line passes through is much more suitable for agriculture than the river frontage. We find that the red soil is far better for wheat-growing. It is more liable to rust near the river, it is so wet. That sort of country holds the moisture.
2711. With regard to the farmers generally, are their holdings similar to or larger than your own? The majority have 2,560 acres.
2712. Do they all combine agriculture with grazing? A great many of them have done so latterly, and they would do much more if they had railway communication. A great many are men with families, who do their own work. I know that at Melrose, 50 miles away, several of them put in large areas of wheat. At first they sold a good deal of their wheat for poisoning rabbits, but now they use the pollard instead.
2713. In many portions of New South Wales the tendency is rather for agriculture to develop into sheep-farming, than for sheep-farming to develop into agriculture;—is that the case in this district? No.

- Mr. H. W. Grey-Innes.
28 Mar., 1895.
2714. Your observation has been that the people go in more for agriculture? Yes.
2715. On account of the suitability of the district, and better results? Yes; you can make 10s. an acre by agriculture, and you cannot make more than 2s. by wool-growing.
2716. *Mr. Chanter.*] Replying to the Chairman, you alluded to Mr. Gilliat's report and the district surveyor's report as to the suitability of the Crown lands at Burrawang for special areas;—do you think, under existing circumstances, any farmer, no matter how industrious he may be, can make a living out of a special area of 640 acres? I am totally opposed to special areas, except within population areas around towns. I do not believe in special areas excepting around towns.
2717. You stated that at present the net profit from a sheep is 2s. per acre? Yes; that is on a fairly good holding when it is improved.
2718. Then a holding of 2,560 acres would give a net profit of £256? Yes.
2719. One-half of that—1s. an acre—would have to be paid to the Crown for rental? Yes.
2720. That would leave the selector on a full block £120 per annum with which to maintain his family, and to pay for the cost of fencing and other improvements? Yes.
2721. Does not that go to show that it would be absolutely useless to get a close settlement on a special area in any part of the country districts where the carriage is so great? I think 640 acres close to a railway are worth 2,560 acres back. You can make money out of all sorts of things close to a railway, such as a few lambs, for instance, and so on.
2722. Take any part of the locality between Condobolin and Parkes,—do you think it is possible to maintain a close settlement along that line of railway on 640 acres of land? I think a man could make a fair living from it; it is splendid land.
2723. What revenue would he derive from it? If he went in for agriculture, combined with sheep-farming or dairying, he should make a better living from it than a man would on 2,560 acres 60 miles back from here.
2724. Supposing he put one-half of it—320 acres—under wheat; that would give him £160 a year revenue from wheat? Yes.
2725. With regard to grazing. He could not keep more than 320 sheep on the balance; he would have to keep horses and cows? In country like that he could do so if it were cut up into small paddocks, and you can keep two sheep to the acre in that country.
2726. Would that be by growing lucerne? No.
2727. Roughly speaking, what revenue do you think a farmer could make out of 640 acres of land? £150 a year.
2728. Do you think that would be sufficient to maintain him and his family, and to pay the Crown? I am estimating that his family would be maintained by the produce of the land.
2729. That is so far as food is concerned? Yes.
2730. But there is a considerable amount of cost for clothing? That depends upon the tariff we are going to get.
2731. Practically, he would receive £200 a year in cash from his farm? Yes.
2732. What about the stock? He could send a few fat sheep away if he had a market. If he were near to a railway he could utilise his straw and everything; nothing would be wasted.
2733. Would another £50 a year cover that? Yes.
2734. That would be £250 a year? Yes; and it would not cost him more than £100 a year.
2735. He would have to pay to the Crown £48 a year rental? Yes.
2736. Your opinion is that along this proposed line of railway a man can get a living, and make a profit out of 640 acres of land? Yes.
2737. Evidence has been given to the effect that a close settlement can be provided for on this line of special areas. The minimum price for special areas is 30s. per acre, and the maximum quantity of land is 640 acres. I want to obtain your opinion as a practical farmer. What you wish to convey is that a lesser area of land would suffice to give a man an opportunity of making a living, but at a reduced price? Yes.
2738. So that it would be an ordinary selection, only with a limitation of area? Yes.
2739. Then you think it would be wise, where a railway runs, to take into consideration the limitation of area? Yes.
2740. And to only make it special in that sense, and not to increase the price? Yes.
2741. It is estimated that the capital cost of the proposed line will be £140,000, and the interest on the capital and working expenses will be £9,000 a year. Do you think that those who would be served by the line would be patriotic enough to enter into a bond with the Railway Commissioners to agree to pay what is termed a local rate—that is an increase on the ordinary railway rate—which I am told would be 9d. from Condobolin to Parkes? Yes.
2742. You have stated that the selectors in the district are *bona-fide* men? The majority of them are. I could put my fingers on all who are not.
2743. If the depressed times continue, and the railway is not constructed, what will be their position? They could not maintain their holdings—they would have to abandon them.
2744. You look upon them as good settlers? The very best of settlers—men with families who do their own work, and who are anxious to make a home. They are not speculators.
2745. In your opinion the only hope they have of retaining their land is the construction of a line of railway. Their holdings, large as they are—2,560 acres—do not give them sufficient profit out of grazing alone to enable them to make a living? They do not.
2746. *Mr. Gormly.*] What is your opinion as to the area of land in different directions from Condobolin, which will be suitable for settlement when the leases fall in;—take the country west and north from Euabalong—what extent of country is there suitable for settlement and selection? When you get 30 miles from here you come to the western division; but inside that division there is a good deal suitable for settlement.
2747. Euabalong is 42 miles away? Yes, it is 12 miles from the boundary.
2748. What extent of country along the division, between the central and western divisions, is suitable for settlement? There is an immense quantity at Melrose alone.
2749. Is all that suitable for settlement? It is splendid land, the pick of the run, and nearly the whole of the resumed area has been taken up.

2750. What is your opinion with regard to the land immediately adjoining the Western Division;—is it suitable for homestead leasing? A good deal of it has been taken up as homestead leases.
2751. You are aware that the homestead lessee can devote his land to agriculture if he chooses? Yes.
2752. And he would hold his land probably at a cheaper rate? Yes; on part of Fremeran Station there is a good deal of land which has been taken up as homestead leases.
2753. Are you of opinion, from your experience of this district, that agriculture might be carried on in that direction? I think so.
2754. And that the produce would be likely to come to Condobolin? Yes; it would have no other outlet at present. It could not go to Carrathool, Hay, or Whitton. About Euabalong there is a good deal of grain grown. One man had 1,000 bags this year.
2755. There is a good deal of lightly timbered country there which could be easily cleared? Yes.
2756. And you are of opinion that agriculture, if the railway is extended to Condobolin, might extend in that direction? It would extend about Cargellico and Euabalong.
2757. Are the residents of this portion of the Colony and further west towards the boundary of the Western Division, troubled much with rabbits? Most of them are netted. They also go in for poisoning, but outside that they are very bad. The smaller the holdings the better.
2758. If settlement were to extend there it would check the spread of rabbits? Yes.
2759. If the land were devoted to agriculture the holdings would get smaller? Yes.
2760. Then you are of opinion that there is a large extent of country which the Committee have not seen—that is, to the west, north, and north-west—which is suitable for settlement? Yes.
2761. You are of opinion that there is a large extent of land suitable for settlement around Condobolin? Yes; and I believe that with a good system of water conservation the produce would be increased at least sixfold. That has been proved by Mr. Gatenby, between here and Forbes. It has been proved that you can cut six crops of lucerne in a year.
2762. The creeks of the Lachlan could be dammed easily and cheaply? Yes.

Mr. H. W. Grey-Innes.
28 Mar., 1895.

Mr. Robert Clark, farmer and selector, Melrose, sworn, and examined:—

2763. *Chairman.*] Where is your selection? At Melrose and Palestine.
2764. How far is that from Condobolin? Forty miles.
2765. You are a member of the Central Farmers' Association? Yes; I am the secretary of it.
2766. *Mr. Molesworth.*] How long have you been a resident of this district? Four years.
2767. What part of the country were you in before? Coolamon.
2768. What is the size of your holding? Myself and brother have two full blocks of 5,000 acres.
2769. To what use do you put it? To agriculture and sheep-raising.
2770. What quantity of land have you under crop? About 100 acres.
2771. What do you grow? Principally wheat and oats.
2772. Where do you find a market for them? Principally at Nymagee. It is only this year I have had any area under crop.*
2773. What is the distance to Nymagee from your place? About 50 miles.
2774. Then you would be about 10 miles nearer to Condobolin if the line were constructed to it? Yes.
2775. Do you favour the construction of the line according to the proposed route? Yes.
2776. How far out in your direction would the settlers be likely to utilise the Condobolin railway station? About 90 miles out—principally from the west and north-west.
2777. What would be the principal products? At present the principal product is wool, but if there were a railway I think it would be principally wheat.
2778. I understand you have a statement to make to the Committee? A number of selectors are likely to utilise the railway if constructed. The number of settlers on the portion of Melrose which I represent is fifty-six. There are some on the southern side, whose names I have obtained, who would utilise the railway. There are fifty-six on Melrose and eight on the adjoining station. The holdings are 144,860 acres. The area under cultivation at the present time is 1,524 acres. The result is 24,329 bushels of grain, an average per acre of 15 bushels 57 lb. I hand in the following list, showing the names of the selectors, population, area cultivated, and the yield:—

Mr. R. Clark.
28 Mar., 1895.

Names of selectors.	Population.	Area selected.	Cultivation.	Bushels	Remarks.	Names of selectors.	Population.	Area selected.	Cultivation.	Bushels	Remarks.
Morrrows.....	3	6,500	40	756	Grazier.	Davidson	5	5,000	.....	.....	Grazier.
Gaveil	5	10,000	.....	.....		Anderson	2	1,000	40	450	
Austin	10	6,500	120	2,016		Deaves	13	2,560	120	2,100	
Breen	3	640	60	1,260		Polyblank	1	2,560	12	252	
Chant	3	2,560	40	672		Kerley	17	7,000	76	1,205	
MacGregor.....	6	2,560	35	400		Faulkly	12	12,800	3	50	Mostly graziers.
Brown	6	3,000	90	1,080		Kerr	1	2,560	.....	.....	Grazier.
Mackenzie	3	1,600	.....	.....		Boxsell	6	10,000	4	84	
Baxter	2	900	.....	.....		McGorman	2	2,560	13	189	
Gibberson	1	800	.....	.....		Simmonds	1	2,560	.....	.....	Grazier.
Bowkett	10	2,560	60	960	Clark	3	5,000	97	2,000		
O'Donoghue	7	1,300	20	340	Carnes	8	2,560	60	1,350		
Durning	1	2,560	6	96	O'Brien	1	1,280	.....	.....	Grazier.	
Sweeney	1	2,560	47	705	Barnes	16	7,000	31	596		
Bell	8	1,280	52	.....	Draper & Miller	2	1,900	.....	.....	Newselectors	
Payne	7	2,560	50	850	Menzies Bros.	7	12,500	12	600	Oats only.	
Pengilly	11	2,560	150	1,880	Richards	1	2,560	20	420		
Tremayne	4	2,560	21	264	Keating	5	1,500	.....	.....	Grazier.	
Milledge	6	2,560	70	1,050	Seymour	1	2,560	.....	.....	New selector.	
O'Halloran	2	1,280	115	1,764							
Innis	1	2,560	60	840							
						Total	214	144,860	1,524	24,329	

Average per acre under cultivation = 15 bushels 57 lb.
Number of selectors on Melrose = 56 and 8 adjoining.

2779.

* NOTE (on revision):—I may state there is only a limited demand for produce at Nymagee; about 400 bags supplied it this year.

- Mr. R. Clark. 2779. I understand that besides the selectors, whom you say you represent, there are a number nearer still to Condobolin who would be likely to use the railway? Yes; principally at Moabla.
- 28 Mar., 1895. 2780. Can you give any idea as to the number of acres likely to be put under crop if the extension were completed within a reasonable time? I am quite certain all the selectors would go in largely for agriculture, if they had the convenience of a railway. The chances are they would cultivate 200 or 300 acres or more.
2781. And you believe it would become a large wheat-growing district? Yes; one of the largest in New South Wales.
2782. Is it well adapted for agriculture? Yes; it is equal if not superior to the Coolamon country. I have been on the Murray, Victoria, and I find it is equal to that.
2783. Had you any trouble with rust in your locality? A little made its appearance this year, but it did not affect us. It is dry soil, and it is not liable to rust.
2784. In what month did the rust appear? In September.
2785. Do you attribute it to any special cause? It had been a very wet spring and it then turned dry.
2786. Do you think the excessive wet at the beginning of the growth affected it? Yes.
2787. What quantity of wool is produced in the district you represent? I have not gathered the statistics in regard to wool, because the selectors are for the most part new upon the land and have not got it improved. The land will carry one sheep to the acre if properly improved.
2788. Is there any prospect of getting minerals in that direction? Yes; I think there is a great chance. We have all sorts out there—gold, silver, and copper.
2789. Are the mines in active operation? No; there is very little doing apart from fossicking.
2790. Is the rainfall sufficient to enable you to cultivate wheat satisfactorily? Yes; it has been over 22 inches for a number of years. I heard a statement just now about the Palestan country. A portion of my land is on Palestan, and I heard Mr. James say it is one of the poor carrying stations in his district. That is not because the land is inferior, but because it has not been improved. There is very little of the land which has been scrubbed, and there is very little water upon it. There is only one tank, in fact, on the whole of the station. The gentleman who owns the station says it will be equal to the land he has at Trundle if he improves it, and he is going in largely for improving it now.
2791. Then the failure of Palestan to carry more stock is simply from the fact that it is not improved? Yes.
2792. Is there any likelihood of any stock being sent from your district to be sent by rail to the metropolitan market? Yes; a considerable amount.
2793. What would it consist of? Principally fat sheep for market.
2794. Do you think the prospects surrounding the extension of the line from Parkes to Condobolin are essentially good? Yes. I may state that the future of the district depends on the railway to Condobolin, for without it it is impossible for us to pay our rent and live on the land. We cannot make a living by grazing alone, and with the present prices for grain it is impossible for us to grow it. It is 40 miles to Condobolin, and the carriage to Forbes or Parkes is 100 miles.
2795. Do you think the farmers in your direction would pay a local rate between Parkes and Condobolin until such time as the line paid working expenses? I do not think they would object. Speaking for myself, I would not object.
2796. What do you pay at present for the carriage of any grain you produce to a market? Sometimes 2s. per bag; at other times we have to pay more.
2797. That would be from Melrose to where? From Melrose to Parkes, about 100 miles.
2798. What would be the carriage from Melrose to Condobolin? I have to pay 1s. 6d. per bag or 13s. 6d. a ton; that is for a distance of 40 miles.
2799. The railway book rate from Parkes to Condobolin would only be about 9d. a ton—I suppose you would willingly pay more than that? Yes.
2800. What is about a paying rate for the production of grain? I think we could make grain pay at 2s. even at the distance I am from a market—40 miles—because the country is easily cleared, and we have a fairly good average.
2801. Do you go in much for sheep-farming? The country is not properly improved yet; but I intend to go in for it as much as I can.

Mr. Archibald Brown, farmer and grazier, Melrose, sworn, and examined:—

- Mr. A. Brown. 2802. *Mr. Gormly.* Where were you living before you came here? At the Rock, near Wagga Wagga.
- 28 Mar., 1895. 2803. How long have you been here? About four years.
2804. You are well acquainted with your immediate neighbourhood? Yes.
2805. The country is lightly timbered? Yes.
2806. Is there much scrub upon it? In places it is densely scrubbed.
2807. The land is easy to cultivate? Yes. Some of it is clay, and other parts sandy loam.
2808. Are you reasonably supplied with water? Yes; there are good catches.
2809. But you have to make large tanks? From 1,000 to 2,000 yards. There is no scarcity of water at present.
2810. The residents have enough for domestic use and for their stock? Yes.
2811. Is there a strong inclination on the part of the holders in your district to devote their land to agriculture? Yes; they are all going in for it.
2812. Are you satisfied that it is a grazing and agricultural district? It is a better agricultural district than the one I came from. The land is more easily cleared.
2813. Have you seen some of the land cultivated? I have 100 acres under crop myself; 40 acres I stripped for wheat. The first year I cut mine for hay; the next year I got 20 bushels to the acre.
2814. You can cultivate moderately cheaply, owing to the land being fairly level? Yes.
2815. Is that an advantage in agriculture? Yes.
2816. What implement do you use for harvesting your grain? The stripper.
2817. Do you find any number of persons who wish to acquire land in your district? Two selectors have taken up land within the past three weeks; others are waiting until the new Land Bill comes into force.
2818. Is there any quantity of land available for settlement in your neighbourhood? Odd blocks; but the pick is taken.
- 2819.

2819. If the lands now held as reserves and leaseholds were available, would persons settle in the district? I think so. Mr. A. Brown.
2820. Is there any considerable number of persons who seem to have an inclination to settle? I could not say. 28 Mar., 1895.
2821. Do many go round to inspect the country, and make inquiries? Not during the past year, owing to the dull times.
2822. I suppose they can tell by the charts that the land is not available to any extent? Yes.
2823. Is there any other district in your neighbourhood, where settlement has taken place to any extent, which a railway to Condobolin would serve? It would serve all between there and Condobolin. Walker's Hill is outside Melrose, but it would be benefited, and then there is Nangebone.
2824. Are there any settlers there? I do not think there are any there. I should like to say a few words with regard to Palestine. I was there a few days ago, and the owner of the station told me he considered the country equal to that around Trundle, and that he was improving 5,000 acres by getting it ringbarked and scrubbed at 1s. an acre.
2825. Then his holding is overrun with scrub? Yes.
2826. And will not carry many stock? No.
2827. Are the settlers in your neighbourhood removing the scrub and timber? Yes.
2828. Have you used your land for grazing? Yes.
2829. What will it carry? When properly improved it will carry a little over a sheep to the acre.
2830. Do stock do well there? Yes.
2831. Are they liable to any disease? No.
2832. Do they get reasonable feed? Yes.
2833. Do you find grass-seeds which get into the wool troublesome on any of that country? Not where the land is properly stocked—only in odd places. Where the land is reasonably stocked after a few years the grass seems to change.

Mr. Horace Leighton, farmer, near Condobolin, sworn, and examined:—

2834. *Chairman.*] Where do you reside? Seven miles to the east of Condobolin.
2835. *Mr. Chanter.*] What is the extent of your holding? 2,560 acres.
2836. How long have you held it? Six and a half years.
2837. Did you take it up for selection? Yes.
2838. What improvements have you effected upon it? I rung and scrubbed it, I sank two tanks and a well, and put up a dwelling-house with other buildings, and fenced it all in. It is all ringbarked, but I have 1,000 acres of mallee, and as fast as you cut it down it springs up again.
2839. What is the character of the soil in the mallee? The very best for cultivation.
2840. Suitable for agriculture? Yes.
2841. How many acres have you under cultivation? 250.
2842. Is that situated in the portion of the mallee you have described? Part of it.
2843. What was the result of your cultivation? The wheat gave 20 bushels to the acre, and the hay 1½ tons.
2844. Where do you dispose of your produce? I have all my hay on hand yet. I have sold 500 bags of wheat to the mill at Condobolin.
2845. Do you expect to get a sale later on? No; they do not care to buy other than first-class samples, and the wheat I have on hand yet is a little pinched, on account of the richness of the soil, which dries up too quick.
2846. What are your prospects for disposing of the hay? There is no prospect about here.
2847. Have you sent any of your produce to Parkes or Forbes? No, only my wool. I send that to Parkes every year.
2848. What price did you get for the wheat you sold? One shilling and 10d. a bushel.
2849. And you say you cannot get any sale for the balance? No, they will not set a price upon it.
2850. What would be the cost to take it to Parkes? Twelve shillings a ton.
2851. If you cannot get a sale for it here you will have to send it to Parkes? No; I will feed my own stock upon it.
2852. I am speaking of the wheat, and not of the hay? The wheat too.
2853. What stock do you keep? 1,000 sheep, twelve draught horses, and two light saddle and harness horses, and a few cattle.
2854. What will that portion of your holding which you have improved by ringbarking carry? One sheep to the acre.
2855. Will the mallee portion, when improved, have equal carrying capabilities? Yes; but it will take several years. I should crop it first.
2856. How much wool did you have this year? Three tons.
2857. Where did it go? To Parkes.
2858. How far is your holding from Condobolin? About 7 miles.
2859. Would the railway, if constructed, induce you to increase your cultivation? Yes; I have to keep a plough going to keep the scrub down. There are so many different scrubs which the sheep will not eat. I have 170 acres ploughed to keep the young scrub from coming.
2860. About what acreage, under those circumstances, with railway communication, would you have? Myself and family could have about 500 acres a year.
2861. And how many bags per acre would you expect to get? Four bags, or 15 bushels, at the least.
2862. That would be 2,000 bags of wheat? Yes.
2863. Then you would be prepared to supply the railway with over 200 tons? Yes.
2864. Do you grow fruit? Yes.
2865. Do you find it profitable? I have never sold any yet. I use it for home consumption, but the fruit does remarkably well.
2866. If you had railway communication, would you be induced to grow it for market? Yes; I have had lots of raisins this year.
2867. Do you know the district pretty well? Yes.

Mr.
H. Leighton.
28 Mar., 1895.

- Mr. H. Leighton.
28 Mar., 1895.
2868. Do you know what your neighbours would be disposed to do if the railway were constructed;— would they increase their agricultural area? I have not seen any of them to inquire.
2869. Do you think they can make a living and retain their land under existing circumstances? Yes; if they have a market.
2870. But what if there is no railway at all? It would be of no good then.
2871. Then if the railway were constructed you think it would be to their interests to produce cereals and other produce from the land which they are now grazing? Yes; because agriculture will keep it clean, and sheep will not.
2872. Is there a considerable area around you suitable for agriculture? Yes; all of it.
2873. Are the holders industrious, permanent settlers? Yes.
2874. Men who came with the object of making a home? Yes; like myself.
2875. It is costing your neighbours about 12s. 6d. a ton to carry their wheat to Parkes? Yes.
2876. Would you be inclined to agree to pay a higher rate of carriage from Parkes to Condobolin than 9d. a ton, or what is termed a local rate? Yes; if I could get the stuff away when I wanted to.
2877. Would you be agreeable to sign a bond to the Railway Commissioners to pay what is termed a local rate? Yes.
2878. That would be nothing in comparison to what you are paying now, but still it would be higher than the through rate? Yes.
2879. Do you think your neighbours would do the same? Yes.
2880. Do you think, under the circumstances of a local rate, and the prospects as to the development of traffic, Parliament would be warranted in approving of the construction of a line from Parkes to Condobolin? I do.
2881. Do you approve of the direct line from Condobolin to Parkes, or the line from Condobolin to Forbes, or of the line from Condobolin to Parkes *via* Trundle? I think the direct line *via* Bogan Gate is the best.
2882. Do you know Bogan Gate? Yes.
2883. Have you ever noticed the condition of the country there after a very heavy rainfall? Yes; I was through there last winter, up to Parkes and back again. It was very wet for two days, but the water drained off very quickly.
2884. How far would that extend from the Gunningbland Creek, where the line crosses? I do not think there was more than 5 miles of very bad country there.
2885. Did you travel along the road? Yes.
2886. But the line would be considerably to the north? It would be better still to keep away from the water. I kept up a little towards Trundle coming back, and I found it was not so wet there.
2887. What was the average depth where you went? The deepest was 18 inches.
2888. What would be the average depth? Eight or 10 inches.
2889. Was the ground solid or boggy? Very boggy. I got through it with trouble with a buggy. There had been an extra heavy rainfall.
2890. Last season you had one of the heaviest rainfalls on record? Yes.
2891. If the railway were built up with an embankment a foot high, and sleepers 9 inches thick were laid on the top, and two tide drains were constructed to collect the water, with proper outlets, could a train travel over it? Yes; but there would have to be several culverts, because water comes from Trundle way very heavily.
2892. If 4 or 5 chains of waterway were constructed on each side of the creek, would not embankments, such as I have described, be sufficient to safely carry a line with a fair load? Yes; I think it would take all the water away.
2893. Was the rainfall last season as heavy as any which has preceded it? Yes.
2894. Is it not possible for a person to ride along a piece of country which would be low and flooded, and perhaps half a mile or a mile away find it perfectly dry and outside the reach of flood? Yes.
2895. Then, if the deviation shown on the plan is so much further north towards Trundle, would it not decrease the danger from flooding? The more you went towards Trundle the more the water would decrease.
2896. You are not in a position to say then that the line does not run upon reasonably dry ground? Reasonably dry ground.
2897. It is only when it gets more south, towards the creek itself, that the water would lie? Yes.
2898. Do you know anything of the Crown lands at Burrawang? No.
2899. Then you do not know the nature of the country? I know it is low.
2900. Do you think it is possible, even with the railway constructed, for a close and permanent settlement of farmers to be retained if the area is limited to 640 acres along the line? I do not know. You must keep stock as well as farm. I do not think I could get a living on 640 acres.
2901. And you assume that if you could not get a living no one else could? I think not.
2902. What would it be a fair legitimate area of land to allow a selector close to a railway line? About 1,000 acres of good land.
2903. You do not share the opinion that the Crown land on the line of route should be taken up and permanently settled by special areas of 640 acres, at a cost of 30s. an acre? I do not. I do not think a man could live upon it.
2904. You think the area should not be less than 1,000 acres, and the price not more than what? £1 is sufficient.
2905. If the Crown lands are made available on the conditions you have described, and with the land already settled in the hands of selectors at present, you are satisfied that this line of railway would, by producers consenting to a local rate, immediately pay, and, by the development of the district pay still better, so that the local rate could be removed? Yes.
2906. And you approve of the construction of the line? Yes.

Mr. Robert Officer, manager of Condobolin Station, sworn, and examined:—

Mr.
R. Officer.
28 Mar., 1895

2907. *Chairman.*] What are you? Manager for the Union Mortgage and Agency Co., at Condobolin Station.
2908. *Mr. Molesworth.*] How long have you been in this district? Ten years.
2909. Is your station within easy distance of the town? It surrounds it.
2910. What is the size of it? Originally it was 120,000 acres. We have about 80,000 acres left now; we use about 60,000 acres.
2911. Is it all leasehold, or is some portion of it freehold? There are 20,000 acres of secured lands, and the others are leasehold and occupation licenses.
2912. Do you carry nothing but sheep on the station? Just now we carry only sheep, and sufficient horses and cattle to work it.
2913. Do you cultivate any portion of the land? Not now; but two or three years ago we cultivated 200 or 300 acres.
2914. Was there any special reason for giving it up? Over-production in the district, and no market outside.
2915. In the event of the railway being constructed, will there be any inducement to again cultivate? Yes; as manager I should advocate going into cultivation largely.
2916. What do you mean by "largely"? Up to 3,000 acres annually, with a view to putting it down in lucerne after a crop or two had been taken off.
2917. Have you any record as to the rainfall in the district? Yes; the average for the last twenty years is 20 inches.
2918. What was the largest, and what was the lowest rainfall? Fourteen and a half inches was, I think, the lowest, and 31½ inches the highest.
2919. Do you consider the average sufficiently good for the growth of cereals? Yes.
2920. Is the district eminently adapted for growing wheat? Yes.
2921. What is the lowest price at which it would pay, if the railway were constructed, to grow wheat in this district? Two shillings—going into it largely.
2922. Where do you send the product of your station to? At present to Sydney, *via* Forbes.
2923. It consists, I suppose, principally of wool and fat stock? Wool; no fat stock.
2924. Would you feel inclined to send fat stock if the railway were constructed? Eventually we would; but the country is not fattening country. It has all, originally, been pine scrub country.
2925. Have you noticed any improvement in the growth of this district since you have been here? Very marked.
2926. Has it been a regular steady progress? Yes. About the time I came here there was what you might call a rush for land. Settlers came in great numbers from Wagga, and the progress since that has been steady.
2927. Has there been any great settlement since the railway was opened to Parkes? No.
2928. Do you think there would be an increased settlement if the line were extended here? Yes.
2929. And lands would be thrown open eventually for settlement? Yes.
2930. Can you give an estimate of the quantity likely to be thrown open for selection? When I came to this station there were 120,000 acres, which were supposed to carry 30,000 sheep. I spent money upon it, and made it carry one sheep to the acre, whereas before it only carried one sheep to 4 acres, and then even it had been improved.
2931. That seems to be the average capacity of the land all through? Properly improved with natural grasses, it will carry a sheep to the acre.
2932. Does the proposed railway run through any portion of your land? Not secured land.
2933. I understand you have some proposal to make to the Committee? Yes. The owners have authorised me to offer 10 acres of land as a gift to the Commissioners for a railway station, provided that they use it for that purpose.
2934. What distance from the town is the land you propose to offer? It is really closer to the town than the proposed site.
2935. How far would it be from the centre of the town, taking the post-office as a centre? Less than three-quarters of a mile, and following the road.
2936. Do you think there is room for the growth of the town in that direction? The town must go that way.
2937. There is no opportunity for it to go in the other direction? The country is unsuitable for building.
2938. Is this on the higher land of the town? It is lower land near the proposed site, offered for a railway station, but on perfectly high dry land.
2939. Is it sufficiently level for station purposes? Yes; it is almost dead level.
2940. Supposing 10 acres is not sufficient, would it be possible to get more at a fair valuation? Yes.
2941. Without any trouble about compensation, excepting what might be fair and reasonable? Yes; as the representative of the company, I might say we would do all we can to encourage putting the station there. We recognise that it will add value to the adjoining land.
2942. You make this statement on the authority of the owners of the station? Yes; I have a telegram in my pocket authorising me to make the offer. It is a free gift, provided it is used for railway-station purposes.
2943. Do you know anything of the proposed line between here and Bogan Gate? Yes; I have travelled over most of it.
2944. Have you travelled over the pegged line? I did not travel over it with a view to forming an opinion as to the line, but I have travelled all along the line to within 10 miles on this side of Bogan Gate.
2945. Will you give the Committee the benefit of your knowledge as to the liability of the country to floods, especially on the route of the proposed line of railway? I came along it last July, in the middle of one of the wettest winters we have had, and there was nothing along the road to stop an ordinary pair of horses and buggy. With drainage, I do not think there is half a mile of country over which there would be any difficulty in forming a line.
2946. It has been stated in evidence elsewhere, that the line at the Condobolin end would be liable to flooding a little distance from here—between here and Burrawang—and that the waters would extend from 6 to 10 miles in the locality of the Goobang Creek? There is no difficulty from flood-water on the whole of the line which could not be got over with drainage.

Mr.
R. Officer.
28 Mar., 1895.

2947. I suppose you are aware that the engineers of the Department have lifted the line at the Condobolin end with the view of escaping this doubtful country? Yes.
2948. Do you think a line brought up in that way will escape the possibility of flooding? There is no flood-water over the marked route—nothing but rain-water.
2949. And the effects of rain would easily be met by the ordinary lifting of the line 2 or 3 feet from the surface? Where the bend is shown on the map, I do not think you would need to lift it 6 inches. It is right out of the reach of the flood-water, with a gravelly soil.
2950. How high do you think it would be necessary to raise the line to keep it out of the reach of flood-waters at Gunningbland Creek? I think 3 feet high would escape any flood-water.
2951. And for what distance? I could not say.
2952. Could you give a margin? I should say at the outside half a mile.
2953. You see that the proposed route is a direct line from Parkes to Condobolin; but there is an alternative survey to Forbes, and strong pressure has been brought to bear in favour of it going through Trundle;—which do you think would be the best line from a national point of view? From Parkes *via* Bogan Gate, from a national point of view, and with a view to the interests of the district.
2954. And with a view to further extension, you think that will be the better line? Yes.
2955. Do you know the country in the vicinity of Trundle? I know the country close to Trundle.
2956. We have evidence to show that it is thickly settled upon, and that the heavier part of the settlement takes place north of Trundle;—notwithstanding that, do you still think the direct line is the better one to follow? I think it is. I think Trundle is a better settled district, and contains a more substantial class of men than any other portion of the district. At the same time I do not think it is sufficient to warrant a detour to that extent.
2957. Do you think the lands in the neighbourhood of the railway, when thrown open to the public, will be settled upon? Yes.
2958. And are they suitable for farming and agriculture? Every inch, except one or two portions near the Gap, where the line comes through.
2959. What quantity of tonnage would you be likely to supply the railway with at Condobolin? From 100 to 150 tons per annum.
2960. Is that both ways? Yes; the ordinary carriage from Sydney will be rock-salt and wool-packs principally.
2961. No ordinary supplies? No; we get them in the town.
2962. Does that include the trucking of any stock? No; that would be extra. We have not proved that our country is fattening country yet, and until that is done, I do not think it would be fair to make an estimate.
2963. Do you think the railway would be likely to be used as an outlet for stock, supposing there was a drought here, and you wished to move the stock elsewhere? Most decidedly. It would be of value to get stock to the mountains, and people would send stock away which are not really prime fat, whereas if there were no railway we would not risk sending them.
2964. I suppose you know that there would be a loss on the line at the outset of £2,000 per annum? Yes.
2965. Do you think there would be any objection on the part of the proprietors of your station, and others, to pay a local rate between Condobolin and Parkes, until the line became self-supporting? I do not understand the position we would be in.
2966. Where extensions have been made in new districts, it has been customary to charge a local rate upon the local line—that rate is a little higher than the ordinary rate for that piece of line? I believe the owners would be perfectly willing to enter into any fair arrangement of that description.
2967. Do you think the construction of the line would lead to a sufficient volume of traffic to make it self-supporting? I believe it would.
2968. And to remove the liability of £2,000 a year? Yes.
2969. Are there any prospects for mining in this locality? Yes; during the last six or seven years I have spent nearly £1,000 myself in prospecting here, and I believe that as soon as we get practical experts here it will be found there is a large reefing field.
2970. Do you think the opening of the line will induce the experts to come? I think so; and it will enable us to send away trial crushings, and prove stone which is lying idle.
2971. Do you think there are any other minerals worth developing here? There is copper; but I do not think it is in sufficient quantities.
2972. Altogether, you look on the prospects of the proposed line as being good? I do. I think it is a line which will pay as soon as any of the light lines in the Colony.
2973. You are aware it is intended to construct it as a pioneer or cheap line? Yes.
2974. With no gradient exceeding 1 in 100? Yes.
2975. From your knowledge of the country, do you think that would be a sufficient permanent way to carry the traffic from Condobolin for some years to come? I think, if we got such a line, it would not be long before the Commissioners were justified in making a stronger and more permanent one.
2976. The railway authorities inform us that the line would be sufficiently strong to carry everything run on the main line, with the exception of the heavy engines? In that case I should think it would be quite sufficient.
2977. You have no doubt whatever as to the freedom of the line from flood? I am perfectly satisfied there are no engineering difficulties on account of flood at all.
2978. I might mention that the speed upon the line would be limited to 15 or 20 miles an hour;—I suppose that would be sufficient to commence with? I think so. Of course the passenger traffic is a mere secondary consideration, and for goods that speed is quite sufficient.
2979. I suppose the line would induce passenger traffic too? Undoubtedly.
2980. On the whole, you are thoroughly prepared to recommend the construction of the line, believing it would pay before very long? I can honestly say I feel satisfied it will pay, and that it will be a surprise to the Commissioners when they get it going.
2981. *Chairman.*] Do I understand you to say you have had no experts here to inquire into the mining question? We have had experts, but not practical men—men who would come and look at the field and form an opinion without doing any work.

2982. Government officials? Yes, once or twice. I think you will be interested to know that, on the Melrose Road, 3 miles from the town, if you take a dish of dust off the road and wash it, you can get colours of gold almost anywhere. I have had rough reef stone assayed which has shown a little gold, and it has given a return of 67 ounces to the ton. The assayer has said it was reef stone, and had come no distance. I have spent a good deal of money trying to find where the reef is. I have not found it, but I blame the man I have employed more than the country.

Mr.
R. Officer.
28 Mar., 1895.

2983. Is the country similar to that around Parkes from which gold is obtained? Something of the same kind, but this is a different rock.

2984. What possibility do you see of further development? The difficulty here has been, that when stone has been obtained, men have not cared to go to the expense of sending it to Parkes to be tried. If we had a railway, samples which are now left in the field would be tried.

2985. Are there any number of fossickers or prospectors about? There is a new field down the river which has taken most of them away. I do not think there are more than half-a-dozen on it.

2986. Are they earning a living on it? No; there has been no payable gold obtained.

2987. So far there is no payable gold? Not close to the town. I believe there is a payable reef at Cugong about 30 miles down the river, which would come to Euabalong if the railway to Condobolin were constructed.

Mr. Thomas Francis Mooney, grazier, near Condobolin, sworn, and examined:—

2988. *Chairman.*] Where do you reside? About 18 miles south of Condobolin.

2989. *Mr. Gormly.*] You live on the south side of the river? Yes.

2990. Have you been there many years? Twenty-one years next July.

2991. What station are you on? Borambil.

2992. Are there many other small landowners around you? Yes.

2993. How many? Fifteen or twenty, within 10 miles.

2994. If the railway were constructed, would Condobolin be the nearest point of communication you would have with Sydney? Yes.

2995. Would you and your neighbours send your produce here? Yes.

2996. Is any agriculture carried on in your neighbourhood? There is some, but not so much on the south side of the river as on the north.

2997. Is that owing to the distance you are from Condobolin? The carriage has something to do with it.

2998. Is there a fair road during the whole of the year? At times there is, and at other times it is very bad.

2999. Are you cut off by floods at any time? Very seldom; but the roads get into a bad state.

3000. I suppose your neighbours keep sheep? Yes.

3001. Where do you send your wool to? To Sydney by way of Forbes.

3002. What distance are you from Forbes? Nearly 60 miles. I have two small places—one on the river, and one further back, and I am living further back from the river.

3003. What are the possibilities of population in your neighbourhood? I think the population is bound to increase after a time.

3004. It is not increasing now? It cannot, because there is no land available.

3005. Are any of the landholders in the neighbourhood leaving? Very few.

3006. Are some leaving? I know of one on the south side.

3007. Have some of the selectors at Bygalorie abandoned their holdings? Only one that I know of.

3008. Can you tell us the reason why? Chiefly on account of anthrax.

3009. It has been rather prevalent in that district? Just in that neighbourhood.

3010. Is there any amount of fat stock produced in that neighbourhood? Yes.

3011. What market is it sent to? Forbes is the market for 25 miles around where I am.

3012. There is no considerable extent of population for a radius of 20 miles around you? The whole of the leasehold area, excepting the reserves, is taken up.

3013. What quantity of wool do you produce? At present I have 19,000 sheep on the run. Last year I sold 10,000 to Mr. Richards, of Riverstone.

3014. Then you would send the wool of 19,000 sheep, if the railway were constructed, to Condobolin? Yes; I shear on the river 12 miles east towards Forbes. But with the bad state of the road to Forbes I would have to send to Condobolin.

3015. You shear 12 miles up the river? Yes.

3016. But it would suit you to send the wool to Condobolin? Yes.

3017. *Chairman.*] What price do you generally pay for carriage? Last year we had it delivered in Forbes from my place for 25s., but it varies sometimes to £3. To Cowra it used to be £3, and £3 5s., but last year, labour being cheap, it was very low—lower than I have ever seen it.

3018. Would you be prepared to pay a slightly increased special rate for carriage on the railway? If it were made too high I would have to utilise the road.

Mr. James Dawson, farmer and grazier, near Condobolin, sworn, and examined:—

3019. *Chairman.*] Where do you reside? About 12 miles south of Condobolin.

3020. Do you remember giving evidence in 1892 to Mr. Gilliat? Yes.

3021. Is what you stated then substantially correct now? Yes; I could not alter that.

3022. You said on that occasion that agriculture would be likely to largely increase? Yes.

3023. Has agriculture in that district increased since the railway was extended to Parkes? It has, a great deal.

3024. That is amongst people within a reasonable distance of the railway? Yes.

3025. What reason have you for thinking it would still further increase if the railway came to Condobolin? Simply because it would give facilities to get to market. As it is, we are confined to the mill in Condobolin.

3026. You cultivated in 1892 about 200 acres out of 14,000? Yes.

3027. Have you increased that cultivation area since? No.

Mr.
Jas. Dawson.
28 Mar., 1895.

- Mr. Jas. Dawson.
28 Mar., 1895.
3028. Why not? It has rather decreased, because as cultivation increased the market became overdone. The mill could not dispose of it here, and it would not pay to send it to Forbes or other places.
3029. I see that during the thirteen years up to 1892 your average yield was about 13½ bushels to the acre? Yes.
3030. Has it increased since then? Yes; last year. It was a better average last year.
3031. That seems to have been the experience of the district generally? Yes.
3032. Have you been improving the soil, or what? I think we have had better average seasons—a better rainfall.
3033. Do you look upon the district as eminently suited for agriculture? I do.
3034. Have you had experience in other parts of the Colony of farming? I lived in the Albury neighbourhood ten years.
3035. How does this place compare with that from a farming point of view? Favourably.
3036. What about fruit-growing in this district? It is very good, but it requires irrigation to be successful.
3037. In your former evidence you referred to the valley of the Lachlan, as far as Hillston, being what you considered one of the best wheat-growing districts in the Colony. That would be, I suppose, away from any land likely to be affected by rust? I think so still. There is no land subject to rust, unless by floods.
3038. Do you look upon those parts, between here and the Lachlan, south of the proposed line, as good wheat-growing country? I do not think the flooded plains would be as good, because it would be subject to rust.
3039. Taking the portion of country between the Government line and the Lachlan River, and taking the portion between the Government line and Trundle, which do you think would be likely to produce the largest body of settlers? There is very good land on both sides. There is a good deal on the southern side of the proposed line which is not subject to floods.
3040. You look upon that which runs through Burrawang as being all good for agricultural purposes? Yes.
3041. How do you send your wool to market? By teams to Forbes.
3042. Seeing that you are 10 miles south from Condobolin, where would you send it if a line were constructed to Condobolin? To Condobolin. I would be satisfied to be within 10 miles of a railway.
3043. In addition to that, the road to Forbes is bad? Yes; a very bad road.
3044. What quantity do you send to the railway in a year? Last year I sent about 50 tons of wool.
3045. Did you send anything else? No.
3046. What quantity of sheep have you on your 14,000 acres? I shorn 13,500, but since giving that evidence I have purchased another place, and I shall probably shear about 21,000 this year.
3047. What do you pay for the carriage of your wool from your holding to Forbes? I gave £5 5s. last year for the through trip to Sydney.
3048. A carrier's agent took it through, I suppose? Yes.
3049. Do you know what the proportion of cost would be from your place to Forbes? About £1 17s. per ton, I think.
3050. According to the railway book, if the line were extended from Parkes to Condobolin, the freight for greasy wool would be 6s. 6d., and for scoured wool 8s. 6d. per ton. Seeing that you pay so much more now, would you be prepared to pay a little over the book rates if the railway were constructed, until it became remunerative? Certainly, I would.
3051. This is a kind of country upon which, notwithstanding its apparent dryness, stock seem to do well? Yes; they have always done well when they had plenty of water in summer.
3052. Have you gone in for fat stock? Yes.
3053. How have you succeeded with them? The difficulty is in getting to market; it does not pay to start with a small lot.
3054. With regard to small holders on from 1,000 to 2,560 acres,—one witness has stated that if the railway were close to their holdings there would be many small items of profit which they could occasionally make, if they could now and then send a few beasts to market;—do you think that that would be likely to be availed of by the small holders to increase their profits? I think it would; although, as a rule, I do not think very small holdings are profitable when they are so far away from a market.
3055. One witness says he thinks 640 acres close to a railway would be a fair holding upon which to make a living? It might do for a single man, but not for a family.
3056. These special areas are supposed to cost 30s. an acre;—do you think a man can afford to pay that for a holding of that character? I think a good deal of judgment is required in laying out special areas. There is a great deal in the classification of the land.
3057. They would have to be picked localities for a man to pay 30s. an acre for? Yes.

Mr. John Dawson, farmer and grazier, Derrawang, sworn, and examined:—

- Mr. Jno. Dawson.
28 Mar., 1895.
3058. *Chairman.*] How far is Derrawang from Parkes and Condobolin? Fourteen miles north-east from Condobolin, and I think 55 miles from Parkes.
3059. *Mr. Chanter.*] Your holding at Derrawang is 7,680 acres? Yes.
3060. How near would the proposed line pass your property? Some 6 miles.
3061. How long have you been here? Eight years.
3062. In 1892 you had 130 acres under cultivation? Yes.
3063. Have you increased it? Yes, to 200 acres or more.
3064. Your average crop, then, was 20 bushels per acre? Yes.
3065. What has been the average since 1892? I think it has fallen a little. Some of the ground has been cropped more frequently. I should say that 16 or 18 bushels is the present average.
3066. Since you gave your last evidence wheat has fallen very much in price? Yes.
3067. Would you be prepared, if a market were opened to you, to further increase your area of wheat? Yes.
3068. Would you find it more profitable, being so near to a railway station? I do not say I should; but I could get rid of produce, and at present I cannot.

3069. What is your experience in regard to the profits from stock and cropping;—which would give the greatest return per acre with railway facilities at hand? I think they would be nearly equal.

3070. You put the average crop at 18 bushels per acre;—how much would it cost you to produce that? I do not know—I have not employed much labour. I think agriculture would give greater returns than grazing.

3071. Providing you had a market accessible for your produce, would it not be to your interests to largely increase the area under cultivation? At the present prices it would not.

3072. I presume you have not increased your area to any considerable extent, because of the carriage? Yes.

3073. If the line is made that difficulty will be removed? We shall produce considerably more.

3074. You have had experience at Albury, and in South Australia;—will you compare this district, for the purposes of close settlement and production, with the Albury district, with the district with which you have had experience in South Australia? I think that this district will favourably compare with either.

3075. Is it equal to those districts? I think it is superior. The land is much richer than at Albury.

3076. What district in South Australia were you in? Near the city and the hill country.

3077. That was not considered one of the most favourable parts for production? No; it was more suitable for grazing.

3078. Then you think this is a superior agricultural district to Albury? I do.

3079. And the production from this district would be greater? Yes.

3080. What route do you think the line should take, taking into consideration first of all the natural features of the country, then the fact that it must not exceed a cost of £2,000 per mile, and then considering the necessity of its serving the greatest number of people? I have always advocated the Bogan Gate line, and I still think it is the most suitable for all purposes.

3081. Will you give your reasons why? It is more direct. It passes equally between the river and the settled country to the north of Trundle and that neighbourhood, and it is the shortest line.

3082. When you gave your evidence before Mr. Gilliat in 1892 you held a different opinion; is that so? I am not very certain about that.

3083. In your evidence you then said, "The line *via* Trundle is the best, as it avoids flood-water"? Yes.

3084. You do not hold that opinion now? Not at present.

3085. Will you tell the Committee what reasons you have for now giving your opinion in favour of the railway *via* Bogan Gate? Since then I have become better acquainted with the country, and I understand that the route is much shorter by the direct line. It would save haulage, and would serve people who might settle upon the country when the leases were opened.

3086. You said then, as one of your reasons why the line should go by Trundle, that it avoided flood-water;—will you give your personal experience of the flooded state of the country about Gunningbland Creek in the vicinity of Bogan Gate? I was under the impression then that the line would be flooded; but I find on better personal acquaintance with the country that it is not flooded.

3087. Your evidence on that occasion, then, was not founded on actual knowledge of the flooded state of the country? No; only from what I had learned from other people. Since then I have become better acquainted with the country.

3088. Have you traversed it since then? Yes; two or three times.

3089. Were you along this line during the last winter? No.

3090. Were you along it in the winter of 1893? No; I have not been along it in winter time.

3091. Then you have not seen it since you gave your evidence to Mr. Gilliat? I have seen it, but not in the rainy season.

3092. Then your evidence, as to the flooded character of that district, is from hearsay, and not from actual knowledge? More so than really personal knowledge.

3093. How many sheep do you keep? Nearly 10,000.

3094. Where do you send your wool to at present? Usually to Forbes.

3095. How much do you send? About 24 tons.

3096. Do you truck any live stock? I have stock to send at present; but it is difficult to send it owing to the distance to the railway.

3097. Is that because you have not a sufficient number at one time to take away? I have a sufficient number; but the difficulty is to keep them in condition between here and Forbes or Parkes.

3098. If you had facilities, how many trucks per annum would you be able to send? I could load thirty trucks.

3099. Would there be any other kind of produce, such as hides and skins, which you would be able to send? The usual year's work of a station would be sent by rail.

3100. Can you tell how many tons that would be? It would not make a great tonnage.

3101. Four or five tons? Hardly that.

3102. And your wheat or cereal production would depend a great deal on the price you could obtain at Condobolin or Sydney? It would be regulated very much by that.

3103. Failing your getting a better price at Condobolin, it would be sent to Sydney? Yes.

3104. About how many bags of wheat would you be able to contribute to the railway each year? Eight hundred.

3105. Can you state, from the conversations you have had with neighbouring settlers, what they would be prepared to do in the way of increasing agriculture? I can say they would all increase their agriculture if the railway were constructed; and their properties would, in every way, be better developed.

3106. In consequence of the extra facilities they would have to get to market? Yes; they would send away everything they produced.

3107. Would you enter into a bond with others to pay what is termed a local rate until the line became self-supporting? Certainly.

3108. Do you think there would be any difficulty in getting your neighbours to enter into a similar bond? I do not think there would be any objection whatever on their part.

3109. On the whole, you are of opinion that Parliament would be warranted in authorising the construction of this line, inasmuch as the people themselves would assist it by paying a reasonable local rate? Yes.

Mr.
Jno. Dawson.
28 Mar., 1895.

Mr.

Mr. Richard Whitehead, manager of Borambil Station, near Condobolin, sworn, and examined:—

Mr. R.
Whitehead,
28 Mar., 1895.

3110. *Chairman.*] Where is Borambil? It is situated 10 miles from Condobolin, up the river on both sides.
3111. *Mr. Molesworth.*] How long have you been a resident of the locality? Eight years.
3112. What is the size of your holding? 80,000 acres.
3113. Do you depasture sheep principally? Yes, and farming.
3114. How much land had you under cultivation during last year? For the last two years I have stopped farming; I found it did not pay. I have gone in for lucerne and hay instead.
3115. What was the cause of your abandoning agriculture? I saw there were so many farming, and it was not paying them.
3116. Why did it not pay? Because they could not get rid of it in the district.
3117. The local market was over-supplied, and you had no means of getting it to a central market? Yes; I can buy it cheaper now; I bought oats the other day at 1s. 6d.
3118. Would that state of things be altered if the railway were constructed to Condobolin? Yes.
3119. Would you be prepared to put a quantity of land under cultivation? Yes; I would go in more for cultivation.
3120. To what extent? 200 or 300 acres.
3121. By way of experiment? Yes.
3122. If it succeeded you would increase the quantity? Yes.
3123. What would you grow? Principally wheat and oats for the metropolitan market.
3124. At what point would you connect with the proposed railway? Condobolin.
3125. What wool or other produce would you have for a railway? Last year's clip was 1,300 bales.
3126. What does that amount to in tonnage? 230 tons.
3127. You have heard other witnesses examined with regard to a local rate;—do you feel disposed to fall in with an arrangement of that kind? Certainly.
3128. You would have no difficulty in entering into a bond with others with a view to making the line self-supporting? No.
3129. Do you think the railway would become remunerative in a short time? I am sure it would. People would have more encouragement to extend their operations. The difficulty for years has been the want of a market.
3130. Would you be likely to patronise the railway in order to send away fat stock? Yes; I do now.
3131. Do you find a difficulty in driving such a distance to the railway at Forbes? Yes; it is a barrier.
3132. But if the railway were closer to your door, it would be greatly to your advantage for the removal of stock? Yes.
3133. How many trucks of stock in the course of a year would you be likely to send? About 100 trucks of sheep.
3134. Would you be likely to utilise the railway, in the event of dry seasons, if you were moving your stock from one part of the country to the other? Yes.
3135. You think that the line might be utilised in a bad season to remove stock from a dry to a wet district? Yes.
3136. Do you know the route of the proposed railway? I know what is called the direct line *via* Bogan Gate.
3137. Have you been over the country where the line is pegged out? Yes.
3138. Can you give any information with regard to the liability of that particular part to flooding? I do not think there would be anything serious. I think it would be much better than going by Trundle.
3139. You do not think the flood-waters would be a serious barrier? No.
3140. What would be the greatest depth of water at any time in the vicinity of Gunningbland Creek? That is the worst place, and I have not seen it in flood.
3141. Judging from the appearance of the country, can you give any idea as to its depth? I suppose in the creek itself there might be 10 feet, but I do not suppose in the approaches there will be more than 3 feet on the flats.
3142. Then, if the creek were spanned by an ordinary timber bridge, and the approaches were built up 3 feet, with a drain on either side, the line, you think, would be fairly free from water? Yes.
3143. There is an elbow in the line approaching Condobolin with the view of escaping the flooded country? That is on North Borambil.
3144. Do you think, by making that bend, the line will escape the flooded country at that point? Yes; that is the way the teams go now to avoid the flood-water.
3145. Even in flood times, do you think there will be any force of water to damage the line? There is no force of water there at all.
3146. How long does it remain on the land before it subsides? About a fortnight at the outside. It is only in high floods that water gets there at all.
3147. Then it is not a regular, but an extraordinary thing for water to reach that height? Yes.
3148. And probably it would not occur once in three or four years? No; it did occur the last two years, but that was exceptional.
3149. I suppose you are aware that there is a strong effort to induce the Government to take the line by Trundle; there is also an alternative route surveyed from Forbes;—will you give the Committee your opinion as to which is the most suitable line to construct in the best interests of the country? The direct line *via* Bogan Gate.
3150. For what reason? It is good farming land all the way, and it will give a greater scope to people on each side of it.
3151. Are you aware that the Crown lands on the Burrawang Station will not be available for settlement for five years? Yes.
3152. Are you of opinion that when they fall in those lands will be eagerly settled upon? Yes.
3153. You think they are suitable for agriculture and grazing farms? Yes; I do not think you could get better land anywhere.
3154. Is it all suitable for wheat-growing as well as carrying stock? Yes.
3155. Are you of opinion that, before the line has been constructed many years, it will become payable? Yes; a long way better than some lines.
3156. You are perfectly satisfied that the line is one which could be cheaply constructed, and that it would become remunerative in a very short time? Yes.

Mr.

Mr. Thomas Watson, storekeeper, Condobolin, sworn, and examined :—

3157. *Mr. Gormly.*] How long have you been in Condobolin? Five and a quarter years.
3158. Are you well acquainted with the capabilities of the district? I know the town pretty well, but not much outside it.
3159. What quantity of goods do you get annually to Condobolin? I can tell you what I have paid in carriage since I have been here—about £8,000.
3160. In five and a quarter years? Yes.
3161. Is the amount you paid for carriage greater now than it has been for some years? I pay less for carriage than I did.
3162. You mean that you keep a less quantity of goods? Yes; since the bank failures.
3163. You get your goods from Sydney? Yes; *via* Forbes.
3164. Then your experience is that the consumption of goods which go through your hands is less now than it was some time ago? Yes; less than it was two years ago.
3165. Do you attribute that to the decrease of population, or is your trade going into the hands of some other person? No; I attribute it to the banks closing, and people who ordered goods some years ago do not order them now.
3166. I suppose some of the goods you get by the train include wire and galvanized iron, and other things which would be used for the improvements of lands? Yes.
3167. Has the falling off in that class of goods been more than on other classes? I think the falling off has been principally in goods for improvements.
3168. I suppose the land-owners have less purchasing power owing to the reconstruction of the banks? Yes.
3169. Have you seen any indication of business improving within the last six months? No.
3170. Do you see any indication of improvement immediately taking place? No.
3171. Then the purchasing power of the people is not likely to be increased, unless the productions become greater? The purchasing power of the district might be greater if people could get rid of their stuff; but they cannot do it.
3172. I suppose the reduction in the value of stock, wool, and grain, has caused a restriction in business? Yes.
3173. If the producers had an opportunity of sending their produce to market, cheaper than they do at present, would that be likely to increase trade in the district? I certainly think it would do so.
3174. *Chairman.*] The district seems to have got a check at the time of the bank suspensions? Yes.
3175. From the time you came here to the time of the bank suspensions, was business progressing? It was much better before the banks reconstructed.
3176. Did it improve from year to year? It did; but when the banks reconstructed people had not the money to spend, and as a matter of course, business collapsed accordingly.
3177. Do you get your carriage taken by Wright, Heaton, & Co., or by carriers? Sometimes by carriers, and sometimes by Wright, Heaton, & Co.; I do not confine myself to anybody.

Mr.
T. Watson.
28 Mar., 1895.

Mr. Matthew Bolton, storekeeper, Condobolin, sworn, and examined :—

3178. *Chairman.*] How long have you been here? Since 1879.
3179. Are you one of the principal storekeepers here? Yes.
3180. How do you find business? Very dull—duller than ever it has been since I have been here.
3181. What is the reason of that? General depression, and having no market for the sale of anything. Until last month there was no getting any money for wheat or anything else.
3182. Having been in the district for some time, can you say whether it has been an increasing agricultural district? In 1884, there was no wheat grown in the district at all.
3183. And since then it has been developed? It has gone up to 23,000 bags this year.
3184. Can you give any particulars of what you pay for tonnage inwards and outwards? I have paid £4,726 for carriage in the last five years—that is from Sydney right through. Out of that the flour is local. There has been no flour included in that for the last three years. In 1884, there was not 100 acres under cultivation for wheat.
3185. How many storekeepers are there in Condobolin? Seven.
3186. Would their businesses be as extensive as yours and Mr. Watson's? No; they have only been here the last two or three years.
3187. Still they are all getting a living? They are all living.
3188. You cannot separate the particulars of your freight—you cannot say what you pay for it from here to Forbes? No.
3189. Do you get paid for your goods pretty well? Pretty well, I think.
3190. Is the population a constant, or a changing one? When I came here in 1879, there were sixteen houses only in the town, and on this side of the road there was nothing but the lock-up and Simmons's hotel.
3191. Are the settlers around Condobolin of a permanent character? We have a very good class of settlers here. I think the town has increased rapidly in sixteen years.
3192. Would you be inclined to pay a special railway rate for your goods from Parkes to Condobolin? That would depend on whether we could carry at a lower price the other way. The competition is so great that we cannot afford to pay extra.
3193. The comparison is so great, that if you pay three times what you are likely to be called upon to pay to the railway, it would not approach the cost of the team-carriage? Carriers are taking goods down now at £1 a ton.
3194. I do not think the special rate would amount to more than 3s. or 4s.? We should patronise whichever carriage is the lowest.
3195. You would go to the cheapest market? Certainly.

Mr.
M. Bolton.
28 Mar., 1895.

Mr.

Mr. Alexander Thomas Healey, grazier, Condobolin, sworn, and examined:—

- Mr. A. T. Healey. 3196. *Mr. Molesworth.*] How long have you been in the district? Fourteen years.
 3197. How far is your holding from here? Thirty-five miles westerly on the north side of the river.
 3198. Are you nearer Euabalong than Condobolin? Yes; within 8 miles of Euabalong.
 28 Mar., 1895. 3199. What is the size of your holding? 120,000 acres.
 3200. What do you depasture? Principally sheep and a few cattle.
 3201. How many sheep did you shear last year? 52,000.
 3202. What was the result in wool? Last year I had 817 bales, or 152 tons 6 cwt.
 3203. What railway station did you send it to? Mostly to Forbes—10 tons went to Cowra, and 20 tons to Whitton. It used to go to Cowra until this year.
 3204. Would the whole of your produce be likely to come to Condobolin, if the railway were constructed? Yes; until there was a nearer one.
 3205. What have you under cultivation? About 50 acres.
 3206. If the line were constructed to Condobolin, would you be induced to go in for agriculture? Not at present prices.
 3207. Would you be willing to fall in with an arrangement to pay a local rate on the line? It would depend on what the local rate was. If it were the cheapest I should adopt it.
 3208. Have you any knowledge as to the extent to which this line would be fed from your district;—are there any surrounding stations which would be likely to utilise it? Yes; there are a number of them.
 3209. Can you name them? There is Eremeran.
 3210. What is its capacity? I know they have sent 1,500 bales from there.
 3211. Are there any large stations which are likely to utilise the railway? Yes; there is Wooyeo, and other large stations, about twenty-four in my neighbourhood which would utilise the Condobolin Station.
 3212. What is the capacity of Wooyeo? About 40,000 sheep.
 3213. How much wool would they give? Seven hundred bales.
 3214. Would you be likely to utilise the railway for stock purposes? I could not say; I have never done so. The distance, of course, makes the difference. If it were handy I would send a truck away when I could.
 3215. Would it not pay to bring stock a distance of 38 miles to Condobolin? Yes.
 3216. You think there is a possibility of utilising the line even for the conveyance of stock? Yes.
 3217. From your knowledge of the capabilities of the district, and the produce of wool, are you of opinion that, within a short time, the traffic would increase sufficiently to make the line a remunerative one? I do not say it would increase very much. I do not think, for instance, it would double the quantity.
 3218. According to the official report, the line would be opened and worked at a loss of £2,000 per annum;—do you think there would be a sufficient increase of business to make up that deficiency in a short space of time? I should think so. That is not very much loss, seeing that I am, myself, paying £1,500 a year in carriage;—that is for wool carriage and return.
 3219. Have you any other information which you would like to supply the Committee? In the last three years I have had 220 tons of stuff down from Sydney, and it has cost me £1,251 19s. 6d. That is the back loading from Sydney. The total I have paid in carriage in three years, both ways, is over £4,000.
 3220. That includes both road and rail traffic? Yes.
 3221. You are not in a position to separate them? No; of course, a good deal of it has gone to Cowra.
 3222. Will you give us the benefit of your opinion as to which route the line should go? I think the Trundle route is altogether out of the question.
 3223. If you went from Condobolin to Parkes, you would have 21 miles less carriage than if you went to Forbes? From the little I know of the country, I should be in favour of the Parkes line. It would be less costly, and more outside the flooded country.
 3224. *Chairman.*] Although you do not go in for agriculture yourself, is there much agriculture around your holding? Agriculture there is just in its infancy. It is only within the last two years that there has been any wheat-growing.
 3225. Is the country suitable for it? Very suitable. Around me last year there must have been 3,000 or 4,000 bags of wheat grown. One holder near to me told me he had 1,500 bags, and that it averaged 20 bushels to the acre.
 3226. Is the land there valuable for selection and wheat-growing, or is it all taken up? It is mostly Crown land. There is plenty available.
 3227. At once? There are resumed areas there unimproved.
 3228. Is that likely to be taken up? I do not think so, in the present state of things.
 3229. Not even if the railway were to come to Condobolin? Not a great deal of it.
 3230. Do you think there are sufficient farmers in the district? Yes; to supply all local requirements.
 3231. Has your experience shown you that selectors have left the district? No, but they are in a very bad state for want of capital.
 3232. Has that been a recent development? Yes; more so in the last two years.
 3233. Up to then they were fairly prosperous? Yes; the carriage is a big item against them.

Mr. John May, station manager, Condobolin, sworn, and examined:—

- Mr. J. May. 3234. *Chairman.*] You are the manager of Mr. George Lee's South Condobolin Station? Yes.
 28 Mar., 1895. 3235. *Mr. Gormly.*] What stock do you keep on the station? About 38,000 sheep and from 500 to 600 head of cattle.
 3236. Do you send your wool to Forbes? It went to Parkes the last two years.
 3237. Do you produce many fat stock? All our surplus stock are sent away as fats, both sheep and cattle.
 3238. Yours is a good fattening station? Yes.
 3239. It has a good deal of frontage to the Lachlan, I think? About 7 miles.
 3240. And the frontage land extends a long distance back? Yes.
 3241. It is intersected by overflows from the Lachlan? Yes; for 7 miles back.
 3242. And all that country between the river and those creeks is fattening? Yes.
 3243. Therefore, you are able to send a good deal of fat stock away? Yes.

3244.

3244. How many fat cattle do you send away yearly? About 300 this year, and I have sent 5,000 sheep away this year. Mr. J. May.
28 Mar., 1895.
3245. Were they trucked from Forbes? No; from Bathurst. Mr. Lee lives at Bathurst, and they go into the receiving paddocks there.
3246. You could not state positively, then, that if the line were constructed, you would truck from here to Sydney? I think Mr. Lee would.
3247. Still you could not speak with any certainty upon that point, as you do not truck from Forbes now? I could not.
3248. It would only be surmised? Yes.
3249. Can you give the Committee any information as to the increase of the population or resources of the district within the last few years? I think in the last few years the products of the district have increased very largely. I have never heard of so much wheat being grown as last year.
3250. But on your holdings you would not be likely to devote any land to cultivation? No; a good deal of it is suitable for fruit. There is good agricultural land out back of run.
3251. But that would be a considerable distance from the railway if constructed? Yes; and they would have to cross the flooded country.
3252. Have you heard Mr. Lee say he would be likely to devote any land to agriculture if the line were brought here? No.
3253. How many years have you been here? Twenty-seven.
3254. Are you well acquainted with the country from here to Parkes, and from here to Forbes? I am well acquainted with it from here to Forbes, but not to Parkes. I have been as far as Burrawang.
3255. Have you been on the back road at any time outside the floods? No.
3256. Do you know whether the proposed line passes the flooded land? I think it goes outside it—unless it is at Burrawang.
3257. Would that flooding be to any extent? No; last winter it was very wet, and I heard the carrier say it was very swampy at Burrawang.
3258. Have you kept a rain gauge? Yes.
3259. What has been the average? For the last ten years, nearly 24 inches. I have kept a gauge since 1882, and the average altogether during that period has been 22 inches.

Mr. John Kane, farmer, Condobolin, sworn, and examined:—

3260. *Chairman.*] Where do you reside? Within 3 miles west of Condobolin. Mr. J. Kane.
28 Mar., 1895.
3261. To what extent are you a farmer? My holding is 1,280 acres. Seven years ago I selected another block further down, and sold it last year, and bought this place nearer to Condobolin; therefore I have nothing under crop this year.
3262. Was it an improved holding when you bought it? Yes; there were 65 acres of it tilled. I and my brothers, ten years ago, selected 10,000 acres near the river, and went in largely for agriculture. We had about 900 acres under crop, and when the banks closed we were compelled to sell, having about 300 tons of stuff which we could not dispose of. As soon as Wyalong broke out we disposed of it, and I bought this place near Condobolin.
3263. What became of the 300 tons of produce? I sent it to Wyalong. I paid £2 a ton carriage, and the expenses came to about £3 a ton, and I got £6 a ton for it.
3264. What did you give for your present holding? £610. Part of it is conditional lease, and the other conditional purchase.
3265. How much is conditional lease? 320 acres.
3266. How much is paid upon that? 6s. an acre.
3267. To what extent has it improved? It is all fenced with a wire fence and with a drop fence.
3268. It is paddocked? It was subdivided, but not with good fences—only brush fencing.
3269. Are there any residences upon it? Yes; there is a cottage upon it and a stable.
3270. What stock have you upon it? Twenty-five horses, fifty-six cattle.
3271. Any sheep? No.
3272. To what use do you intend to devote the holding? To both agriculture and sheep. I should have got sheep by now, but last year a fire broke out and burnt all the grass. But for the late rains I should have had no grass at all.
3273. How do you regard this as a farming country? There is a good future for it. I have been a farmer all my life. I have been in two parts of Victoria. Before coming here I was a large producer near Tocumwal for twelve years. It is one of the best grain-growing parts of Victoria, and this is equally good, if not better.
3274. Do you know the Berrigan district? Yes.
3275. How does this compare as an agricultural district with that? Equally as good, if not better, for this country has a good bottom mixed with limestone. You could not beat it in the colonies for malt barley. We thought of entering into an engagement here with the brewer to supply him at a reduced price, but he would not undertake to put up a malt-house. We undertook to supply him at 10s. a bag, and he was paying 10s. a bushel for it.
3276. Do you think you will be able to make a good living off this small holding? Yes, if I have direct transit for my productions; but at present the freight is too much.
3277. If there was a considerable reduction in the waggon carriage you believe you could make it pay? Yes.
3278. What do you think should be the selling price of wheat to leave you with a margin of profit? That depends on the return. I think the return since we came here has been favourable. There has been an average of 15 to 20 bushels, and sometimes more.
3279. What price would remunerate you? About 10s. a bag, or 2s. 6d. a bushel, or even less, if you could send it away at rates cheaper than those existing at present.
3280. When did you buy your holding? About six months ago.
3281. Things were not particularly bright then? No.
3282. Notwithstanding all the depression you saw around you, you still had sufficient confidence in the district to put your money in this land, with a view of making a profitable holding of it? Yes.
- 3283.

- Mr. J. Kane. 3283. Is there anything else you have to state? The railway is the only the thing which the settlers are looking to for relief. A great many are waiting for it. I know of good agricultural land now in the market for 4s. an acre.
- 28 Mar., 1895. 3284. *Mr. Chanter.*] Is that conditional purchase and conditional lease land? Yes.
3285. *Chairman.*] Supposing a railway were constructed to Condobolin would you be inclined to go in extensively for agriculture? Yes.
3286. To what extent? I would go in for 500 or 600 acres. The last consignment, sent from where I was, was 3,000 bags to Melbourne.
3287. We were told in Parkes that the freight per ton for grain, from Condobolin to Parkes by railway, would be about 9d.; that is, according to the ordinary freight;—would you be prepared, if the line were extended, to pay a little over that amount until the line paid its way? Certainly. Of course there would be a big margin then compared with the present rates.
3288. Do you think you would be able to pay 2s. 6d. a ton for that distance? Yes; certainly.
3289. That would be very much less than you are paying now for road carriage? Yes.
3290. Do you belong to any farmers' association? Yes; to the Condobolin Farmers' Association.
3291. Has the special-rate question been discussed by them? No.

Mr. John Bell, farmer, Melrose, sworn, and examined:—

- Mr. J. Bell. 3292. *Chairman.*] Where do you reside? Between here and Nymagee, 39 miles north.
- 28 Mar., 1895. 3293. *Mr. Molesworth.*] How long have you been in that locality? Fifteen years.
3294. What is the size of your holding? 1,960 acres.
3295. How do you utilise it? Wheat-growing and dairying.
3296. What quantity of wheat did you raise during the past year? About 50 acres. It is not threshed yet, and I have not sent it to market.
3297. Where do you propose to market it? I am thinking of sending it to Nymagee in the shape of chaff.
3298. Is that on account of the length of carriage? Yes.
3299. Supposing the line were extended from Parkes to Condobolin, would you be likely to use it? Yes.
3300. Would Condobolin be near enough for you to send wheat to it? Yes.
3301. How long would it take a team to bring a load of wheat from that distance and return? Three days.
3302. Do you know anything of the country over the proposed line between Parkes and Condobolin? I have been that way, but not since it was surveyed. It was six or seven years ago since I was there.
3303. Have you seen it in wet weather? Yes; I have seen the old road on the north of Burrawang.
3304. Was much of the country under water at that time? No.
3305. What depth of water was there then on any part of the road? None at all at that time—it was only boggy. I have never seen it under water.
3306. I suppose you have heard of the rival routes in connection with this railway? Yes; I think the direct route is the best.
3307. Why? It seem to be shorter. I think it would be an easier constructed line.
3308. You prefer it to the line going *via* Forbes? Yes.
3309. Are there many people living in your direction who would be likely to utilise the line? Yes; there are about 200 inhabitants at Melrose.
3310. Young and old? Yes.
3311. How many holdings are there? About seventy.
3312. Do you think there would be more freight for the railway at Condobolin than there is at Parkes? Twice as much I should think.
3313. It would lead to a larger growth of cereals? Yes.
3314. And a large quantity of wool from that direction would necessarily come to Condobolin? Yes; the Eremeran wool, and the wool around there would come.
3315. How far from Condobolin would the wool be brought in that direction? About 55 miles, or close on 60.
3316. Have you any knowledge as to whether any stock would be likely to come from that direction? I have not.
3317. Do you think the distance is too great for stock? It is not a good fattening country. The fattening country is more to the south.
3318. Then you would welcome the construction of a line from Parkes to Condobolin, as a means of helping you to develop your farm, and you believe a large number of your neighbours would be equally glad? Yes.
3319. Do you think they would be likely to pay a local rate until the line were made remunerative? Yes; it would be much cheaper than carrying as we do now.
3320. And you believe the construction of the line would soon lead to it becoming remunerative? Yes.
3321. *Chairman.*] What about the rainfall where you live? For the last eight years it has been 22 inches and 12 points.
3322. Do you keep a gauge? Yes; I keep the Government gauge, and send the information to Mr. Russell.

Mr. George Miller Gavell, selector, Melrose, sworn, and examined:—

- Mr. G. M. Gavell. 3323. *Mr. Chanter.*] How long have you been in this district? Four and a half years.
- 28 Mar., 1895. 3324. What are you? A selector residing at Melrose. I hold 2,560 acres there. I am also interested in land on the south of the river, 6 miles down the Lachlan, beyond Condobolin. That is a pastoral holding, principally conditional purchase land.
3325. What is the extent of the holding south of the river? About 15,000 acres.
3326. In addition to that, you have a selection on Melrose? Yes.
3327. The 15,000 acres was originally conditionally purchased land, and purchased land? Yes; the major portion of it.
3328. Do you devote that to grazing purposes? Almost exclusively. I cultivate in a small way.

3329.

Mr.
G. M. Gavell.
28 Mar., 1895.

3329. As one who has had experience here, and in Victoria, I should like you to make a statement in regard to the proposed railway, and to give us your opinion as to the present state of settlement, and as to how far it would be developed by the construction of a line to Condobolin? In the light of my past experience, I look upon this district as capable of sustaining a very large population—an agricultural and grazing population especially. I would combine the two callings. As a wheat-grower of twenty years' standing in the southern parts of Victoria, and also in the northern areas, as well as near Kerang, in the south-western portion of this Colony, together with the experience I have had here, experimenting as an agriculturist, I am prepared to state, that the land in the Lachlan Valley is superior for wheat-growing and horticultural purposes, and also for artificial grasses, lucerne especially. I have experimented in an agricultural way on the South Gulga Holdings in growing wheat and oats. Two years I put off a small section of a paddock, which, I was credibly informed, had been under crops, almost continuously, for the last twenty years; and I obtained, as the result of cultivation, something like 60 bushels of oats to the acre. The following year I allowed a portion to ripen, and the result was that it exceeded 30 bushels of wheat to the acre, of a very fine, well-developed grain. I look upon the red straw variety as one capable of giving a splendid class of flour. Much of this country near Condobolin is of a limestone formation—in its original state too rich for wheat-growing purposes. But after having yielded a crop or two of oats or barley, or something of that kind, the wheat plant grows to perfection, as well as I ever knew it, and I have come in contact with wheat-growing in all parts of Victoria. I have also obtained wheats from South Australia, and have obtained the opinion of experts with regard to their malting qualities. I look upon this district as a very superior agricultural district, from a wheat and oat growing point of view. The country, on the other side of the river, for 30 miles away from the river, is very superior for wheat-growing purposes. As a fruit-grower, I have experimented on a small scale on the Gulga Holding. I have planted a variety of trees, and several varieties do well, especially the apricot, peach, nectarine, and early varieties of apples. I have only been there four years, and the plantation is only about three years old. Oranges appear with me to do specially well, and I believe, if the ground were well prepared and fairly treated, and the trees supported in the earlier stages with a little water to start them, they would do very well. My small orchard has received no water this year, and the trees promise admirably.

3330. As a practical agricultural expert, you have no hesitation whatever in asserting that this district is capable of producing cereals and fruits, equal to those of the famed districts in the more northern or south-western portions of the Colony, or in the best parts of Victoria? Equal to any of the northern areas of Victoria—those are the wheat-growing portions.

3331. What is your opinion as to the class of selectors around this district? I certainly look upon them as *bona-fide* selectors.

3332. Do you consider that, in the event of the construction of a line of railway, self-interest alone would induce them to increase their agricultural areas very largely? There are many selectors who, in my opinion, hold a sufficient area for agricultural purposes at present, and I think it hopeless to expect that they can stop on the land unless they have facilities to transport their produce.

3333. The ordinary selector is compelled by force of circumstances to go in for grazing, because the cost of carriage is so large as almost to swallow up the amount he receives for his cereals;—if that state of things continues, how long will they be able to retain their holdings? It will be impossible for them to do so as graziers. I am taking the majority of cases. There may be some exceptional cases, where the men who are entirely out of debt may possibly hold on.

3334. We have had evidence from selectors who have taken up selections of 2,560 acres, now distant from the nearest railway 90 or 100 miles; can they continue to make a living out of 2,560 acres by grazing alone? My practical experience tells me that they cannot. It is impossible for them to do it.

3335. You think self-interest alone will induce them or compel them to go in for the more laborious occupation of wheat-producing if railway facilities are offered to them? I am satisfied of it.

3336. What do you think would be a fair radius, taking a terminal point at Condobolin, for agriculturists to produce wheat? I should think west from Condobolin we should expect to get wheat grown within 30 miles; east, because of the Forbes terminus, probably not so far—say 20 miles, owing to the bad condition of the road; and north-west, probably 35 or 40 miles. I know of many of the Melrose people who have sent their wheat to Forbes, and others to Parkes.

3337. Have the results been satisfactory? There was no choice. I am not prepared to say the results were satisfactory.

3338. You know the cost of production, and the minimum price at which wheat can be produced, so as to leave a margin for profit sufficient to sustain life? I went into a calculation with the view of growing wheat on the Melrose Holding, and I found, under existing circumstances, I was forced to graze, and do the best I could. I am prepared to grow wheat at 1s. 6d. a bushel, and to make it pay better than grazing; but I find it is impossible for me to expect, under existing circumstances, to obtain it on the ground. Therefore, I believe, bad as grazing is, it would pay better than growing wheat. My experience leads me to the conclusion that I could fairly expect, for a decade of years, 4 bags per acre, and with that result I could make wheat, at 1s. 6d., a bushel on the ground, pay perhaps rather better than grazing at present.

3339. Then, if railway facilities were offered to you, you would be prepared to enter into agricultural pursuits largely? Yes. There are no inducements to most men to put under crop more than 30 or 40 acres. That involves the consideration of machinery. The price of that machinery, with a small area, would not make it so payable as with a larger area. As a man who has learnt the best method of agriculture in the northern districts, I have come to the conclusion that it is necessary for a farmer to have his land prepared for crop, so that it can be sown within a fortnight or three weeks. Therefore, he would require a larger area. He would have to have 200 acres to deal with whilst 200 acres were growing.

3340. Will you tell the Committee the period at which cereals should be sown here, in order to give a fair average return? In May; earlier if possible. I have noticed a serious drawback to late sowings in this district.

3341. In addition to early sowings, you consider you would get greater results if you kept your land in a state of fallow? Yes.

3342. Ready to sow when the rainfall and climatic conditions required it? Yes.

3343. Where do you dispose of your stock at present? Some I sell on the ground, and others I forward to Sydney. On one occasion, owing to the state of the road, I send a draft of sheep to Melbourne.

- Mr. G. M. Gavell.
28 Mar., 1895.
3344. Can you state the approximate tonnage of wool and other produce, which, in the event of the railway being constructed, you would send to Sydney? My average tonnage of wool amounts to a fraction over 26 tons a year.
3345. Would you be prepared to dispose of your fat stock by sending them to the Sydney market? We should send them to Sydney, if we could do better there. If the Melbourne market were better, we should avail ourselves of it, but the principal portion of our stuff has gone to Sydney.
3346. It has been asserted that a great deal of the produce of the district is now trending Melbourne-wards, and if that state of things were to continue, it would not justify Parliament in constructing a line here;—what would be your interests if the line were constructed—would you have any interests which would induce you to send your stock or produce to Melbourne? I do not think I would. My wool has gone to Melbourne, *via* Sydney. Last year I sold on the station and sent away—that is between the shearings of 1893 and 1894—between 5,000 and 6,000 sheep in wool; and on one occasion, owing to the flooded state of the river, I sent 2,000 sheep to the Melbourne market.
3347. That would be in consequence of the flooded nature of the country which prevented you travelling sheep? Yes.
3348. If, by any arrangement, federation were to take place between the colonies, or between Victoria and New South Wales, what would be the position of the stock producers of this district, in regard to the markets of Sydney or Melbourne? They would go to Sydney decidedly. I am satisfied there is sufficient territory south and west of this nearer Victoria, to fill up the Melbourne market; but Sydney would be our best market.
3349. Would not this also be taken into consideration—that having a terminal point of railway at Condobolin, and having fat stock here, you would be able to put them on the market in good condition rather than having to travel them a considerable distance? That would be an important consideration.
3350. Sufficient to give you an increase of value on account of the prime quality of the stock sent away? I may remark that, as settlement becomes more intense, that consideration will become larger and larger.
3351. Your own interests, then, would, at all times, be to use the line if constructed? Yes; we should have, in fact, no other outlet to Sydney.
3352. Geographically and commercially you look upon yourselves as being more connected with Sydney both for the present and all time, than with Victoria? I am quite satisfied I should not have sent anything to Melbourne had there been a railway from here to Sydney.
3353. There is a large area of Crown lands along the proposed line. It has been stated that a settlement under the special areas system of 640 acres, with a minimum limit of price at 30s. an acre can be made there. Do you think it possible, even though close to the line, for permanent settlers to maintain and retain that land for all time at that price, and with that limitation of area? I decidedly do not think they could maintain a position as agriculturists on that limited area.
3354. Then if any attempt were made to lead off in that direction, it would only ultimately result in some of the settlers buying others out, or they would be compelled, by force of circumstances, to sell out? They would have to sell out.
3355. And you think it would be a wise provision to make the areas larger? Yes; and to make it an essential condition that the right class of people should be placed on the land, and to reduce the minimum price.
3356. Would you, as a producer, be willing to enter with others into a bond to pay what is termed a special or local rate between Parkes and Condobolin, until the increased development of the district warranted the Railway Commissioners in placing you in the same position as they have placed those upon what are termed the main lines? I am perfectly willing, upon the principle that I would get my stuff carted cheaper than I do at present.
3357. Do you think this country is suitable for what is termed a surface line of railway? Quite suitable. I am satisfied that you could construct a cheap and inexpensive line, probably without ballast at all.
3358. And upon a slightly raised formation? Yes; I might draw your attention to the line from Kondrook to Kerang in Victoria. It is not fenced, it is very lightly ballasted, and carries a sufficient weight for the main lines to receive. Mr. Munro, the contractor, gave me to understand that that line would be constructed very much under £2,000 a mile, had it not been for the construction of two very important bridges; as it was, it was constructed under £2,000 a mile.
3359. Have you travelled between Condobolin and Parkes during the winter months? Yes. I am perfectly satisfied a railway line should be so constructed.
3360. Is there anything to indicate to you any engineering difficulties owing to floods? Nothing whatever. What water there is is the result of the overflow from the river. It is stagnant, and there is no scour.
3361. *Mr. Gornly.*] Do you know that from your personal observation? Yes. I am speaking now with regard to a particular point of the line on North Berambil.
3362. But you have not followed the railway pegs? No.
3363. Because the engineers say they have gone outside the water? I am quite satisfied if they went north.
3364. But you do not know that they have not gone north? No.
3365. *Mr. Chanter.*] Do you know Bogan Gate and Gunningbland Creek? Yes.
3366. Taking ordinary or extraordinary seasons, when that creek naturally overflows from the catchment of the higher areas, what extent of country on each side do you think it would cover, and to what depth? I have not visited the country when the flood has been up. I travelled between Parkes and Condobolin last year when the floods were high, and there was nothing then.
3367. Which would be most conducive to the best interests of the district as a whole—to take the shorter length of line from Condobolin to Forbes, or the greater length from Condobolin to Parkes—which would the residents prefer in their own interests? I am not prepared to say, but my impression is there would be heavy engineering difficulties on a railway from Forbes to Condobolin. I look upon it as altogether out of the question to construct a light line between Forbes and Condobolin.

Mr. Allan Henry Morrow, farmer and grazier, Melrose, sworn, and examined:—

3368. *Chairman.*] What extent of holding have you? 3,760 acres.
 3369. How is it used? Forty acres of agriculture; but I would use a lot more if the railway were constructed.
 3370. Is the land suitable for agriculture? Yes; it is as good as any I ever saw for wheat-growing.
 3371. How much stock have you? 1,400 sheep.
 3372. Where do you send your wool? To Trangie.
 3373. How many miles is that? Ninety.
 3374. What do you pay for carriage? I generally cart my own produce.
 3375. How long does it take you to go to and from Trangie? Three weeks with each load, by bullock team.
 3376. How long would it take you to bring your produce into Condobolin if the railway were constructed? Four days.
 3377. Then there is no doubt that the railway would be a great advantage to you? Yes.
 3378. Why do you not take it on a little further, to Parkes or Forbes? The Parkes road is too bad. The teams did travel along there once, but they were half starved. There was neither grass nor water to be had.
 3379. Supposing you came from Melrose to Condobolin, how would you get on then? There is plenty of grass and Government tanks on the road, and there is the river in the town.
 3380. How long have you been at Melrose? Four years.
 3381. Where did you come from? Temora.
 3382. Had you a farm there? Yes. I was growing wheat there for eight years.
 3383. Did you sell out? Yes.
 3384. Is this a better district for agriculture? I have a larger area here.
 3385. What area had you at Temora? 640 acres.
 3386. And, although you were close to a railway line, you found your holding was too small for you to continue wheat-growing? Yes.
 3387. How would that apply to country you are now in as regards area;—would 640 acres of land, such as you now have, be enough for a man to live upon out there? No; it would not. He would starve upon it. He could not live on less than 2,000 acres.
 3388. What tonnage do you think you would send to the railway if it were constructed to Condobolin? I would go in strongly for wheat-growing, because I have been brought up to it all my life. I believe I would put in from 400 to 500 acres.
 3389. Is the land easy to plough? Yes; the easiest I ever worked. I have over 3,000 acres of nice level country which could be ploughed.
 3390. Did you take this up as selected land? I selected it myself.
 3391. Have you fenced it? Yes; principally with wire-netting. It is rung and scrubbed, and permanently watered.
 3392. Supposing a railway is not constructed, do you think you are likely to go down? I am afraid I will, and a lot more with me too. I do not see how we can possibly make a living, unless we have some means of getting our stuff away. In a dry summer we could not carry our wheat to Parkes, because there would be neither grass nor water.
 3393. Would you be prepared to pay a slightly increased special rate of carriage on a railway if constructed? Yes.

Mr.
A. H. Morrow.
28 Mar., 1895.

Mr. William John Arthur Pengilly, farmer and grazier, Melrose, sworn, and examined:—

3394. *Mr. Molesworth.*] How far are you from Condobolin? Forty-two miles.
 3395. What is the size of your holding? 2,560 acres.
 3396. What are you using it for? Wheat-growing and grazing.
 3397. How many acres had you under crop last season? About 150.
 3398. What were your products in the shape of wheat? 1,880 bushels.
 3399. What did you do with it? Most of it went to Parkes, and some to Sydney.
 3400. Did you find it pay you to send it to Parkes? We had no other market.
 3401. Did it leave you a margin of profit? It cost 2s. a bag carting it to Parkes, and I think the average we got in Parkes was 2s. 2d. a bushel.
 3402. Did it leave sufficient margin to enable you to grow wheat another year? Yes; but it would pay a great deal better if we had a railway into Condobolin.
 3403. You do not consider carting a distance of 42 miles anything serious? No.
 3404. Do you intend to increase your cultivation? To 200 or 300 acres or more.
 3405. Would you be prepared to join with others in paying a special rate on the proposed line? Yes; it will be better to do that than cart the wheat to Parkes.
 3406. Would many of your neighbours utilise the railway? There are some selectors 7 or 8 miles on the other side who would come into Condobolin. They are doing so now.
 3407. From how far out to Condobolin would the Melrose farmers be likely to bring in their produce? Fifty miles at the least.
 3408. Do you think the opening of the railway to Condobolin would give an impetus to farming in the locality? I do. I believe there would be fully three times as much under cultivation.
 3409. Do you think the estimated loss on the railway would, in a short time, be recouped? I do.
 3410. Do you consider the rainfall of the district sufficient for wheat-growing? I do.
 3411. Would a line *via* Trundle, or direct to Condobolin, suit you and your neighbours best? I think the direct line would. It would be the shortest and most easily constructed. I may say I was farming seventeen or eighteen years in the Yarrawonga district, Victoria, and I think that this land is even better than that for agriculture.
 3412. All you want is access to market? Yes.
 3413. *Mr. Chanter.*] The Yarrawonga district was looked upon as one of the best for wheat-growing in Victoria? Yes; and I consider that most of this district is as good, if not better, than that.

Mr. W. J. A.
Pengilly.
28 Mar., 1895.

Mr.

Mr. Peter Kerr, farmer and grazier, Melrose, sworn, and examined:—

- Mr. P. Kerr. 3414. *Mr. Gormly.*] You have heard some of the witnesses give their evidence? Yes.
 3415. Have you anything to add to what they have stated? No.
 28 Mar., 1895. 3416. Do you confirm what they have said? Yes.
 3417. Is there anything new you can state in regard to this inquiry? I have cut crops for hay, more north-west than the other witnesses. I have cut the heaviest crop of hay I ever saw there.
 3418. You are of opinion that a large extent of agricultural land exists in that neighbourhood? Yes.
 3419. Are you a practical agriculturist? Yes; I have been brought up to farming, and I came here with the intention of farming; but when I got here I found that with the distance to market it would not pay. Therefore, I went in for grazing instead of farming.
 3420. What distance is your place from Condobolin? Fifty miles.
 3421. Would you be prepared to send agricultural produce that distance to a railway? Yes.
 3422. At present prices? Yes; the prices are low, but labour is cheap, and the cost of carriage is low.
 3423. Is your land capable of being cleared cheaply? Yes.
 3424. Would the cultivation of the land assist to keep the scrub upon it in check? Yes.
 3425. Are you in any way apprehensive that you will have to store water on your farm for a time of excessive drought? No; I do not think there is any likelihood of that.
 3426. Are the tanks easily filled? Yes; they are up to 6 inches from the top now.
 3427. What is the extent of your holding? 2,560 acres.
 3428. What quantity of stock have you upon it? 1,450 sheep.
 3429. If you improve the land more, would it carry more stock? Yes.
 3430. What quantity? A little over one sheep to the acre.

Mr. John Colin White, Council Clerk, Condobolin, sworn, and examined:—

- Mr. J. C. White. 3431. *Chairman.*] How long have you been in the district? Twenty-one years.
 28 Mar., 1895. 3432. Are you thoroughly conversant with it? I know every holding in it, personally. The following are the boundaries of the district within which all wool grown will come to Condobolin when a railway is established:—Commencing at the south-west boundary of the Wooyeo holding on south bank of Lachlan River, and running east along southern boundary of Wooyeo to west boundary of Youngara Plains; thence east along southern boundaries of Youngara Plains, Merringreen, Bolygamy, and Youngee Plain; thence north along eastern boundaries of Youngee Plain, Ungarie, Woolongough, Englo, and Moonbia, through Bogandillon to river; thence north across river to north-eastern boundary of Murrumbogie; thence west along northern boundaries of Murrumbogie, Carlisle, Melrose Block D, and Melrose; thence south-east through Nangeribone to western boundary of Eremeran; thence south along western boundary of Eremeran, eastern boundaries of Wirchilliba, Bedooba, and Thule; thence east along southern boundaries of Coan Downs and Mount Hope; thence north along eastern boundary of Mount Hope; thence east along southern boundaries of Roto North-east and Gunilguldrie, across Lachlan River to point of commencement. Estimated to carry at present 3,000,000 sheep. The following is a list of stations embraced within the boundaries of the foregoing wool district:—South side—Wooyeo, Youngara Creek, Youngee Plain, Wargambegal, Dundoo Hills, Bygolvie, Moulmein, Wardry, Back Wardry, Brotheroney, Mickabil, Milby, West Milby, Bena, Galgo South, Galgo, South Condobolin, Borambil, Englo, Bolygamy, Ungarie, Woolongough, Merringreen, Moonbia, Kookaburrangong, Bogandillon, and Four Bob. North side—Murrumbogie, Carlisle, Melrose Plains, Melrose, Bornavert, Mowabla, Kiacatro, Palesthan, Booberoi, Euabalong, Euabalong North, Errchendery, North Wooyeo, Murrin, Eremeran, Wirchilliba, Tara, Nangeribone, Overflow, Coan Downs, Mount Hope, Morthumbli, Boirthambli, Bedooba, Roto North-east, Gunilguldrie, Condobolin North.
 3433. What is the estimated number of sheep upon those stations? Three million.
 3434. And reckoning 5 lb. of wool per head, that means 6,696 tons 8 cwt.? Yes.
 3435. And you think that quantity of wool would find its way to Condobolin? I think so.
 3436. What is the furthest distance of any of the stations you have mentioned from Condobolin? Sixty or 70 miles. Mount Hope, possibly, is further.
 3437. How far would that be? Over 80 miles.
 3438. In what direction? Almost due west—a little south of west.
 3439. Where does the Mount Hope mining produce go to now? To the Murrumbidgee, I think, across a long stretch of dry country.
 3440. None of the minerals come this way? I have seen some pass through here, but that was some time ago.
 3441. We had evidence, this morning, from Mr. Officer, as to certain operations going on about Condobolin. He gave evidence to the effect that capitalists were employing men prospecting;—was that carried on to any great extent? Not to any great extent; a lot of men have been prospecting, but they make a poor living at it.
 3442. Do you know whether any Government official has been to report on the district? Yes.
 3443. What was the effect of their report? Generally favourably. I was managing a station 40 miles south from here, and I have had experience in Victoria. I have seen better crops grown here eighteen years ago than I have ever seen growing in the crack districts of Victoria.
 3444. What has been the rate of progress of the district for the last ten years? My experience in Condobolin is only during the last four years. I have been in the country most of my time. During the last four years it progressed very quickly, until the bank suspensions. I am certain that, if the railway line is built, it will progress faster than ever.
 3445. How does the borough stand with regard to finances? Very favourably.
 3446. Are you in debt? We are free from debt. I was talking to the manager of the flour-mill, and he tells me he has 12,000 bags in the mill at present. Loaded teams are coming to the mill every day; they can scarcely unload them fast enough.
 3447. Did he tell you how much wheat he ground a year? No; most people who know about the subject think that the copper from Mount Hope would come here, and the traffic from Mount Allan gold-mine, if there was a railway.
 3448. Where is Mount Allan? Ten miles north of Mount Hope.

3449. Is there a fairly good road from Mount Allan and Mount Hope? Yes; I may say that there is a large extent of country in this district which has been allowed to be over-run with scrub, and it is comparatively useless; but it is some of the best land in New South Wales for carrying stock.
3450. *Mr. Gormly.*] Have you a personal knowledge of the fact that the runs you have enumerated depasture 3,000,000 of sheep? I have a personal knowledge of what every run in the district carries.
3451. I suppose all the wool from these sheep does not at present go to Forbes? No; some goes to Young and Whitton.
3452. But you think the extension to Condobolin would cause it to come here? Yes.
3453. But still, with regard to some stations, you are doubtful whether it would come here? There is doubt in a few cases.
3454. They would be equally as near to other stations? They would; but this is the better road.
3455. Some might go to Whitton? Possibly.
3456. Some might go to Young? I do not think so. The whole of the wool on the south side of the river would come here, and the wool on some of the stations outside the boundaries I have mentioned—Uabbah, for instance—would come here.
3457. Uabbah is 150 miles from Hay? It would not go to Hay. It goes to Whitton, and Condobolin is nearer to Whitton. It is only 70 miles from here. There are several smaller stations which I have left out of the list.
3458. *Mr. Chanter.*] Where would the Hillston produce go? Some to Whitton and some to Hay.

Mr.
J. C. White.
28 Mar., 1895.

Police-sergeant Thomas Muldoon, Condobolin, sworn, and examined:—

3459. *Chairman.*] Can you give us any information as to the agricultural returns of the district? Yes; the freehold land is set down as 123,339 acres in the Condobolin patrol district; rented land, 4,107 acres; Crown lands, 525,604 acres; under cultivation, 5,266 acres; under wheat, 4,364 acres; total yield of wheat, 59,347 bushels. That would include an area of, say, about 100 miles by 50 miles.
3460. *Mr. Chanter.*] What would be the greatest extent from Condobolin? Westward it would be about 80 miles; 22 miles to the east, and 50 miles to the north. In the county of Gipps, on the south side of the river, the freehold land is 117,073 acres; rented from other owners, 3,140 acres.
3461. *Chairman.*] Is it rented from graziers or what? Principally; and from big selectors.
3462. *Mr. Chanter.*] Does one selector rent from another, or from the large land-holders? The large land-holders principally rent to persons who have no land at all.
3463. *Chairman.*] Those would be very small holdings then? Yes; the Crown lands on the south side of the county of Gipps, would be 90,119 acres—that is within my patrol district.
3464. *Mr. Chanter.*] What do those Crown lands embrace;—Crown lands under lease, occupation license, travelling-stock routes or reserves? It only means the Crown lands open to selection—not the leasehold or travelling-stock route.
3465. Then the 90,000 acres of Crown land would be upon the resumed areas of run available for selection? Yes.
3466. A colleague of yours at Trundle, in giving evidence, embraced within the denomination of Crown lands, the conditional leases—have you done the same? Yes.
3467. *Mr. Gormly.*] But you caused the printed forms to be distributed to the different holders, and they filled them up? Yes.
3468. As they thought proper? Yes.
3469. *Chairman.*] Can you tell us the number of persons on the electoral roll? In the Condobolin electorate there are 2,375 electors.
3470. Does that take in more than the land you have indicated? Yes; vastly more. Within the divisions which, to my knowledge, would use the proposed railway, there would be a population on the electoral roll of 1,460.
3471. Do you know what the population is in the divisions which would use the railway? The only average I could strike would be by multiplying the numbers in the division by three; I think it would be a fair average.
3472. Can you say whether agricultural settlement has increased in the district? When I came here thirteen years ago, there was scarcely any settlement. The great increase of settlement has taken place since the Land Act of 1884.
3473. Did the increase continue until the check caused by the bank suspensions two years ago? Yes; wonderfully.
3474. You will know nearly all the selectors in your patrol district? Yes.
3475. Are they a good stamp of permanent residents? I consider them superior to those of any other district I have been in. They are a very respectable class of settlers. They are industrious men, and they have brought a good deal of money into the district from other colonies,—they are principally Victorian settlers.

Police-sergt.
T. Muldoon.
28 Mar., 1895.

Mr. James Miller, Crown Lands Agent and Clerk of Petty Sessions, Condobolin, sworn, and examined:—

3476. *Chairman.*] How long have you been here? About a month. I was previously at Temora.
3477. Can you tell us whether the payments are made regularly? Yes; the payments of the conditional purchase instalments are coming in fairly well now, despite the bad times.
3478. How much have you received in fees since you have been here? About £2,500. During the last two days, and to-morrow and the day after, I dare say I shall receive £2,000 each day. Some of these are first payments, and some of them are the annual instalments; but they are generally the annual instalments.
3479. *Mr. Chanter.*] Are there any applications for fresh conditional purchases? Yes; there have only been two conditional purchases taken up and two conditional leases since I have been here. About 2,500 acres have been taken up since I have been here.
3480. Are there any special area landowners in the district? No; there have been no applications for special areas since I have been here.
3481. Were there many selections prior to 1884? Yes; there are some dating back to 1866.

Mr.
J. Miller.
28 Mar., 1895.

- Mr. J. Miller.
28 Mar., 1895.
3482. Were they transferred under the Act of 1888 for the purpose of paying the balances? There is hardly anyone left now who has not brought his selections under the 1884 Act, for the purpose of paying the balances.
3483. Are the leased rentals paid locally? Yes; and they are paid regularly, too. They are paying the leased rentals very well.
3484. What other moneys do you receive? I receive the mining revenue, and the collections as Clerk of Petty Sessions, and a pretty large amount for sheep assessment.
3485. Mr. Chanter.] How are these amounts paid;—are many of them paid through agents? The majority of the conditional purchase instalments and the conditional lease rents are invariably paid through banking institutions, whether the parties holding them are actually mortgaged or not, because it is more convenient as a rule.
3486. Your books would show any transactions by mortgage? Yes; every action.

FRIDAY, 29 MARCH, 1895.

[The Sectional Committee met at Burrawang Station, at 3 p.m.]

Present:—

The Hon. WILLIAM JOSEPH TRICKETT (CHAIRMAN).
JOHN MOORE CHANTER, Esq. | JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. Frank Alleyn Edols, grazier, Burrawang Station, sworn, and examined:—

- Mr. F. A. Edols.
29 Mar., 1895.
3487. Chairman.] You are a grazier, living at Burrawang Run? Yes.
3488. And you are one of the proprietors of Burrawang? My father is the sole proprietor; I am his eldest son.
3489. What is the area of the run? 200,000 acres of leasehold, and 100,000 of freehold, including conditional purchase.
3490. What stock have you upon it at the present time? About 220,000 sheep, 250 horses, and 1,200 cattle.
3491. What machinery and plant have you on the run? Very little just now. We have an engine at work, and another which works at the shearing shed.
3492. One of these is used, I suppose, for irrigation? Yes.
3493. I suppose you have a large plant in the shape of waggons, ploughs, and so on? Yes; and we have a big steam plant which we do not use—two large engines, and a large plough and scoop.
3494. What were they used for? For sinking tanks and dams. They are no longer used for that purpose.
3495. They have done their work? Yes.
3496. You have not gone in for agriculture at all on the run? No, except to the extent of a small amount of hay for the use of the run.
3497. What was the yield per acre of hay? About 2 tons.
3498. I suppose the run was of far greater extent before the Land Act of 1884? Yes.
3499. What was the acreage then? I should say about 500,000 acres. That was before we sold any of the back country.
3500. Since the Land Act of 1884, what has been the result as regards selection? We leased all our resumed area.
3501. It was a class of country which was readily taken up for smaller holdings? Yes.
3502. Have these small holdings been a success? I do not think many of them have made much.
3503. But have the holders remained on the land which they took up? A good many of them wanted to sell out. I think those who came here with money have done fairly well.
3504. But has not your experience shown that it is a country which is suitable for agricultural holdings? I think the back country is more suitable than the river country.
3505. I am speaking of the portion which was thrown open. Was not a large portion taken up in small holdings by a good class of settlers? Yes.
3506. Can you tell us the extent of the holdings which these men took up? I could not. 2,560 acres is the largest.
3507. I thought you might be able to give us some information, as to what holding it would be necessary for a man to have to live upon comfortably, with his family, combining agriculture and sheep farming? I think, if a man had a fair start, he could make a living out of 2,560 acres.
3508. You know that under the present law 640 acres are set apart as a special area at 30s. an acre, to be taken up in special districts for the purpose of selection;—do you think these special areas should be made available for settlers in the district;—do you think a man could live on the 640 acres? I hardly think so.
3509. Do you view the proposal to construct a railway from Parkes to Condobolin favourably, or otherwise? Favourably.
3510. Although, possibly, in five years it may be the means of reducing your holding, yet you think it would be a good thing for the district generally? Yes.
3511. The Burrawang Run is a very old sheep run? Yes.
3512. Mr. Edols was not the original holder? No; he bought in April, 1873. The Hon. J. G. Francis, and his partner, Mr. Martin, owned it five years before that, and I know that Dr. Youl owned it prior to that.
3513. At the time Mr. Edols and his partner became possessors of the run, did they increase the area? No; it has never been increased, it has been made less ever since.
3514. Until the selection under the Act of 1884 took place, it was the same size as when Mr. Edols purchased it? No; because we sold Gobondry.
3515. What did that take out of it? About 1,600 acres. Then we owned the Moonbie and the Island, which was sold out.

3516. What would be the total area taken out by those two sales? I do not know what there is in Moonbi, but I think that it is 10,000 or 12,000 acres, and the Island is about 2,000 acres.
3517. You know the route of the direct line from Parkes to Condobolin? Yes.
3518. What will be your nearest point to it? About $1\frac{1}{2}$ miles.
3519. How far would your woolshed be from the line as projected? About 12 miles. It is about 10 miles from here to the woolshed.
3520. How far is that point from Parkes? About 42 miles.
3521. If the line were constructed, would you avail yourself of a railway station, located about 12 miles from here? I could not answer that question. My father would have to decide that.
3522. Is it likely you would carry your wool from here to Parkes, a distance of 42 miles, when you could carry it 12 miles to a railway station, and put it direct on the trucks? But we send our wool from the shed to Forbes, and that is 25 miles. Of course, from the woolshed to the nearest point on the line would be only 12 miles; but we would have 20 miles extra carriage the other way. Still, my private opinion is, that it would suit us very well to have a siding here.
3523. Is not the road from here to Forbes rather a bad one to travel on? It is at times, when it is wet; but still, there are far worse roads. There is no really rotten back country to go through.
3524. I believe your last wool-clip went to Melbourne? Yes.
3525. *Mr. Gornly.*] Did you send it by way of Sydney? Yes.
3526. *Chairman.*] What do you pay for your carriage of the wool from your sheep-shed into Forbes? About 17s. 6d. a ton.
3527. The extra tonnage for greasy wool from Parkes to Condobolin, according to the present railway book, would be 6s. 6d. for greasy and 8s. 6d. for scoured wool;—would it not suit you better to pay that, and to cart it for 12 miles, than to carry it the whole distance into Forbes and to pay 17s. 6d? Yes.
3528. Do you send your wool in by your own carriers or by Wright, Heaton & Co.? By Wright, Heaton & Co.
3529. They take it at a contract price for the season? Yes.
3530. You say you are favourable to the construction of a line; would the owners of Burrawang be likely to offer any assistance in the way of giving it a little extra carriage? I could not say that. I am not in a position to say it.
3531. You are not in a position to give any positive assurance that, if the line were constructed, you would use it? No. We have thought so little about the railway that we have scarcely talked about it.
3532. How many tons of wool do you send away in a year? We had close upon 5,000 bales last year, amounting to about 850 tons. That was a very big clip.
3533. Would the average clip be very much less than that? Yes; the average would be 700 or 800 tons.
3534. How long have you been in the district? Since 1874.
3535. You know pretty well the proposed route from Parkes to Condobolin? Yes.
3536. What is your opinion in regard to any portion of the line being flooded? There is only one part of it likely to be, at a paddock called Buckley's paddock.
3537. Where is that? Directly north from the homestead, crossing the Yarrabundi Creek. The deepest part of it is about a foot, except in the bed of the creek; but the flooded ground does not cover the grass, and the water stays such a short time that it does no harm.
3538. How far would that be north from where we are now? About $2\frac{1}{2}$ miles.
3539. Is there any fear, as far as you know, of a surface line of railway being injured there by floods? No.
3540. Have you traversed it after there has been heavy rain? Yes; I have been all through it after sheep in flood-time.
3541. What depth of water was there, as a rule? About a foot.
3542. It has been stated that for a length of 15 miles there would be water from 1 foot to 3 feet deep? That is altogether wrong—they have made a mistake.
3543. At any rate that is not your experience? No, it is not.
3544. Is it very boggy kind of country when it gets wet? No, except in the pines; the pines are in ridges. It is not so boggy where the water is, as it is out of the water.
3545. Do you think there would be any fear of a surface line of railway being damaged by any water you have seen? No; I certainly think it would not.
3546. You think it could be constructed so that the water would drain away? Yes.
3547. There is no rapid rush of water likely to interfere with the line? No.
3548. I see you have gone in for dam-work a great deal? Yes.
3549. Does the earthwork when heaped up consolidate well? Yes.
3550. Have you had any contract work done, in the shape of earthworks, about 1 or 2 feet high? We have had several tanks sunk lately.
3551. What does it cost you for tank-work? Eightpence a yard.
- 3551 $\frac{1}{2}$. That is rather a high price? It is for cleaning out.
3552. But supposing you are getting a new tank altogether? It would be less than—I think about 6d.
3553. You have a large portion of land which, in about five years, will be available for selection? Yes, according to the present law.
3554. To what extent? About 200,000 acres.
3555. Do you think the bulk of that land is suitable for agriculture? I have had very little experience in agriculture. I do not think they would make much out of the agricultural land here.
3556. Not even if there was a railway to give them a market to Sydney? The seasons are very uncertain here. Sometimes you might get a good crop, after a good season. I do not know how they would fare with a dry season like the present.

Mr. Charles Pluis, sheep overseer, Burrawang Station, sworn, and examined:—

3557. *Mr. Chanter.*] How long have you been in the employ of the proprietors of the Burrawang Run? About 20 years.
3558. Your engagements compel you to traverse this country at all seasons of the year? Yes.
3559. Do you know the projected line of railway between Parkes and Condobolin? Yes.
3560. What is the nature of the country in exceptionally wet seasons? The water lies a little in wet weather, but there is no flood-water.
3561. There is no back water from any creeks? No.

Mr.
F. A. Edo's.
29 Mar., 1895.

Mr. C. Pluis.
29 Mar., 1895.

- Mr. C. Pluis. 3562. Does the Yarrabundi Creek overflow much? It is shallow water. It is very seldom there is any water at all there, and it is seldom more than a foot deep.
- 29 Mar., 1895. 3563. Do you think a surface line of railway would be out of reach of flood-waters in this district for all time? It would.
3564. Have you had any experience of Gunningbland Creek at Bogan Gate? Not much; but I know it well enough.
3565. Have you been there in wet seasons when the creek has been overflowing? Yes.
3566. How far would the overflow waters extend? To where the line crosses. It would not be very wide at all.
3567. How far on each side of the Gunningbland Creek would the water spread? Not more than 300 yards.
3568. What would be the depth of water? Very shallow—about a foot.
3569. Do you know the intervening country between the Gunningbland Creek and the Yarrabundi? Yes; that is all good country.
3570. Are there any depressions there, where water would lodge, which would require any filling-up? No.
3571. A raised bank of 12 inches, with sleepers and rails above it, would bring the line beyond the possibility of flood? Yes.
3572. Do you know the country between the Yarrabundi Creek and Condobolin, as far as the boundary of Burrawang extends? Yes.
3573. Are there any difficulties in the way of water to contend with there? Not until you get right to the western boundary of the run, then there is a drop of water there.
3574. Does the water extend any distance north? No.
3575. Then, if the line is taken considerably north of the western boundary gates it would clear all flood-waters? Yes.
3576. The creek is called the Goobang? Yes.
3577. Do you know the country from that point to Condobolin? No; but it is all dry, as far as I know.
3578. In your opinion, with the exception of the Gunningbland Creek and Yarrabundi Creek, the line would traverse good sound country? Yes.
3579. What is the description of the soil throughout that route? It is mostly red soil.
3580. Is it timbered? Yes.
3581. In your opinion it is good sound country? Yes.
3582. And, with the exceptions which have been named—the creeks—there is nothing to prevent what is termed a surface line of railway being constructed? No.

Mr. Harry Ingles, Burrawang Station, sworn, and examined:—

- Mr. H. Ingles. 3583. *Mr. Molesworth.*] How long have you been a resident of this district? Over twenty years.
- 29 Mar., 1895. 3584. Your occupation takes you over the whole of the district? Yes.
3585. Do you know the route of the proposed railway? Yes.
3586. Can you give us your opinion as to the flood-waters upon it? Yes.
3587. Where are we likely to meet with flood-waters? I do not see that there can be any flood-water at all on the proposed route.
3588. Coming from Parkes the line will cross the Gunningbland Creek? Yes.
3589. Is there any great spread of surface-water on either side of that point in flood time? No.
3590. About how far do you think the waters overflow the Gunningbland at the point where the line crosses the creek, about a mile south of Bogan Gate? I should think it would be almost out of it.
3591. You think the surface-water would spread a very short distance indeed? —
3592. Then there is the Yarrabundi Creek to cross? Yes.
3593. Is that liable to overflow at that particular point? It does overflow.
3594. Have you seen this country at its worst in time of flood? Yes.
3595. How far do you think the overflow waters would spread over the line on either side? I do not think they spread far at all. It is not very deep in any part of it.
3596. How far do you think they would spread on either side of the creek? About a quarter of a mile.
3597. What would be the greatest depth in the worst flood? Two feet.
3598. Do you think a surface line of railway would be free from flood-waters? I think it would.
3599. Does the water lie on the ground after the rain ceases? No.
3600. What is your experience regarding the flood-waters approaching the western boundary of Burrawang run? It is rather bad there.
3601. The line will be taken $1\frac{1}{2}$ miles north of that point with a view of escaping the flood-waters there;—do you think it will be on sufficiently high ground to escape them? I think so.
3602. Then you have no hesitation in saying that, with the precautions the Railway Construction Branch take, there is no fear of flood-water on the line? No.
3603. What is the nature of the soil on either side of the line? All good grazing and agricultural land.
3604. Where the line will cross the creek ordinary timber bridges will be constructed; the earthworks will be built up about 3 feet on either side of the crossing to meet the approaches to the bridge; do you think that will be a sufficient height to place the line for all time out of the reach of flood-water? Yes.

SATURDAY, 30 MARCH, 1895.

[The Sectional Committee met at the Council Chambers, Forbes, at 2.30 p.m.]

Present:—

The Hon. WILLIAM JOSEPH TRICKETT (CHAIRMAN).

JOHN MOORE CHANTER, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. William Thomas, Mayor of Forbes, sworn, and examined:—

3605. *Chairman.*] How long have you occupied the position of mayor and alderman? Fifteen or 16 years.

3606. How long has Forbes been incorporated? About 25 years.

3607. Have you any information to give to the Committee as to which would be the better route along which to take the line of railway, from Parkes to Condobolin, or from Forbes to Condobolin? I may state that in Forbes we do not know the Began Gate and Trundle country very much, but we think a line branching from here would be more beneficial to the largest number of people. It would travel along the bank of the river, and would serve both the north and the south side. The traffic on the railway at the present time to Forbes has, I think, been great since it has been established. We are carrying stock, wool, and passengers. Of course if the line branches from Parkes towards Trundle or Bogan Gate, they will get the business which this line has had. There is no doubt that the largest population will be along the banks of the Lachlan River. People are more likely to settle there than by Trundle and the back country. There are a good many reserves on the river at present, and that prevents people from settling, but once the reserves are broken up, every inch of land near the line will be taken up. I have no hesitation in saying that we shall have a large population along the river before many years are over our heads. That is the reason, we think, the line should extend from Forbes to Condobolin, rather than from Parkes—on the ground that it will serve a larger number of people. I believe the distance is a little longer going round to Forbes, but it is only a few miles.

3608. You admit that the distance from Forbes to Condobolin would be greater than from Parkes to Condobolin? Yes.*

3609. The haulage, at any rate, would be greater if the goods are to come to Forbes, and then go on to Condobolin? Yes.

3610. You see the dotted line on the wall-map from Forbes to Condobolin, and the direct line from Parkes to Condobolin? Yes.

3611. That is a long way removed from the Lachlan River, but that is the line which is the most direct from Forbes to Condobolin? Yes.

3612. If the Government were to construct a line from Forbes to Condobolin by the route indicated on the map, would not that be a very long way from the Lachlan River to benefit the people on the south side? Some parts of it.

3613. I want to know whether, if the line went from Forbes to Condobolin, it should go as northerly as it is marked on the plan, or whether, in your opinion, it should go near the Lachlan River? You cannot get it on the banks of the river exactly.

3614. The wall-map takes it about 10 miles from the Lachlan River? Yes.

3615. Would that be close enough to the Lachlan River to catch the trade you speak of? I think so, because the land within 10 miles of the river is good, and you can grow anything. It is likely to cause a large settlement in time.

3616. What is the character of the country you indicate;—what is it suitable for? I think it will grow anything.

3617. Is it liable to be flooded? Some parts of it; but I think the line could be got away from the flooded land. From what I hear, I think the line can be carried on dry ground beyond floodmark from here to Condobolin without any trouble.

3618. What effect has the extension of the railway to Forbes had as regards Forbes itself and the surrounding districts;—has it been beneficial or otherwise? It is hard to say, because the country has been in a bad state all over, and things have not been more prosperous since the railway was built. I do not consider it is the fault of the railway, because other places which had a railway before us have suffered in the same way.

3619. Is there much wheat-growing land within an area of 20 miles of Forbes? Yes; there is a good deal.

3620. We have been told at other places that if the railway is extended wheat-growing will be indulged in to a tremendous extent;—do you think, since the line has been extended to Forbes, people have gone in more largely for agriculture? There is no doubt they have done so. They have been growing more wheat since the railway was built.

3621. Mr. Reymond, in giving evidence before Mr. Gilliat, said, "Money is made so easily out of grass that many people prefer the smaller returns to avoid the hard work necessary in farming";—has that been your experience in regard to the progress of farming round about Forbes? Sheep, as a rule, pay better than wheat, and that is the reason, I suppose, they have gone in for grass.

3622. Do you think the railway extension to Forbes has had the effect of increasing agricultural occupation? It certainly has. More wheat has been grown since the railway came here. I did not grow any wheat at all myself before the railway came, but last year I had 200 acres under crop, which averaged 20 bushels to the acre.

3623. Has the population increased or decreased since you have had the railway to Forbes? It has increased.

Mr.

* NOTE (on revision):—Forbes is nearer to Condobolin than Parkes; but to take the distance from Sydney to Condobolin I believe it is a little shorter *via* Parkes than *via* Forbes.

Mr. W. G.
Dowling.
30 Mar., 1895.

Mr. William Gibson Dowling, sheep inspector for the Sheep District of Forbes, sworn, and examined :—

3624. *Mr. Gormly.*] What is the amount of stock in the district between Forbes and Condobolin? On the northern side of the river, between here and Condobolin, there will be Bogabigal Station, with 92,000 sheep; Carrawobitty, 40,000; Burrawang, 250,000; and Borambil—on that side of the river—about 60,000. All those, except Borambil, are in my district.

3625. Will you enumerate the stations on the opposite side? Wowingragong, 8,000 sheep; Newpark, 8,000—that is, bordering directly on the river; Walla Walla, 12,000; Jemalong, 60,000; Waroo, 60,000; Geeron, 25,000; Cadow, 50,000.

3626. What distance is Cadow from Condobolin? About 25 miles.

3627. Would the Cadow wool, if the railway were constructed to Condobolin, be likely to come to Condobolin or to Forbes? To Forbes, I think. It is a bad road on the other side.

3628. Is there any mode of crossing the river, from the south side to the north, which wool and stock would be likely to use in getting to a line from Parkes to Condobolin, or from Forbes to Condobolin? At present there is no bridge between here and Condobolin, except at Borambil.

3629. There is no mode of sending them when the creeks and the rivers are up? No.

3630. You think the traffic from those stations, on the south side, would still come to Forbes if a railway were constructed to Condobolin? Yes.

3631. There is a reasonably good road and bridges over the creeks on the south side of the river? Fairly good, except in exceptionally bad weather.

3632. And there is a good bridge crossing the river at Forbes? Yes—two; an iron one and a wooden one.

3633. Is the stock increasing or decreasing in this district? It is increasing.

3634. Is that to be attributed to good seasons or to the holdings being improved? To both.

3635. You have a knowledge of the small stock-owners, as well as the large ones? Yes.

3636. Are the small stock-owners increasing in the district? Yes; there is an increase from last year of about eighty men on good sized selections.

3637. You have a general knowledge as to the progress the district is making in agricultural and pastoral pursuits? Yes.

3638. Have the agricultural resources of the district increased within the last two years? Yes.

3639. Materially? Yes.

3640. Is there an inclination on the part of the land-owners to devote portions of land to agriculture? Yes.

3641. To any great extent? To a large extent—on the share system.

3642. That is even in connection with the large holdings? Yes.

3643. Can you say whether there is a greater quantity of land being prepared for agriculture for the coming season, than there was last year? Yes, there is a great deal; but not much can be done until the rain comes.

3644. Notwithstanding low prices, there is still an inclination on the part of farmers to cultivate their land? I think so. The land is adapted for growing, and they get a larger return.

3645. Have you a considerable knowledge of the improvements made in other districts? No.

3646. How long have you been in this district? About 11 years; I have travelled over every acre of it.

3647. Are you of opinion, from your observation, that your district is suitable for agriculture? Yes; nearly every acre of it.

3648. And you think that the land-owners, both large and small, have an inclination to cultivate land? Yes.

3649. Do you consider the construction of a line from Parkes to Condobolin, or from Forbes to Condobolin, would be of material advantage to agriculturists or pastoralists living in proximity to it? I think it would materially assist them.

3650. Have you travelled over the surveyed line from Forbes to the point at which it reaches the proposed line from Parkes? Yes; over every acre of the country.

3651. Is it a country along which a railway could be constructed cheaply? I think so.

3652. Is there any extent of flooded country? No; excepting where the line comes near the mountains, and there is a bit of a swamp there.

3653. What width? About a mile.

3654. Have you any general statement to make, in regard to the construction of a line between Forbes and Condobolin? I do not think a line from Forbes and Condobolin would catch much of the stock traffic, because I think they would still truck at Forbes. They follow the valley of the Lachlan.

3655. There is a good travelling stock route up the river, I suppose? Yes; on both sides. It is a stock reserve; the whole length a mile wide, and in some places 40 chains. I produce a list of the stock which has travelled along the routes from Parkes to Condobolin, and from Forbes to Condobolin since 1887 :—

Year.	Forbes—Condobolin.		Parkes—Condobolin in part, on a turning off at the Dandaloo Junction to Forbes.	
	Sheep.	Cattle.	Sheep.	Cattle.
1887	86,171	1,242	150,207	9,754
1888	217,261	1,663	146,005	8,043
1889	276,653	13,456	109,929	2,995
1890	314,116	2,333	259,816	1,538
1891	365,904	2,127	193,558	9,927
1892	317,925	1,439	135,528	400
1893	197,239	1,858	138,394	60
1894	328,549	3,200	101,374	152
Total	2,103,818	27,318	1,234,511	32,869

Number of stock trucked at Forbes—Condobolin to Forbes Road, 1894 :—Sheep, 52,470; Cattle, 989.
Trucking at Forbes :—Horses, 5; cattle, 2,295; calves, 101; sheep, 123,731.

Mr.

Mr. Joseph Bernard Reymond, miller, Forbes, sworn, and examined:—

3656. *Mr. Chanter.*] You are a miller at Forbes? I am a miller, farmer, timber merchant, and fruit-grower.

3657. How long have you resided in the district? Since 1862.

3658. Would you like to make a statement with regard to the proposal before the Committee? I think the railway should be extended from Forbes to Condobolin, instead of from Parkes. The reason I have for this opinion is this: If you look at the matter only for the present, it may seem hard on the people down the river to have to come to Forbes, and then to travel 20 miles to Parkes, instead of going direct to Parkes. A railway, however, is not a matter for the present, but for all time. If you look at the map, you will see that between Carcoar, Orange, Molong, Parkes, Forbes, Grenfell, and Young, there is a big scope of country, as good as any in the Colony. I doubt whether you could get 50 miles of country as good as the land between here and Cowra. At no distant date, there will surely be a railway to Forbes from Cowra. I do not think that part of the Colony will be left long without a railway. When that railway comes, people will have to go from Forbes to Parkes to get to Condobolin, so that the extra distance will be reversed, not for a few years, as it would be now if the line were constructed from Condobolin to Forbes, but for all time. There is no doubt that land on the river is more productive, consequently more valuable, and will keep a larger population than the land out back. Any one with experience of the Colony knows that. Then, the railway, if it goes from Parkes to Condobolin, will be where the population will be the smallest. Those who have any experience of what the land can produce on the river will tell you that 10 acres will keep a family there—that is where water can be had; and all the way up and down the river water can be had by sinking from 30 to 40 feet. I would not like to say how many acres it would take out back to keep a family, because irrigation is out of the question, and when the bad seasons come the man with only a small holding will find himself starving, whilst the man on his 10 acres on the river, can always make a living. At the present time there is a population settled away from the river. The reason for that is that they could not get the land on the river to select. They would not have left land on the river if they had been able to get it, but it was not open to selection, and they had to go back. But there will be land on the river for selection, and the population will come to it—to the good land. The great objection to a line near the river is that the land is all held in large holdings. When it is shown that agriculture will pay, the man with a large piece of land will be as eager to cultivate as the man with a small piece. I think, if you take all these matters into consideration, you will arrive at the same conclusion as myself, that the line should be kept as close to the river as possible; that the extension should start from Forbes, because at some future date there would be a line from Cowra, and instead of it being a straight line going down the river, when it reaches Forbes, it will have to go round to Parkes. The map shows a piece of country left without railway communication, and it is, as I have stated, as good a 60 miles of country as any I ever saw. That part cannot be left without a railway for a very long time, and when it is constructed and comes to Forbes the mistake will be seen that the people, instead of being able to travel straight down, will have to go north to go west again. Agriculture is progressing every year. When the inquiry in regard to the construction of the line from Molong to Parkes was being held, I had to give evidence. I think it was a good deal later in the season than now, and I told the Committee the quantity of wheat we had about that date. We considered it was about the end of the season, but at that date we had about 49,000 bushels of wheat. Some of that had come from Parkes, I think. This year we have not had anything from Parkes, but up to date, buying from our own neighbourhood, we have taken in 66,000 bushels—that is, an increase of nearly 20,000 bushels—and the season is not far advanced yet; there is some wheat yet in the farmers' hands, but I cannot say how much. Some comes every month of the year until the new crop comes in. That shows there has been an increase in the production of wheat. There has been cultivation in other ways. Orchards and vineyards have been planted. There is some talk too, of going in for the cultivation of tobacco.

3659. Is the character of the country you have described between Forbes and Condobolin sufficiently level to admit of the construction of a pioneer line, at a cost not exceeding £2,000 a mile? I believe such a line could be constructed.

3660. Do you think such a line, to cost £127,000, would immediately, or within the near future, pay the interest upon the capital account and working expenses? I am not well enough up in railway matters to answer that question.

3661. As a commercial man, if you were going to construct a line, would you not first ascertain whether it would pay? Certainly.

3662. In giving evidence before Mr. Gilliat in 1892, you made a statement to the effect that money was made so easily out of grass that many people preferred the smaller returns in order to avoid the hard work necessary in farming? That was true then. It is not true now, because the price of wool has gone down so much that the farmers have found out that they must work wool with wheat. I was speaking to a man with a holding of 2,560 acres some time ago, and I said to him, "The price is down to 2s., and it is not likely to be any higher for some time to come. Will you give up farming altogether, or will you still keep growing wheat?" He said, "I will keep growing wheat as long as I can get 2s. a bushel, and I will clear land, and put in all I can work with my own family. I cannot see how I could pay for labour at the present prices, but I can put in 200 acres with the labour I have in my own family, and when my cheque for wool comes in I find it is too small, but the cheque coming in for wheat after it makes the two ends meet." In 1892 the price of stock and wool was so much higher than it is now that they could do without growing wheat. Now, stock and wool have gone down to such a low price that they find, in order to make the two ends meet, they must go in for cultivation, and they have actually done so.

3663. Is it not a fact that, whilst the price of stock and wool has depreciated, the price of wheat has also depreciated very seriously? Yes; but they find that two small amounts make a pretty good one. If they had only one small amount they would be short of the other.

3664. What distance from a railway station upon the proposed or any other line do you consider people can continue to occupy land and grow wheat and sell it for 2s. a bushel? They ought to be able to send it to the nearest railway station for 1d. a bushel. If they have to pay more than that the handicap is too big.

3665. How far would the carriage at 1d. a bushel extend from a railway station? Four pence a bushel brings it from Condobolin now, and one-fourth of that would be 15 miles.

Mr. J. B.
Reymond.

30 Mar., 1895.

- Mr. J. B. Reymond.
30 Mar., 1895.
3666. Is it within the memory of the oldest inhabitants of Forbes that carriage has been so low? Wheat was never so low, and labour was never so low.
3667. If grain is carried from Condobolin to Forbes, a distance of 60 miles, for 12s. 6d. a ton, how long will a teamster keep his teams together? Well, we cannot load all the teams which want to load just now.
3668. I understand these are exceptional prices? They are certainly lower than I have ever known them to be.
3669. Presuming the producer carts his own grain, his labour is worth something to him, although he does not pay money out of his pocket for it? If he can go to a railway station with his produce and come back in one day, I would not think it was too much of a handicap upon him. About 15 miles would be a good day's work. If it takes two days it is worse.
3670. Would you consider 20 miles too far from a railway station for him? I would not, but beyond that it would be.
3671. You see the direct line marked on the map, starting from Parkes, and terminating at Condobolin? Yes.
3672. That takes in a radius of 20 miles on each side of the line; within that radius it is expected produce will be carted if the line is constructed;—do you think agriculturists can continue to produce wheat within that radius, cart it 20 miles, and sell for 2s. a bushel? Yes; they will do it. The man who was telling me that you can do nothing better than grow wheat is 25 miles from Forbes, and he told me he would not only grow it, but he would have more under cultivation, until he had just as much as he could cultivate with his own family.
3673. Then your opinion is that agriculture has increased, consequent upon the depreciation of the value of live stock? Yes.
3674. Can you supply the Committee with any information as to the stock-carrying capabilities of any of the small holdings in the district? I cannot say anything about Parkes, but round the Forbes district, where the land has been improved, one sheep to the acre is not over-stocking. I know of a place of 640 acres on the river which has kept a few working horses and a few head of cattle, and never less than 1,200 sheep.
3675. About what profit can that holder get from each sheep? I can tell you that he pays his rent for that holding.
3676. But sometimes people pay more rent than the land is valued at? Well, if he paid more than the land is worth, he would have given it up long ago. I understand he pays £75 a year, and he has never had less than 1,200 sheep.
3677. That is about 2s. 6d. an acre? A little under; that is on the river.
3678. Is he grazing alone? He grows wheat too.
3679. How much? About 60 acres.
3680. What return would he get from the wheat? Two shillings a bushel.
3681. How many bags would he get from the 60 acres? I cannot tell what he got last season, because he has not sold it yet. I think last year he had four bags to the acre, or 240 bags, which would give a return at 10s. a bag, of £120. He hires no labour.
3682. What return would he get from a sheep to the acre? Two shillings and sixpence in wool, and increase.
3683. I mean calculating the wool and the increase, and any fats or lambs which he might sell. This is a pertinent matter, and one upon which the Committee wish to be satisfied, as to whether these holdings will be used for agricultural purposes, or still retained for pastoral purposes? I think they could not pay for pastoral purposes only. This man has some milch cows. I do not know whether he makes butter. At shearing time, I think the family earn money at something else.
3684. Is his land cleared? No.
3685. What would it cost to clear it? About 30s. an acre. We used to pay £3, but it is done for less now.
3686. Is there any great area of land now being prepared for cultivation in this district? I would not say a great area, but there is some.
3687. About what percentage of increase? Ten per cent.
3688. Is there a disposition on the part of the holders to still further increase? They seem to be doing it. They are clearing ground.
3689. How many crops can be taken off this land? I have taken thirty crops off a paddock.
3690. Continuously? Yes; since 1866.
3691. Was it a change of crop? Wheat, and wheat, and a change to wheat again.
3692. Was it a continuous crop of wheat? Yes.
3693. What was the average yield? The land is on the river, and it is very good, and we have had as high as 45 bushels to the acre, and as low as 7. Until two or three years ago, I reckon our average was 20 bushels, but for the last two or three years, the yield has been less.
3694. Would you put the average at 20 bushels, taking one season with another? Yes; until the last four or five years.
3695. Have you any information with regard to the rainfall in this district during any past period? I think our average is 20 inches.
3696. And that is sufficient for the growth of cereals? Yes; if it comes at the right time.
3697. Is it evenly distributed over the year? Not always; if it were, we should always have good crops. Sometimes we do not get it at the end of September, and the beginning of October. That is when we want it. If we miss the rain, then we miss a good crop.
3698. Do you know whether the landholders of this district, or any other district in which the railway may be constructed, are prepared to meet the Railway Commissioners by paying a local rate sufficient to make the line pay its working expenses? That is more than I can tell.
3699. Would you be prepared to do it? We have the railway here now. It would be for the people between here and Condobolin to say.
3700. But I presume it is to the interests of Forbes, Condobolin, and other towns to see to the development of the district? I believe that if the extension is from Parkes the people would rather pay a tax to stop it altogether than to pay one to help it on.
3701. If the line of railway is constructed from one point to another, from which do you think it would get its greatest returns—by going through a settled or an unsettled district? By going where there is good land—land which is likely to keep a large population.
- 3702.

3702. How many of the holders of freehold land between here and Condobolin would be prepared to produce wheat from that land? That is a question I cannot answer.
3703. But you, as a miller, do business largely with these people? We get wheat from down the river, but I do not know whether all the people who own land are growing wheat.
3704. The Crown lands there are not available for selection, and cannot be made available until the leases terminate—those leases do not terminate for five years? But five years is a very short length of time when you are thinking of a line of railway.
3705. But it means, at the rate of £2,000 a year, a loss of £10,000 in that period? If you construct a line which will pay for hundreds of years the first loss of £10,000 will be a mere trifle.
3706. From whom do you expect to get the wheat production on the southern portion of the line? From all the small holders who are on the line.
3707. You are not in a position to say as to what they would be prepared to do if the line were constructed from Forbes, or from any other place? The only way to find out would be to get a meeting of them.
3708. If your opinion is a correct one, and there is more settlement south of the line, the Committee would require to know whether those settlers would be prepared to use the railway if it were constructed? The only way to find that out would be to canvass those people.
3709. Do you think it would be a benefit to them if the line were taken to Condobolin, no matter where it were taken from, so long as it went 60 or 70 miles further west? I do believe it would benefit them. It would benefit the Condobolin wheat-growers very much, because when 4d. a bushel is taken off the low price of wheat now very little is left.
3710. What is the local price now? It costs 4d. or nearly 5d. a bushel to send it from here now, and I believe 6d. would take it from Condobolin if there was a line there.
3711. Forbes at present is on the through-rate system to Sydney? Yes.
3712. If the extension is made at all, the producers using it would have to pay a higher rate between the point of departure and the terminal point, for the time being? If the Commissioners charged as much as the producers could get their stuff brought up by carriage, the railway would be of no benefit at all.
3713. The through rate from Forbes to Condobolin would be about 9d. per ton. The producers could afford to pay the Commissioners four or five times that amount, and then save money. Could they pay a special rate of 2s. 6d. or 3s. for a few years until the district was sufficiently developed? That would be a saving to them of 9s. a ton. They would agree to pay 3s. instead of 12s. 6d., there is not the slightest doubt about that.
3714. You say that, in your opinion, the line should start from Forbes and go to Condobolin. Can you say where the traffic would come from, and of what nature it would be, to recoup the working expenses, £9,000 a year? The traffic would, as near as possible, be the same to Forbes as it would be to Parkes.
3715. Can you indicate where it would come from? From Carrawobity, Goodgerly, and Budgerabong.
3716. We have had evidence from the witness who preceded you to the effect that stock for a considerable distance north-west and west of Forbes will continue to be travelled into Forbes along the river, whether a line is made or not? I believe that is true.
3717. That being the case, if the line gets any traffic from between Forbes and Condobolin, to the north, it will not get it from agriculturists? Yes; except the seasons are so bad that stock cannot be travelled.
3718. The Committee are informed that the worse the season is the more necessity will there be for them to travel along the river? If there were no grass they would rather truck them than allow them to starve.
3719. Does it ever happen that on the Lachlan stock are in that condition? I remember having seen it somewhere about 1882 or 1883.
3720. If the line were taken a little further north, would it not be more beneficial to stock, because the stock would certainly be worse off for grass and water on the back country than they would on the river frontages? No doubt they would.
3721. Recognising that stock in good seasons will still travel to Forbes, what guarantee would Parliament have that if the line were constructed to Forbes it would get any intermediate supplies? What applies to the line from Parkes will apply to the line from Forbes.
3722. The difference is here: All those north of the line from Parkes have indicated clearly that they are prepared to supply the railway, if constructed, with so many tons of live stock, wool, &c. The Committee wish to ascertain, if the line is taken from Forbes to Condobolin, what amount of traffic would be expected upon it? That is a question I cannot answer. The only thing to do is to give a certain time for statistics to be collected.
3723. What would you consider a reasonable time? Three weeks or a month.
3724. What amount of wheat passed through your hands in 1894, and during the present year, either retained here for grinding purposes, or forwarded to any other place? In 1894, 43,000 bushels; in 1895, up to date, 66,000 bushels. That shows a considerable increase.
3725. And the price this year has decreased considerably? Yes; the price this year is the lowest known.
3726. Is there anything further you wish to state? I hope, when the line is decided upon, that people will think of the future—think of that line which should come down from Cowra and have a straight run down the river.

Mr. William Kinglick Garnsey, stock and station agent, Forbes, sworn, and examined:—

3727. *Mr. Molesworth.*] How long have you been a resident of this district? Twelve years.
3728. And during that period you have had considerable transactions in stock and stations? Yes.
3729. You are fairly acquainted with most of the stations served by the Forbes railway? Yes.
3730. You gave evidence before Mr. Gilliat with reference to the proposal to construct a line from Parkes to Condobolin, via Bogan Gate? Yes.
3731. Do you still hold the opinions you expressed then in reference to the construction of that line? I do.
3732. Will you give the Committee the benefit of any information with regard to the construction of the proposed line;—which, in your opinion, is the best route? I think the best route will be to keep on the good land.
3733. Where do you think that is? Within 20 miles of each side of the Lachlan River.

Mr. W. K. Garnsey.

30 Mar., 1895.

- Mr W. E. Garnsey.
30 Mar., 1895.
3734. Where would you, then, propose to locate the line with a view to connecting with Condobolin? I would start from Forbes, and join the proposed line north of Burrawang.
3735. You are of opinion that, by doing this, the best land would be likely to be brought within access of the railway? Yes.
3736. Are you aware that the majority of the land on that route is held in fee-simple? Yes.
3737. And that there is little or no Crown land available? I think there is a good deal of it available. You have this to consider—that the other side of the river is equally as good as the north side for 20 miles. That 20 miles would be served by a railway running as near as possible to the river.
3738. Is there any great settlement on the south side of the Lachlan River on that line? Not within 30 miles, but there are plenty of provisions for making settlement in the future.
3739. The trend of the evidence, so far, has been to show that, even with regard to the direct line as marked on the map, the bulk of the settlement has taken place to the north, in the direction of Trundle? That is the land which is thrown open.
3740. Still, as a matter of fact, you admit there is a greater settlement north of that proposed line than to the south of it? There is just now. I do not pretend to know what you can do here in growing wheat, but I know that the value of the land within 20 miles, on each side of the river, is three times the amount of the value of the land on the north side of the proposed line from Parkes to Condobolin.
3741. What do you base your calculation upon? Upon being able to put the water upon it.
3742. You consider any land within reasonable access of the Lachlan is more valuable than land at a greater distance from it, because it is within reach of irrigation? At the lowest estimate it is worth three times as much. You can obtain three times the quantity of stock and produce if the land is irrigated.
3743. Has there been any effort in the direction of irrigation in that locality? Yes; Mr. Gatenby, of Jemalong, has an irrigated farm.
3744. To what extent? 500 acres.
3745. Is it under cultivation? Yes; principally lucerne. He grows grain there, and corn.
3746. I presume the lucerne is for herbage? For grazing.
3747. Is it for hay? He has 3,000 or 4,000 tons of hay there, I should think.
3748. What does he propose doing with it? It is for feeding in hard times.
3749. He is keeping it simply for his own stock? He may market it later on.
3750. What is the character of the holdings at the present time on the route from Forbes to Condobolin? Pretty large.
3751. Principally sheep stations? Yes.
3752. What extent of agriculture is carried on in that direction? I could not say there is very much.
3753. The settlement, so far as the smaller holdings are concerned, is more than 20 miles south of the Lachlan? Yes.
3754. In the direction of Lake Cowal? Yes, and beyond it; and it is all good wheat-land out there.
3755. What advance has been made in this district in the last few years? Unfortunately, we have been suffering under difficulties. We have not had much opportunity of advancing as much as we expected we should from the construction of the railway, because we have had financial depression, and there has been a low price in stock.
3756. What stock passes through your hands every year? Something like 250,000.
3757. Where does it go to? Principally to the cold climates.
3758. Does it travel by road or rail? From 15 to 20 per cent. by rail. The rest travels by road.
3759. What quantity of stock have you sent by rail during the last twelve months? From February 2, 1894, to February 5, 1895, we have trucked 29,513 sheep, and 565 cattle.
3760. Where has it principally gone from? From Forbes. Fully 75 per cent. of the stock of the district is trucked from Forbes, and goes from Forbes to Molong.
3761. What is the object of it going to Molong? It goes on to Sydney.
3762. With regard to the construction of the line of railway, which you suggest should be from Forbes to Condobolin, have you taken into consideration what is best in the interests of the general extension of the railway system, or have you dealt with the matter as a local one? I look at it from a general point of view. I think it would benefit the whole of the country more to keep it on the good land.
3763. How would it benefit Condobolin, if it has to pay upwards of 20 miles extra haulage? We cannot help that. We have to do it ourselves.
3764. But you refer to the best interests of the whole of the community, and not of Forbes alone;—how will it be in the best interests of Condobolin for the railway to come to Forbes instead of to Parkes? If a private individual were constructing the line, he would keep on the good land, no matter how far he went out of its course, because it is the good land that would pay.
3765. Do you know the character of the country between Bogan Gate and Parkes? Yes.
3766. Do you think it inferior in quality to land near the river-banks? For grazing.
3767. But what about the growth of cereals? I do not profess to know.
3768. You think the land on the river-banks is the best for grazing? Yes.
3769. Do you consider the lands better than those at Bogan Gate, for the growth of cereals? Yes; I believe for all general purposes they are three times as good.
3770. What is the character of the soil on the river-lands? Rich chocolate soil.
3771. Does it continue the whole length of the line? Yes; from here to Condobolin.
3772. You are acquainted with the route from here to Condobolin? Yes.
3773. Do you know whether there is any flooded country which the line would have to cross? I believe it would have to contend with flooded country.
3774. Do you think a pioneer line, not to cost more than £2,000 a mile, could be constructed direct from Forbes to Condobolin? Not for the money.
3775. At what point would you expect to meet the flood-waters? There would be flood-water in the Gap, on both sides of the range, and there would be very little beyond that.
3776. To what extent do you think these flood-waters would reach in flood time? Four or 5 miles.
3777. And a line built there would have to be on a raised embankment? Yes.
3778. What height? Four or 5 feet.
3779. What would be the greatest depth of the flood-water at that point? It is rarely more than 5 feet in the deepest part.

3780. Notwithstanding that the line would have to face that difficulty, you are still of opinion that, in the best interests of railway extension generally, it should be connected with Forbes? I might mention that if a line were constructed from Forbes, you would get a lot of stock from the Bland country. The Bland country is in the direction of Lake Cowal.

Mr. W. K. Garnsey.
30 Mar., 1895.

3781. *Chairman.*] Can you tell the Committee what part of the country sends its stock to Melbourne? From the head of the Bland.

3782. How far do they send it to a railway station? Forty-five miles.

Mr. Luke Kingsmill, Postmaster, Forbes, sworn, and examined:—

3783. *Chairman.*] Have you any statistics showing the extent of your business during the last year? Yes.

Mr. L. Kingsmill.
30 Mar., 1895.

	Stamps for Month.	Average Stamps for Year.	Postal Notes for Month.	Average Postal Notes for Year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
November, 1893	241 0 0	3,112 0 0	60 19 5	577 2 4
December, 1893	275 0 0		42 10 2	
January, 1894	262 0 0	3,180 0 0	40 16 0	1,115 9 8
November, 1894	253 0 0		111 8 5	
December, 1894	273 0 0		83 6 3	
January, 1895	269 0 0		84 2 7	

I have been asked to make a statement with reference to the mails. If a line of railway is constructed from Parkes to Condobolin, *via* Bogan Gate, there will still have to be a mail contract for the carriage of mails from Forbes to Condobolin. There is a fairly large population between here and Condobolin along the river.

3784. How long have you been here? Four and a half years.

3785. Has the business of the post office been progressing all that time? Yes; very largely so.

3786. *Mr. Chanter.*] How many mails are there coming into Forbes? The following statement will show:—Mails arriving at the Forbes post office—Sydney, daily; Young, daily; Bathurst, daily; Grenfell, daily; Orange, daily; T.P.O., daily; Parkes, daily; Molong, daily; Eugowra, daily; Temora, daily; Tichbourne, daily; Melbourne, daily; Condobolin, daily; Budgerabong, Carrawobity, Waroo, Wamboyne, Marsden, Trundle, Dandaloo, Bogan Gate, Cowra, Goolagong, Tomanbil; besides nineteen private bags.

Mr. Thomas Edols, proprietor of Burrawang Station, sworn, and examined:—

3787. *Chairman.*] You are the owner of Burrawang Run? Yes.

3788. Do you know the proposed line of railway from Parkes to Condobolin—the direct line which passes through your run? Yes.

3789. Will you give the Committee your opinion as to the desirability or otherwise of constructing that railway, looking at it as a line likely to bring in a good revenue to the Government? In my opinion it ought to come to Forbes—for this reason: I look upon it that before long you will have a line to Forbes, and Grenfell, and Young. In my opinion that ought to be the first move of the railway. There ought to be a line going from Dubbo, Parkes, Forbes, Grenfell, and Young. It is a pretty straight line, and I think it will be a paying one. As for grazing and cultivation, I do not think anything of cultivation.

3790. That is round about the proposed line? Well, anywhere. You have only to go from here to Young, and you will see there land which has been cultivated, which is growing now nothing but thistles. The land of one of the biggest farmers is in the hands of the banks—in fact, they have collared it.

3791. How do you account for the whole of the northern part of your run, known as the Trundle paddock, having been so eagerly taken up, and being largely under wheat at the present time? Because they are ignorant of the acreage capabilities.

3792. The evidence is, that the land up there is very suitable for wheat-growing, and produces splendid crops? So it may for a year or two, but we want to see something permanent.

3793. Have you ever indulged in agriculture yourself? Yes, I have, and it nearly had the last shilling I owned.

3794. Where was that? Within 3 miles of Geelong, and my first crop averaged 60 bushels to the acre. I sold the wheat for 9s. or 10s. a bushel, and then I went right away down. Had I not had a brother, who started me grazing on the Wimmera, I would not have had a shilling this day. I was told by a man not long ago that on the Wimmera, from Dimboola to a portion which is 25 miles away, there is nothing but wild oats; and down this way, at Grenfell and Young, you see nothing but thistles.

3795. Is that in places where cultivation used to take place? That is where they have been cultivating for some time. I give you my idea of it, and you can go there and see it for yourselves.

3796. Could you give your own experience in that respect, with regard to land near your own run? We have never grown anything there but for hay.

3797. Have any selectors been there growing crops, who have abandoned their agricultural portions in the way you indicate? No, there are not many; but you can look all round this country, and see there is any amount of land which you would say was fit for cultivation, and what are they doing with it now? Nothing but letting it lie.

3798. The proposed line from Parkes to Condobolin would go through about 3 miles of the freehold portion of your run? About that.

3799. Are you sufficiently favourable to a line being constructed there, as to give any part of that land, or all of it, to the railway purposes? We would make an exchange.

3800. You would be willing to do what was reasonable in the way of an exchange if the line were constructed? Yes.

3801. Taking the matter away from its paying aspects, are you otherwise opposed to a line of railway being made as indicated on the plan? No; but I should like it to go where it will be of benefit to the district.

Mr. T. Edols.
30 Mar., 1895.

Mr.
T. Edols.
30 Mar., 1895.

district at large, and it is for other people to say which way it would go. Very likely, if I were to say one thing or other, I should make a lot of enemies, and I do not wish to do that. It is a matter of indifference to us which way it goes.

3802. If the line went in the direction I have mentioned, would you use it for sending your wool and stock to Sydney? I almost doubt that, because I think it would be a better road to come into Forbes than it would be to send it to the Bogan Gate. In a wet season that ground would be very boggy, but if it were a dry season very probably we would send it. It is doubtful, you know.

3803. We had evidence from your son yesterday that the railway line would be about 12 miles from your wool-shed? Yes.

3804. In fair weather, would not that be better than taking it down to Forbes? Yes, in fair weather; but the chances at that time of the year are that it would not be fair weather. Last year we could not send a lot of wool a mile on the track.

3805. Could you send it to Forbes in bad weather? Yes; we had to do it, and we did it. We had the option of two roads—the river road and the road *via* the Gap.

3806. What is your experience of that country, in regard to floods, about Bogan Gate? I think it is out of the way of floods.

3807. It is not flooded to such an extent as to prevent a light line of railway, with about a foot of earth-works, being built there, and not being interfered with? I do not think it.

3808. There is no width of water there? No.

3809. It is mostly surface water, which gets away in a few days? Yes; there may be a rush of water at the creek itself.

3810. How many permanent hands are there on your estate? From seventy to a hundred.

3811. Supposing the line were constructed on the surveyed route from Forbes to Condobolin, do you think there are any flood-waters there which would interfere with it? No.

3812. One is about as easy as the other, I suppose? I do not think there is much difference. The Goobang Creek comes down, and there is a little flood there at times.

3813. You have always been able to travel the country in the worst of times? Yes; when the big floods are on, all the roads are stopped, no matter where it is.

3814. If this line of railway were constructed from Parkes to Condobolin, would you be inclined to give up your leasehold portion at once, or would you give up the benefit of the five years which you have at present? I think we should stick to the five years.

3815. Supposing you had the alternative of holding the half for ten years, and parting with the other half, or having the whole for five years, have you considered which you would adopt? There is another reservation. If we got compensation for improvements, that might be thought of.

3816. With compensation, you might think of it? Yes.

Mr. John R. Nield, Station-Master, Forbes, sworn, and examined:—

Mr.
J. R. Nield.
30 Mar., 1895.

3817. *Chairman.*] You hand in a statement of the traffic and revenue, for the year 1894, for the Forbes railway station? Yes; the following are the particulars:—

FORBES.—Statement of Traffic and Revenue for the year 1894.

Year.	Goods Traffic.			Live-stock Traffic.										Wool.		Coaching.		
	Inwards.	Outwards.	Revenue.	Inwards.					Outwards.					Revenue.	Bales—Inwards.	Bales—Outwards.	No. of Passengers.	Amount.
				Horses.	Cattle.	Calves.	Sheep.	Pigs.	Horses.	Cattle.	Calves.	Sheep.	Pigs.					
1894	Tons cwt. qr. 3,551 19 3	Tons cwt. qr. 5,574 13 3	£ s. d. 15,413 17 3	56	13	..	1,670	..	5	2,295	101	123,731	67	£ s. d. 220 18 6	31	25,195	4,377	£ s. d. 4,487 13 1

Mr. Daniel McKeown, Council Clerk, Forbes, sworn, and examined:—

Mr.
D. McKeown.
30 Mar., 1895.

3818. *Mr. Gormly.*] Are you prepared to place any information before the Committee? Yes. The ratable properties within the Forbes municipality in 1888 numbered 900; this year they number 1,300—an increase of 45 per cent. The estimated capital value of improved and unimproved properties within the municipality for 1894 was £441,000. The population numbered 3,700; there are 730 dwellings; the rates amount to £2,400 per annum. The total revenue is £3,100.

3819. Have you any general knowledge as to the desirability of constructing a line of railway from Parkes to Condobolin, or do you know a more suitable line? I am of opinion, of course, that the line should be constructed from Forbes to Condobolin, for the reason that at some future time a line will eventually have to be made from Cowra.

3820. Do you know anything of the land in the district? I know there is a large population settled on the banks of the Lachlan River. I have been over the land on the river banks. On each side it is very productive.

3821. Can you say whether it is capable of being used for agriculture? Yes; it produces all kinds of cereals in quantities.

3822. Which would be sufficient to serve a railway? Certainly. There is no doubt that, at some future time, there will be a large population.

3823. Can you give a comparison of the land within 10 or 20 miles from the river, and the land further removed from the river? I have not been in the back part of the country for a number of years, but I know the land on the river frontage to be much superior to any at the back for agriculture or grazing. I merely speak from personal observation.

Mr.

Mr. Alfred Baldock, storekeeper, Forbes, sworn, and examined:—

3824. *Mr. Molesworth.*] How long have you been in this locality? Thirty years.
3825. Always in Forbes? Yes.
3826. Have you had an opportunity of judging as to the progress the district has made during the past five years? I have had ample opportunity of judging.
3827. What is your opinion with regard to the progress of the district during that period? I think it progressed very rapidly up to a recent date.
3828. In what respect has that progress been made? In general settlement and productions. The latter are becoming more varied every year, and people are erecting better houses than they used to do.
3829. Do you know the character of the country over which the proposed line from Parkes to Condobolin, *via* Bogan Gate, will go? I have been about half way between Parkes and Condobolin.
3830. How far west from Bogan Gate have you been on that road? As far as the Burrawang Run—not quite so far as the homestead.
3831. Have you been over the country there? Yes; more particularly over the Trundle country.
3832. And have you also been over the country through which the proposed line from Parkes to Condobolin will pass? Yes; a portion of it.
3833. Which land do you think is best suited for agricultural or grazing holdings? I think the river land is the best for the general purposes of production. For instance, we are establishing a butter factory here. The thing is almost complete as regards the initiation. We have to collect the application money on 100 shares, and the company will be registered. With the knowledge I have of the uncertainty of seasons in this district, irrigation will become a thing of the future. In fact, it will be the only thing which people can depend upon, where they have to feed stock and grow produce. We have cycles of dry and wet seasons, and there have been times when the people out back have had to bring their stock into the river country for drinking water. Taking into consideration the fruit-growing industry, the dairy industry, and farming, on what I call a proper basis, I think the safer place for the railway is on the river. My impression is that, in twenty-five years' time, for every man making a living out back you will find ten making a living on the river. The evidence which guides me to a material extent in coming to this conclusion that the river land is the best is the experience of the people upon it. You will never find a man who can get near water who will settle from it. My experience is that at one time the squatters would not take the land at the back. All the time there was river land available it was fought for.
3834. I suppose the squatters would not take it because they wanted water for their stock; but do not the farmers in the Trundle district need all their requirements, in regard to water, by the construction of their own tanks? Yes; but they do not last very long in seasons such as we are likely to get.
3835. Are you in a position to say that the Trundle tanks are not admirable? I know the Government tank at Trundle has been dry prior to settlement.
3836. I am referring to private tanks? Any I have seen are liable to get dry.
3837. Have you seen them dry? Not in my experience.
3838. Do you know, as a matter of fact, that any of the private tanks, sunk on the lands north of the proposed line, have gone dry? No, because there has been a course of good seasons ever since the people went there, but I do know the Government tank went dry.
3839. You do not know that it was because of faulty construction that it went dry? I do not.
3840. Do you know whether, during the present dry season, any of the private tanks have gone dry? No; but the weather has not been so particularly dry that I would expect that result to follow.
3841. You think they are liable to go dry? Yes; but I have no knowledge that they have yet done so.
3842. Beyond the fact that you think the river frontages are the most suitable for agriculture and grazing generally, have you any other reason to adduce as to why the line should go through Forbes? I think it will be more central to strike the line at Forbes than at Parkes, because it will form a connecting link with the cross-country line. Persons wishing to go to Melbourne or direct to Cowra in the future would have a better opportunity of doing it than if they had to go to Parkes and come back here.
3843. Why should we consider the mode of transit to Melbourne before we consider the best means of transit to Sydney? It may happen that the federal city will be at Albury, and they might all want to go there.
3844. Which would be the nearest, from Forbes to Sydney, *via* Parkes, or from Forbes to Sydney, *via* Grenfell and Young? It would be nearer *via* Parkes.
3845. And yet you favour the connecting point being with Young? My idea is that if any second railway were constructed from here it should go through Cowra.
3846. Would it be any nearer to Sydney *via* Cowra than *via* Parkes? I think it would be about the same.
3847. What object would be served by going *via* Cowra, instead of *via* Parkes, if the distances are the same? We have 60 miles of river frontages, which are practically without a railway on both sides, and I think in the public interest a line should go through Cowra and Canowindra, following the rich lands of the Lachlan to Cowra. That is an undoubted necessity in the public interest, and I think it would be nearer for the Condobolin people, and all the people, who have to come to the end of the line, to come through Forbes and Cowra on to Sydney. Then there is this question of going south. If people require to go to Melbourne, or to send their stock to a southern market, they have the option of doing it.
3848. To do that, the better way would be for them to connect with Young, *via* Grenfell;—there is a surveyed line in that direction, but there is not one in the direction you indicate, *via* Cowra, showing that it is not in the mind of the Government of the day to connect at Cowra? That is so.
3849. The question is: Is the line, as suggested by the Government, from Parkes to Bogan Gate, and to Condobolin, the most suitable in the interests of the district generally, and in the interests of the railway system of the Colony, or is the line *via* Forbes the most suitable? If you regard the claims of the river, you must admit that a line from Parkes to Bogan Gate is a wrong one. If the arguments which are adduced in favour of the extension from Parkes to Condobolin hold good—that is, that the line should go where the selectors are, and probably through the leasehold country—I contend that it ought to go to Trundle. Nothing, however, justifies any Government in taking the line from the river.
3850. Then your opinion is that the line should connect at Forbes, and not at Parkes, notwithstanding that that would necessitate an extra haulage for over 20 miles for all time? Yes; and the next best line, in my mind, would be the line *via* Trundle.

Mr.
A. Baldock.
30 Mar., 1895.

Mr. Samuel Sydney Smith, proprietor of the *Forbes and Parkes Gazette*, Forbes, sworn, and examined:—

Mr.
S. S. Smith.
30 Mar., 1895.

3851. *Chairman.*] What are you? Proprietor of the *Forbes and Parkes Gazette*.
3852. You have kept a gauge of the rainfall from 1890 to 1895? Yes; it is as follows:—

Rainfall at Forbes, New South Wales.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Total.
1890	41	531	655	67	293	297	277	160	231	278	85	106	30·21
1891	739	102	23	334	28	609	296	267	202	123	174	96	29·93
1892	202	5	67	44	268	135	262	174	501	347	91	331	24·27
1893	95	42	451	305	374	190	163	108	109	121	275	147	23·80
1894	566	195	509	394	92	178	192	226	196	102	42	212	29·04
1895	311	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Mean for five years, 27 inches 16 points.

3853. Is there anything else you would like to state? I may say I have been up and down the river country. The country is very flat, and there is no current. It is not that the river overflows its banks, but it goes out in little billabongs, and will run 8 or 10 miles back. It is all dead water.

Mr. Thomas Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

Mr.
T. Kennedy.
30 Mar., 1895.

3854. *Chairman.*] Will you make a statement in regard to the line which you have surveyed? Commencing from the existing line, at 267 miles 30 chains—that is 30 chains beyond the present station at Parkes—it has been found necessary to start at this point, in order to avoid some rough hills which would come in the direct line. These hills are skirted by 12-chain curves. A low range is crossed at about $1\frac{1}{2}$ mile from Parkes. It is a small range, dividing Cook's Creek from the immediate drainage of Parkes. From there a gradual descent is made for about 2 miles, on a grade of 1 in 100. It has been necessary, to maintain this grade of 1 in 100, to put in a considerable amount of curvature at this point, necessitating the use of about four or five sharp curves. There has been an advantage also in doing this, as it moves the line further to the south, and so avoids the resumption of property which otherwise would occur in running a straight line. After getting off the falling gradient of 1 in 100, no difficulties are experienced in getting a surface line from there right away until the town of Condobolin is met. I may mention that the only difficulty to contend with on the line is the waterway. After leaving the descending gradient near Parkes the first is met at 277 $\frac{1}{2}$ miles—Cook's Creek.

3855. *Mr. Gormly.*] What waterway do you think will be necessary? I could not say exactly, but it will be inexpensive work. There will be no bridge work.

3856. Extending about how many feet? I should say the flood-water in the centre of the creek would not be more than 6 or 7 feet deep, because the banks, where we cross it at Cook's Creek, are well defined, and the water is contained almost between the banks. There would not be more than 40 or 60 feet of an opening there. After crossing Cook's Creek the line takes advantage of the northern boundary of John Bell's selection, and runs parallel with that boundary, which divides Bell's selection from the Nelungaloo Run, thereby avoiding any unnecessary severance. From 281 miles, a bend in the line is made slightly to the south, in order to avoid resumption of property, and taking advantage of the travelling-stock route. This stock route is followed down to the crossing at Bogan Gate, and thence the line bends slightly to the south again, and at about 293 miles it crosses the Gunningbland Creek.

3857. You have gone into a detailed statement of the survey you have already made, where it terminated;—are you past that point? No; Bogan Gate is where I end my survey. But I also explored the country from Bogan Gate to Condobolin.

3858. What sort of a survey did you make? A trial survey.

3859. You have made a trial survey from the point at which you started to Bogan Gate? Not quite to Bogan Gate.

3860. To within what distance? To within 5 miles.

3861. Has any other surveyor made a survey of the line you have explored? Mr. Thornbury is at present engaged in running a survey from Bogan Gate, and he has completed the survey some distance beyond Burrawang Station.

3862. Have you explored the line which Mr. Thornbury has surveyed? Yes; I explored it with Mr. Burge, the principal engineer, for trial surveys.

3863. Have you anything to do with the work Mr. Thornbury is carrying out? Nothing at all.

3864. And you have no directions to give to him? No; I have only to do with my own length.

3865. Have you explored to where Mr. Thornbury's work crosses Gunningbland Creek? Yes.

3866. The Committee wish you to describe how it is intended to cross Gunningbland Creek, what work you think is necessary to make the line safe crossing that creek, and the approaches to it. You have heard Mr. Thornbury's evidence? Yes.

3867. Will you go over the same ground and give your opinion as to what works will be necessary? I can say nothing as to what work they are going to put in.

3868. From your general knowledge of making surveys, and seeing work carried out after survey, you have an idea as to how much work should be constructed? I think, as far as I can see from travelling up and down that creek, that the flood-water would not be more than a quarter of a mile wide where it is crossed by our line—that is where it crosses Gunningbland Creek. From my general knowledge of the drainage of creeks and openings, I should say that 5 chains of open way would be ample to carry off all the flood-water coming down that creek.

3869. What height will the line have to be elevated over these waterways in order to make it perfectly safe? I should say the line will have to be elevated an average of from 4 to 5 feet. That would leave it, perhaps, 2 $\frac{1}{2}$ feet above the highest flood ever known.

3870. At what height would that embankment require to approach the culvert or bridge? It would be a gradual embankment, commencing from almost nothing up to the height of the trestle work.

3871.

3871. Would that bring it from nothing to a level of about 4 or 5 feet? Yes.
3872. And that embankment, including the culvert, would only be about a quarter of a mile? I think so. I have not taken the levels, and they have not been worked out.
3873. But you think, in making this statement, you are on the safe side in regard to the works which would be required? Most likely they would not require to be so large. I have walked over nearly all the country to the north of the Gunningbland Creek, and I am of opinion that none of the line is flooded, with the exception of the crossing of Gunningbland Creek. After crossing Gunningbland Creek no flood-water is met with. It is all pine and box forest, perfectly sound and free from flood. The next waterway which would be met with would be about 307 miles, where the Yarrabundi Creek is crossed. This creek does not drain quite as much area as the Gunningbland, but I think, from the flat nature of the country, it would require almost the same openings—that is, that the channel is not so well defined where we cross it. At 315½ miles, the line strikes the travelling-stock route, and follows that down to 310 miles. At this point, an alteration in the road has been lately made, to avoid the overflow from the Lachlan River, which used to come over the main road.
3874. The proposed survey has been shifted further north? Yes; to run parallel with the amended traffic road, which has been made to avoid the flood-waters. It follows that amended road, and then again comes on to the original road, at about 322 lines. It follows that down to the town of Condobolin.
3875. Is there any elevation, or incline, going into the town of Condobolin? It is not finally decided where the Condobolin station will be.
3876. Can the town be approached without any steep incline, and with the usual grade of 1 in 100? Nothing worse than 1 in 100 will be used. I may mention that, at 324 miles, there may be a few inches of flood-water—water coming over the road—but I think that it will not be over 1 foot.
3877. Over what extent of country? There would be only about a mile of it, which would occur when there were very high floods on the Lachlan.
3878. And not likely to go over an ordinary railway embankment? Not if it is raised 1 foot high over the ordinary level of the road; and the raising of the embankment would be better than putting the line further to the north, and severing some properties which are well improved, and some of which are under cultivation.
3879. Have you explored the line from Parkes to Condobolin more than once? Yes; I have been over it, I should say, four or five times—not directly over each portion of it, but altogether I have been over it that number of times.
3880. You have explored it more than once? Yes.
3881. At different times? Yes.
3882. Have you gone over it in company with Mr. Deane? No; with Mr. Burge; from Parkes to Bogan Gate with Mr. Deane.
3883. There was an interval between each exploration? After the first general exploration, we are always exploring until the matter is finally settled.
3884. To see if you can find a better route? Yes; we explore until the line is finally settled, in order to see whether any better line exists.
3885. You have become well acquainted with the route, owing to the frequency with which you have been over it? Yes; I have been over it now five or six times.
3886. And you have explored the country a considerable distance on each side? Yes; I have been five or six miles on either side.
3887. Have you made a survey from Parkes towards Bogan Gate? Yes.
3888. How long have you been engaged on that survey? I have been actually at work, in the field, surveying for two months.
3889. And you have had to skirt some hills? Yes.
3890. The hills necessitated your going over the country several times, probably, in order to get a more suitable route? I ran about 25 miles of preliminary line, in order to get the pick of 5 miles before I got a suitable line.
3891. In the trial survey you have made, you have long straight stretches? Yes; after getting over the difficulty just after leaving Parkes.
3892. What were the straight stretches you got on that line? I had one straight of 6 miles; another of about 5 miles.
3893. Were there any other considerable straight stretches? After that we followed the travelling stock route, and we had to bend when that bent.
3894. But they are very slight? Yes; they would hardly be noticed.
3895. Do the curves you have referred to increase the length of line to any great extent? They only increase it, so as to be able to get a gradient of 1 in 100.
3896. But would the increased distance be anything considerable;—would it amount to a mile? No.
3897. Or half a mile? I should say about 45 or 50 chains over the original line.
3898. Could those curves be dispensed with by making slight cuttings? If you take the curves out, you shorten the distance.
3899. But could they be dispensed with by making slight cuttings? Yes; they could be reduced.
3900. What would be the depth of these cuttings? I could not say, without an actual inspection.
3901. Can you speak approximately? If I put a cutting in 6 or 7 feet, I could shorten the line about 10 chains.
3902. It would take a considerable amount of cutting to make any considerable difference in the length? Yes.
3903. Therefore, you do not think it desirable to dispense with the curves? No.
3904. There would not be a corresponding advantage by the reduction of the distance? No.
3905. I suppose you know the direct road from Parkes to Trundle? I know the main road from Parkes to Trundle.
3906. Have you been over the whole or the greater portion of that road? I have been over the greater portion.
3907. About what portion have you not seen, or travelled over? From about 12 miles from Parkes to about 20 miles from Parkes—that means 8 miles.
3908. Have you seen any of that distance from elevations on both sides? Yes; from both sides. I have seen the ridge which intervenes between that distance.

Mr.
T. Kennedy,
30 Mar., 1895.

- Mr. T. Kennedy.
30 Mar., 1895.
3909. And from where your inspection has ceased? Yes; between Parkes and Trundle.
3910. Then you have travelled over, or seen, the entire distance from Trundle to Parkes? Yes.
3911. Have you been able, from any elevation, to see the general height and direction of the different hills and ridges which intervened between the portions you inspected? Yes; I could see the ridge running at right angles to the line.
3912. And were you able to judge the elevation of the ridges and hills? I could tell the elevation of those I have been on, but not of those I have seen at a distance.
3913. Could you tell whether they were as high as the ones you explored? They appeared to be as high as the ones I was on.
3914. You state that your trial survey has shown that you can get a surface line from Parkes to Bogan Gate, with a grade of 1 in 100—that is the entire distance over the portion, in regard to which you made a trial survey? Yes.
3915. And your exploration and observation have shown that the same class of line, at a grade of 1 in 100, can be run on to Condobolin? Yes; I think there would, perhaps, be only one or two short grades of 1 in 100 after leaving Bogan Gate on to Condobolin; then it is almost flat.
3916. Upon the other portion, then, there would be a less grade? Yes; much less.
3917. Did any of your explorations extend in the direction of the main road to Trundle? No; they all trended towards the south.
3918. So that you made no actual trial surveys, or explorations, on the direct road from Parkes to Trundle? No.
3919. I suppose you used certain instruments in making explorations? Yes.
3920. Will they give you the approximate height of the elevations, without taking the actual levels? Yes; they will give you a good idea.
3921. Will the instruments you use for exploring enable you to approximately fix the elevation of the different rises? Yes; you can tell very well what the rises are.
3922. And you can take sights with your instruments from one distance to another? You can tell what the grade will be by using an instrument called the clinometer—that is, if you can get an open view.
3923. Have you used those instruments on the cleared road between Parkes and Trundle? I have.
3924. Did those instruments show that a surface line could be got on the grades you observed? No, it could not, according to the grades shown by the clinometer.
3925. Do you think the instruments you used would enable you to come accurately to that conclusion? Yes.
3926. Have you observed any gaps or depressions in the hills which would enable you to cross those hills, without making cuttings, at a grade of 1 in 100? I think a cutting would be required on almost all the ridges crossed.
3927. Did you make a special inspection of that portion of the road called Treweeke's Gap? Yes.
3928. What conclusion did your inspection and observations lead you to, in reference to crossing the Gunningbland Hill, at a point known as Treweeke's Gap? It showed a rise from the plain country of 100 feet in about a mile, and the grade of 1 in 100 gives a rise of 52 feet, so that to run straight up to the Gap would require a cutting of 50 feet; but this could be avoided by contouring the country, and very likely the cutting would not exceed 25 to 30 feet.
3929. Would that cause any considerable curving? It would require an additional length. Curves would be required to get additional lengths to reduce the cuttings.
3930. Would it be necessary to make any embankment beside that cutting to cross that hill? The earth-work which comes out of the cutting is filled in the embankment at the foot of the hills.
3931. Did you make any considerable inspection of the Gunningbland Range, which would enable you to judge whether any lower gap than Treweeke's Gap might be found, upon which you might put a line? I made an inspection about a mile to the north, and found that it was 25 feet higher.
- 3931½. Did you get the opinion of any resident in that neighbourhood in regard to the lowest gap existing on that hill? This gap was shown to me by an old resident.
3932. What was his name? Mr. Treweeke.
3933. Has he been in the neighbourhood long? Twenty years.
3934. Is he the owner of a station or property in that neighbourhood? Yes; he owns the property adjoining the Gap.
3935. Extending nearly to the top of the range? Yes.
3936. And the gap he pointed out to you as being the lowest on the hill showed, from your observation, that it was 25 feet higher than Treweeke's Gap? Yes.
3937. I suppose that the greater height of the gap, pointed out by Mr. Treweeke, is caused to some extent by a general rise to the north? Yes; the whole of the country rises to the north.
3938. Even if the hill were level on the top, still, the general rise to the north would cause an extra elevation? Yes.
3939. Was that the reason this portion of the hill was shown to be 25 feet higher than Treweeke's Gap? The ridge rises higher as you go north.
3940. What class of country did you find in your inspection from Treweeke's Gap on to Trundle? It was slightly undulating country, and to get a surface line it would be necessary to put in a good deal of curvature.
3941. And do you think it would be necessary to make any cuttings? I think they could be avoided by putting in a considerable amount of curvature from Treweeke's Gap to Trundle.
3942. You think there was no continuous range to cross? I think it could be avoided. The grade did not seem of any great difficulty from Treweeke's Gap to Trundle.
3943. Are you prepared, from your observations, to state whether a line from Parkes to Trundle would be of a much more expensive character than a line from Parkes to Bogan Gate? Yes. From Parkes to Trundle there are at least three or four good-sized ridges to cross, which it would be necessary to have cuttings at—that is, to make grades of 1 in 100.
3944. Have you any general knowledge of country similar to that, and do you know what a railway constructed over it would be likely to cost;—I ask you this question in order to see whether you can give a moderately accurate opinion as to the cost of the line from Parkes to Trundle, in comparison with the line from Parkes to Bogan Gate? It would be much similar country to that between Cootamundra and Temora.

3945. Would it be likely to cost double the amount? If a line from Parkes to Bogan Gate were likely to cost £2,000, would one from Parkes to Treweeke's Gap be likely to cost £3,000 or £4,000? I could not say. Mr.
T. Kennedy.
3946. But you are prepared to say it would cost more than a line from Parkes to Bogan Gate? I should think the earthworks would be as heavy as those on the Cootamundra and Temora line. 30 Mar., 1895.
3947. Have you any knowledge as to what the earthworks on that line cost? I surveyed the original line, and I know the general character of the country almost resembles that which I went over.
3948. Can you give any information as to what the earthworks on that particular line cost? I do not know. It seems to me to be a similar class of country.
3949. But you are of opinion that the cuttings and earthworks from Parkes to Treweeke's Gap would be equal to those on the Cootamundra and Temora line? Yes.
3950. Would that be to get over the hill on each side, or on one side alone? It would be to get over the hill at Treweeke's Gap.
3951. What do you know of the surveyed line from Forbes to the point at which it joins the proposed line from Parkes to Condobolin? I have been over the country. I surveyed the boundaries on that portion and walked over the line. I surveyed the portions of land which the line intersects, and connected the different surveyed blocks with the line.
3952. You located the line on the surveyed blocks? Yes.
3953. On the whole of the distance? Nearly the whole.
3954. Therefore, you have had the opportunity of becoming well acquainted with that country? Yes.
3955. What is the character of the country on leaving Forbes;—is it similar to that between Forbes and Parkes, or similar to that between Parkes and Bogan Gate? It is similar country to that on the Parkes to Bogan Gate and Condobolin line.
3956. For what distance? Nearly the whole distance. The only difficulty would be at the crossing of the Goobang Creek. I should say there would be as much water coming down the Goobang Creek as down the Gunningbland and Yarrabundi Creeks together.
3957. Could that creek be crossed by works which would cost as much as the two crossings which you have mentioned in connection with the two different creeks on the other line? I think so. I think the flood-water would be equal to the two put together.
3958. Would the culverts, bridges, and embankments be expensive? Not more expensive than the two crossings combined. I may say that the line from Forbes would have to cross the Gunningbland and Yarrabundi as well as Goobang.
3959. Will there be a greater expense in making works to cross those creeks upon the line from Forbes than upon the line from Parkes? There would be a greater expense crossing the Gunningbland, because it would cross it 4 or 5 miles lower down, where there would be more flood-water.
3960. Would the crossing of the Yarrabundi Creek be the same? It would be the same crossing. The lines are common after passing the Burrawang homestead.
3961. Would it be necessary to cross the Yarrabundi Creek before it was connected with the Parkes line? They would connect 2 miles before crossing the Yarrabundi Creek.
3962. Then it would only be necessary to have works if that line were constructed to cross the Goobang and Gunningbland, because they would connect before they came to Yarrabundi? Yes; but each line would be a separate line.
3963. It would cross the Yarrabundi before it was connected with the other line? No; after.
3964. It would be necessary, then, to have a crossing there? Yes; the same crossing as on the Parkes line.
3965. And that would be at about the same cost as on the Parkes to Condobolin line? Yes.
3966. Could a line from Forbes be constructed as a surface line and without cuttings? Yes; with very little cutting. There would be two little cuttings, 3 or 4 feet deep, just out of Forbes.
3967. Therefore, the line could be constructed at about the same cost, with the exception of the crossing at Goobang Creek? Yes; about the same, with this exception: from Forbes, almost the whole of the way to Burrawang, you would go through alienated land, and on the other line you would only have about 7 miles to resume.
3968. In the whole of the distance from Parkes to Condobolin? Yes.
3969. In going from Parkes to Condobolin, what quantity of freehold land would the line go through? About 2 miles.
3970. And the other miles would be through conditionally purchased land? Yes.
3971. Would it be wholly conditional purchase, or conditional purchase and conditional lease? Some conditional lease and some conditional purchase.
3972. You have stated that the line from Forbes to the intersection of the Parkes-Condobolin line would go through private lands;—would they be freehold or conditionally-purchased lands? Some freehold, and some conditionally-purchased—about an equal number of each.
3973. How many miles of freehold land would there be? Altogether there would be about 21 miles of resumptions, and I should say 13 would be freehold land. The first 5 miles from Forbes run along the main road.
3974. If a line were constructed from Forbes, would it intersect the proposed line from Parkes to Condobolin, before it went through those 2 miles of freehold land? Yes, just before reaching them.
3975. Then it would go through the 2 miles of freehold land, as well as the 13 miles of private land besides? No, I included that; it is only a rough estimate. It is not taken out from scale.
3976. Is there anything else to which you wish to refer? Mr. Burge and I made a very careful examination of the first 12 miles of the Trundle line, and found considerable difficulty in getting grades of 1 in 100. He abandoned that piece of the line, and explored another to the south, which is where the present line is marked out, and it was very much better than the line which would run along the Trundle Road.
3977. Has any trial survey been made from Parkes to Trundle? No; but the original trial survey from Parkes to Condobolin was run parallel, about $1\frac{1}{2}$ mile south of the Trundle Road, and this is the line which it was proposed by the Trundle Railway League, should go direct on to Trundle.
3978. But no trial survey has been made by way of Treweeke's Gap to Trundle? Not that I am aware of.
3979. If there had been one you would be likely to know of it? I would.
3980. I suppose you have seen Mr. Gilliat's report? I did not read it.
3981. Have you seen a tracing he shows in that report? No.

- Mr. T. Kennedy. 3982. You see that the tracing shows a proposed line to Condobolin *via* Trundle? Yes.
3983. Does that run perfectly straight from the point of commencement to Trundle, and from Trundle to Condobolin? Yes.
- 30 Mar., 1895. 3984. Would a line be likely to run as straight as that if an exploration were made for a more suitable route? No.
3985. You think, then, that anyone can put a ruler on a piece of paper and draw such a line? You could not run a line like that—it might cost £10,000 a mile.
3986. And the person who drew the line might not know whether he could get over the difficulties in the way or not? No; he might not be able to get a line at all without some of them.
3987. What is your opinion, then, with regard to that plan of Mr. Gilliat's? The line has only been sketched straight in order to give a general indication of the direction and the distance.
3988. Have you any knowledge as to whether Mr. Gilliat inspected that country in such a way as to enable him to judge as to whether the line could be constructed at a reasonable cost? I could not say.
3989. You have been engaged in surveys in these districts for a number of years? Yes.
3990. And you have had some knowledge of the surveys which have been carried on? Yes; I have seen plans and sections of them all.
3991. Are you of opinion that the line sketched by Mr. Gilliat is merely an imaginary one to show the distance from one particular point to another, irrespective of any engineering difficulties which may be met with? It is not meant as a line laid down. It is drawn simply as a comparison.
3992. To get from one point to another? Yes.
3993. Irrespective of what difficulties there might be in the way? Yes.
3994. *Chairman.*] The proposed line from Parkes to Condobolin is estimated at 60 miles 30 chains? Yes.
3995. What do you estimate the distance of the line from Forbes to Condobolin as indicated on the plan? About 57 miles.
3996. What would be the distance of such a diversion as that shown by way of Trundle, going right up to the township of Trundle;—what would be the length of that line? I could not say. It could not be ascertained without finding out how much curvature would be necessary to get the best line; but I think it would be a considerable distance over the straight line between Parkes and Trundle and Trundle and Condobolin; and I think the perfectly straight line was about 4 miles longer than that estimated *via* Bogan Gate.
3997. From your examination of the country between Parkes and Trundle, could you say whether or not a surface line of railway could be run over that country? It could not, with grades of 1 in 100.
3998. From your knowledge of the country between the direct line and Trundle, do you know of any middle course which might be adopted, by a diversion in the direction of Trundle, northward, of about 4 or 5 miles which would help the Trundle people? I do not think you could get up 4 or 5 miles without coming in contact with the range known as the Black Range.
3999. So that if that line were contemplated at all—I mean if it were intended to serve the Trundle people specially—you think it would have to go pretty well all the way to Trundle for that diversion? I think so.
4000. *Mr. Molesworth.*] Having examined all the routes, or having a general knowledge of the two routes, other than the direct one, will you give the Committee your opinion which is the best for laying down what is known as a pioneer line? From Parkes *via* Bogan Gate to Condobolin would be cheaper, I think, than any line which could be constructed.
4001. With reference to the question, by the Chairman, as to making a northerly deviation with a view of reaching the Trundle people, is it possible, without altering the grades, or seriously increasing the length of the line, to draw the railway nearer to Trundle without meeting serious engineering difficulties? I could not see any way in which it could be done without encountering serious difficulties in connection with the Black Range, which intervenes between Trundle and the proposed line.
4002. With regard to the extension, from Forbes to Condobolin, you said there would be certain cuttings required immediately on leaving Forbes? Yes.
4003. For what distance would they be required? There would be only one or two cuttings up to 3 or 4 feet deep out of Forbes.
4004. Inexpensive cuttings? Yes.
4005. And the only other serious difficulty you have to face on the Forbes line is the water of the Goobang Creek? The only difference in the cost of construction between the Forbes-Condobolin and the Parkes-Condobolin lines would be the crossing of Goobang Creek.
4006. You are satisfied that a line from Forbes to Burrawang would go through a large amount of alienated land? Yes.
4007. You are satisfied your estimate of 21 miles is a reasonable one? I think it goes through alienated land as far as that.
4008. And you are equally satisfied there will only be 7 miles of alienated land through which the direct line would have to pass? Approximately.
4009. You have pretty well described, in detail, the contour of the country between Parkes and Treweeke's Gap. Starting out from Parkes, you say there would be required a considerable number of curves? Yes.
4010. Can you tell the Committee the greatest angle of any of those curves? Not without a survey. The curves are generally put in to save cuttings.
4011. They would not be very sharp? I think they would have to be 12-chain curves.
4012. You say a line of railway could be taken from Parkes to Trundle, if a cutting of 25 feet were made;—how far along the present surveyed line from Parkes would that line follow? It would leave Parkes directly at the station, and branch off from there in a more northerly direction than the proposed line *via* Bogan Gate, almost running parallel with the main road for about 12 miles.
4013. Can you state, approximately, about what length of cutting would be required to cross that gap, or depression, which you estimate to be about 25 feet deep? I should say it would be about 10 chains long.
4014. If a cutting were made there 25 feet deep, a distance of about 10 chains, would you have any engineering difficulties to contend with between that point and Trundle? No; I could get a surface line from Treweeke's Gap to Trundle without any great difficulty.

4015. Then, with the exception of this cutting, 10 chains in length and 25 feet deep, you could get a surface line from Parkes to Trundle? No; from Treweeke's Gap to Parkes the country is undulating, and I could not get a surface line from Parkes to Treweeke's Gap.

4016. Without cuttings? There would be slight cuttings all the way along the line. It would not be a surface line.

4017. What depths would those cuttings be? It would be impossible to tell; but I think there would be cuttings from 5 to 10 feet deep. On the original line laid down we did not expect to reduce the earth-works, but only the grades.

4018. Can you state what length of cutting would be required to go through the hills between Treweeke's Gap and Parkes, and the average depth? I could not say without more minute exploration and survey; but on the original survey between Parkes and Condobolin, which would be common to the line *via* Trundle, they had cuttings of 20 feet, with 1 in 50 grades. In this case it would be necessary to use 1 in 100 grades, and it is doubtful whether those cuttings could be reduced after putting 1 in 100 grades in place of 1 in 50 grades.

4019. I understand you to say that for 20 miles you can only describe the country as similar, for the construction of a line from Parkes, to that between Temora and Cootamundra? Yes.

4020. But having crossed the range at Treweeke's Gap you would have no difficulty in getting a surface line from that point to Trundle? No, with slight curvature.

4021. Have you made any inspection of the line from Trundle to Condobolin? No; but the line from Condobolin back towards Trundle would be almost common with the line as at present proposed—that is, by Bogan Gate, for 9 or 10 miles.

4022. Then there would be no engineering difficulties to contend with there? I could not say, from 10 miles to the east from Condobolin to Trundle, what the country is like.

4023. Would there be any creeks to cross on that route? Only the heads of Yarrabundi Creek, where it branches out into small water-courses. I think the creeks would be smaller on the whole line from Parkes to Trundle and Condobolin than on any of the other lines.

4024. Then a line of railway from Parkes to Condobolin, *via* Trundle, would cross only the heads of the creeks? That is all.

4025. It would not require extensive bridging? No.

4026. Can you give the Committee any information as to whether a surface line could be obtained from what is termed Bogan Gate to Trundle direct north? I think a branch line could be made from Bogan Gate to Trundle with 1 in 100 grades on the surface.

4027. A surface line throughout? Yes.

4028. That would comply with the conditions of a pioneer line? I would not like to speak positively on the point, but I think it could be done.

4029. You have a knowledge of the suitability of soils for agricultural or pastoral purposes? Yes.

4030. Is the soil between Parkes and Bogan Gate suitable for close settlement, for agricultural pursuits? It is all agricultural land with the exception of that which is flooded from the Goobang Creek.

4031. Does that apply to the land north of Trundle, or in a north-easterly direction? Yes; it is all good land.

4032. Is the soil to the south of the proposed line towards the Lachlan River equally good for agricultural purposes? It is mostly flooded, and low-lying country, more fitted for grazing than for agriculture.

4033. *Chairman.*] In your experience of this country, you must have noticed whether there is sufficient timber in the vicinity of the three suggested lines, for railway sleepers? I saw on Treweeke's Gap ironbark which would be suitable for sleepers.

4034. In what quantity? There seemed to be plenty of timber suitable for sleepers.

4035. And have you seen any at any other place? Occasional ironbarks along the main road between Parkes, and what is called Brogan Tank.

4036. And from your observations you think there would be no difficulty in getting suitable timber in the locality whatever line is selected? Yes; I think ironbark timber could be procured on almost all the ranges.

MONDAY, 1 APRIL, 1895.

[*The Sectional Committee met at the Council Chambers, Forbes, at 10.15 a.m.*]

Present:—

THE HON. WILLIAM JOSEPH TRICKETT (CHAIRMAN).

JOHN MOORE CHANTEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Sectional Committee further considered the proposed Railway from Parkes to Condobolin.

Mr. John Smith, manager for Wright, Heaton, & Co., Forbes, sworn, and examined:—

4037. *Chairman.*] How long have you been here? About fifteen months.

4038. You know the amount of goods which go through the hands of your firm, inwards and outwards? Yes.

4039. You know the proposed line of railway from Parkes to Condobolin, as indicated on the map? Yes.

4040. And also the surveyed line from Forbes to Condobolin? Yes.

4041. What we want information upon is this—the quantity of goods which would be likely to feed a line connecting Forbes with Condobolin. Give us, in the first instance, the properties or localities, which you think would bring their goods to that line, instead of bringing them direct into Forbes? There is not much between Burrawang and here, which would come by rail.

4042. It would go chiefly into Forbes by road? Yes.

4043. Can you tell us of any properties, west of Burrawang, which would be likely to send to the railway line? No; I do not know very much about the Parkes district. There are various squatters on the route; but at present they take their goods into Parkes.

4044.

Mr. J. Smith.
1 April, 1895.

Mr. T. Kennedy.
30 Mar., 1895.

Mr. J. Smith. 4044. If a line of railway were constructed to Parkes or Forbes. I suppose they would avail themselves of either line? On the other side of Burrawang, the western side, they would; but there is very little traffic there.

1 April, 1895.

4045. What becomes of the bulk of the goods between here and Burrawang—does it come to Parkes or Forbes? It comes to Forbes, and from here to Burrawang.

4046. All of it? All of it.

4047. Can you tell us what quantity of goods, in a year, comes to the Forbes railway station from between here and Burrawang? About 200 tons;—that is the inward goods coming in by rail.

4048. The goods which come to Forbes, and go out to various places between here and Burrawang? Yes.

4049. Can you tell us the quantity of goods which come into Forbes in twelve months? In 1894, there were 6,000 bales of wool.

4050. What about grain? This is the first year they have brought it in. Up to the present they have brought in 500 bags of wheat, but there is still a lot to come in yet.

4051. Is there any other produce, in material quantity, which comes in? Not that I know of.

4052. Do you have anything to do with live stock? No.

4053. What does the tonnage from Sydney or the main line into Forbes, and which is sent out to the stations, chiefly consist of? Supplies.

4054. During 1894, was much wire or other articles required for improving stations sent out? Not for the northern side of the river, but there was to the southern side—not between here and Condobolin.

4055. Have you noticed whether there has been a large importation of agricultural implements—ploughs, harrows, &c.—since the railway was opened to Forbes? There has.

4056. Do you include that in the 200 tons you have mentioned? Yes.

4057. Has the bulk of the ploughs and harrows gone north or south of the river? In nearly every instance to the north of the river.

4058. Does that indicate that agriculture is carried on more in that direction than about the river? I should think so.

4059. Do you know much about the river country between here and Condobolin? Only on the south side.

4060. Is that used chiefly for farming or for grazing? Mostly for grazing.

4061. What arguments have been used, in favour of the connection of Parkes with Condobolin, whether by way of Forbes or direct;—has it been said that a great amount of agriculture would be entered upon all along the line, and within 20 or 30 miles of it;—have you heard expressions of opinion in that direction? Yes.

4062. From people holding land which is chiefly used for running sheep? I have heard some of them mention it.

4063. The small holders? Yes; they have said they would go in for it, but at present the prices are not very tempting.

4064. Is there a ready market for the wheat which is brought into Forbes? They sell it very easily. The local mills consume a great deal of it, and what is not taken by the mills is trucked to Sydney. A good deal goes to Sydney.

4065. Is there any quantity of grain of any kind, so far as you know, stored about Forbes for the want of a market? No; there is nothing stored at all, except at the mill.

4066. Can you give us any idea of the rate of carriage for the goods you have mentioned—that is, wool and grain—allotted it out in distance of 10 to 30 miles? We could average the wool at about 6d. per ton per mile.

4067. That is the average, but what distance would that cover? Up to 60 miles.

4068. Supposing the distance were only 20 to 30 miles—could you give us an idea of what the carriage would be then? Fifteen shillings a ton.

4069. Can you give similar information with regard to grain carriage? At present grain is being brought from Condobolin to Forbes for 10s. a ton.

4070. Is not that an extremely low rate? Yes; it is very low.

4071. Would that be done by people who grow the stuff themselves, and use their own waggons? No; ordinary teamsters.

4072. You can charter teamsters to do it at that price? Yes.

4073. What would the rate for return loading from here to Condobolin, for store goods, be? £1 a ton.

4074. We understand that the Condobolin to Forbes road is very largely used in preference to the road to Parkes? Yes.

4075. Why is that? Because there is more grass and water. It is a better road to travel—it is a harder road. Even in the middle of winter they come this way in preference to Parkes.

4076. It is a more improved road, too? Yes. Some traffic went to Parkes last year, but it was put down to the flooded state of the river road, but the real cause was on account of the washaway near Condobolin. It was impossible to cross it with the teams. You could not get into Condobolin from this side.

4077. How far, do you think, it is likely producers of grain and wool would convey their goods to a line of railway, in preference to sending it direct by road by carriers? I think a line constructed from Forbes to Condobolin on the northern side of the river would take all the wool.

4078. That would be for a distance out, I suppose, of about 10 miles? And even further than that—all along the line. I do not think we should be bothered by the teams, if a line were constructed from here to Condobolin.

4079. The owner of Burrawang Station stated on Saturday that he would still cart into Forbes in fair weather; do you think he would do so, in preference to striking the railway at a distance of 12 miles from his wool-shed? I am inclined to think he would, if he had to cart the wool 12 miles.

4080. If he had to cart it for 12 miles, you think he would continue right on to Forbes? I think there is a possibility of him doing so.

4081. Have you talked the matter over at all with carriers? Yes.

4082. Have you ever heard the growers say they would be prepared to pay a special rate of carriage on the railway? No.

4083. Your colleague, in Parkes, thinks that 9d. a ton will be the extra freight from Condobolin to Parkes for grain? That is what it would be from here.

4084. The rate for greasy wool will be about 6s. 6d. extra, and for scoured wool 8s. 6d.? Yes.

4085.

4085. You say there are about 200 tons of goods which came from Sydney, and that direction, to Forbes by the railway last year? Yes; that is for places between here and Burrawang. Mr. J. Smith.
1 April, 1895.
4086. That does not include the town goods at all? No.
4087. That would be for goods going beyond? Yes.
4088. Of goods going as far west as Burrawang, you say there would be about 200 tons? Yes.
4089. Can you state generally whether goods go beyond Burrawang, in the direction of Condobolin, chiefly from Forbes or from Parkes? Most of the Condobolin goods come here. About 600 tons came from the town of Condobolin and district last year.
4090. Do you know how much came from Euabalong? I include Euabalong.
4091. Does that include the Melrose tonnage? We have not had any Melrose goods in—they go to Parkes.
4092. Is there anything else you call tell us? 7,000 bales of wool came from the Condobolin district to Forbes last year. We expect to have considerably more than that this year.
4093. That would be the only product which came from the Condobolin district? Yes; about 1,500 bags of wheat have come from there since the beginning of January.
4094. Any quantity of hay or chaff? No.
4095. It is too far, I suppose, for that? Yes; they send a lot of chaff from Condobolin to Wyalong.
4096. There seems to be a great deal of fruit grown about this place;—does much of that come to Forbes, in order to be sent to Sydney? Not much, I think.
4097. I suppose your firm does not have the handling of it? Yes, we do.
4098. What quantity of fruit-cases do you think you carry? Only a few lots of cases come up.
4099. I suppose the producers send their own fruit away? Yes.

Mr. Arthur Sharp, District Surveyor, Forbes, sworn, and examined:—

4100. *Mr. Chanter.*] How long have you been in the district? Eighteen years. Mr. A. Sharp.
1 April, 1895.
4101. You gave evidence before Mr. Gilliat in 1892? Yes.
4102. You then stated that the best extension of the railway, in the general interests of the district, would be that from Parkes to Condobolin *via* Bogan Gate? Yes.
4103. Has anything transpired since then to lead you to alter your opinion? Yes; I have considered the matter over since then, and I have altered my opinion. That opinion was hurriedly arrived at.
4104. Will you make a statement to the Committee, giving your views as to the proposed line from Parkes to Condobolin, and the alternative route from Forbes to Condobolin? There is no doubt that the line from Parkes to Condobolin would go through level and good country for wheat-growing, but it is very doubtful whether a railway would pay for wheat-growing, as the rates are so low. If a railway will pay carrying wheat at the present rates, then we are robbed right and left in the rates we have to pay for ordinary goods. The settlement of Trundle is as dense now as it ever will be. There is one family of four or five brothers owning 20,000 acres.
4105. What is the name of that family? O'Brien.
4106. But they are situated between Trundle and Condobolin? Yes; to the south-west of Trundle, principally.
4107. Is there not a considerable settlement at Trundle, and north of Trundle? It is not a dense settlement by any means. There are large areas of 2,500 acres or more.
4108. How far distant are the O'Briens from Trundle? About 10 miles. The Berrys are about 7 miles south-west, and they have 10,000 acres amongst them.
4109. How far does your district extend to the north of Trundle? To Dandaloo, about 70 miles.
4110. Will you describe the settlement directly north of Bogan Gate through Trundle? There are a good many selectors in the locality, but they all have large areas. Some of them sold out. There are no small areas there—they could not live upon them. There is nothing less than 2,560 acres.
4111. You stated to Mr. Gilliat that the land to the north of Trundle was inferior to that to the south of Trundle? Yes.
4112. Is it inferior from an agricultural or a grazing point of view? From both.
4113. Is the country north of Trundle timbered country? Yes; heavily timbered and scrubbed.
4114. If the timber and scrub were removed, what would be the value, compared with the land on the south? It would not be equal to it. There is not the same depth of soil on the north. You get to the gravelly bottom sooner.
4115. How far distant from Trundle north could you locate the agricultural soil? They can grow crops, but I do not think that they could grow many, 20 miles or more north; but the country is very dry, and the rainfall is precarious.
4116. We had evidence at Trundle from selectors living 30 and 35 miles away, who said they were prepared to go largely into wheat-growing if a line were constructed in that direction;—in your opinion, would the land 35 miles north of Trundle be suitable for agricultural purposes? It would in a good season, and for a few crops, but the crops would be very risky.
4117. You say that from your own knowledge of the capabilities of the district? Yes.
4118. What is the character of the country between Trundle and Condobolin, taking a direct line between the two points? Very fair country. Some of it is inferior, but some is very good, about Derrawang; for instance, 14 or 15 miles from Condobolin it is splendid agricultural country.
4119. Taking the south of the proposed line from Parkes to Condobolin, how does the character of the country and the soil compare with that north? For some distance out it would not be agricultural country—it is too clayey. On parts of the river it is very good.
4120. How far would the good country extend from the river? An average of about a mile.
4121. Then the land north of a mile would be more suited for pasturage? Patches of it are very good for agriculture.
4122. Would there be any considerable extent in those patches;—what proportion would they bear to the whole? About one-tenth, I should think.
4123. Will you describe the country south of the surveyed line from Forbes to Condobolin, taking a distance of 20 miles from the line;—how would that be suitable for settlement? There is not a great deal of the river land left, but out back, I should think, a man would require 1,280 acres to live upon.
4124. The land along the river proper is mostly freehold? A great proportion of it.

- Mr. A. Sharp. 4125. Do you know whether there is any disposition on the part of the landholders to go in for agricultural pursuits? I could not say. One or them, Mr. Gatenby, 20 miles from here on the south side, goes in extensively for lucerne-growing. He has something like 1,000 acres.
4126. Is that lucerne grown for feed or cut for hay? He cuts it for hay.
4127. Does he find a market for it here? What he does not sell he has been storing up for a time, in order to feed his stock upon it.
4128. Who is that freehold land, principally, held by, to the north of the Lachlan River? Mr. Edols, principally.
4129. About what proportion of that freehold land would be held by selectors, if any? About 6,000 acres.
4130. And the balance would be included within the Burrawang estate? Yes.
4131. You stated when you gave evidence on a previous occasion that along the route there would be 238,000 acres of Crown land? Yes.
4132. You then gave it as your opinion that that land would be suitable for special areas. In the light of further experience, do you still hold that opinion? No; I think they would require more than 640 acres. They would require 1,280 acres.
4133. Do you think 1,280 acres there would be sufficient to live upon? Yes.
4134. Do you think anyone taking that land could afford to pay more than £1 per acre for it? Yes.
4135. What price? Twenty-five shillings.
4136. You are aware that since you gave evidence before there has been a considerable depreciation in the value of live stock and cereals? Yes; that is the reason why I think the larger area is required.
4137. And that will have to be taken into consideration? Yes.
4138. The line would pass through certain freeholds between Parkes and Condobolin, and the same remark might also apply to a line from Forbes to Condobolin? Yes.
4139. Would there be any difficulty in making exchanges of those portions of the land which the line would pass through for other portions? I think not. There is an exchange proposal, which is not gazetted yet, in which all the scattered portions are given up, and consolidated by taking the small blocks in the centre.
4140. That is on the Burrawang estate? Yes.
4141. A line from Forbes to Condobolin would pass through small holdings? Yes, it would go through some small holdings.
4142. Could you inform the Committee if any arrangement could be made, if the line were taken in that direction, for those persons to receive compensation in land on some of the Crown lands, in order to obviate the necessity of paying for resumptions? I do not think so. There is no Crown lands which could be given. It is all alienated.
4143. Would the cost of resumption of these lands be very heavy? I do not think so, because all between the line and the road could be resumed, and severance would be avoided.
4144. In what locality would the Crown lands which would require an exchange for freehold lands be situated;—would they be near to or distant from the line, or would the owner of Burrawang be taking lands close to the line in exchange for outlying lands, or *vice versa*? Close to the line, but not upon it.
4145. What portions do they propose to surrender? Some scattered blocks north of the line, and they will take in exchange land on the south of the line.
4146. Would not that release for settlement a considerable area north of the line, and consolidate the settlement more north and south? It will leave no alienated land on the north at all.
4147. Exactly; and that land will be made available ultimately for the purposes of selection, so that the small settlement would be north of the proposed line, and not south of it? No; you would not have very close settlement there.
4148. I am presuming, from evidence given by Mr. Edols, that, as far as he is individually concerned, he would not be a customer to the line except on very extraordinary occasions? He would only be 13 miles from Bogan Gate.
4149. He tells the Committee he would still carry his wool to Forbes, except in bad weather; he also gave evidence to the effect that the land was not fit for agricultural purposes, and that any man who settled there for that purpose would only ruin himself? Mr. Edols has that opinion about all that country.
4150. If that exchange is to be effected, and the settlement is to take place north, and more Crown lands are to be made available, and the owners of Burrawang do not use the railway, would you still consider it advisable to take the line direct from Parkes to Condobolin *via* Bogan Gate, or take it through the settlement? It would remove one objection if they sent their wool to Forbes. Otherwise it would be an unproductive line, as Burrawang helps it a lot.
4151. We have evidence from Mr. Edols and the gentleman in charge of the Forbes stock district to the effect that if the line is constructed the stock will still continue to come to Forbes. That being the case, and the proposed line not being far distant north of the stock route, would it be wise to construct it there, or take it on further, north or south, as the case might be? I suppose the stock would still come up the river.
4152. The estimated cost of this length of line is £127,000, and the annual revenue required to pay interest on the capital account and working expenses is close on £10,000 a year. If the Burrawang produce is not sent along the line, and no other produce is sent along it east of Burrawang, what prospect is there of the line paying anything like the amount required? I do not think it would pay, because wheat is carried for next to nothing.
4153. It is expected that, in the event of the line being constructed, special rates will be charged along the section from Parkes to Condobolin, or from Forbes to Condobolin? What will the special rate be.
4154. The present rate for greasy wool over that distance is 6s. 6d. a ton, and the rate for wheat would be about 9d. a ton. Perhaps it might be doubled in both cases for that section. If that were so, would it deter the selectors along the river from using the line, and would they cart produce or drive their stock to Forbes in order to get the advantage of the through rate? I think they would cart their wheat to Forbes when the road was dry.
4155. Are there any Crown lands available for selection within 20 miles of the proposed line from Parkes? Yes; but it is so poor that no one will take it up. It is not suitable.
4156. If the line were taken from Forbes, as the starting-point to Condobolin, what Crown lands would be available for selection within a radius of 20 miles? There would be a little of inferior country to the north.
- 4157.

Mr. A. Sharp.

1 April, 1895.

4157. But what lands would be available for selection south? Nothing at all.
4158. Will you enumerate the pastoral holdings along the river, taking the line from Forbes, and then dealing with the line from Parkes; also state their position, the extent and tenure of the leaseholds, and the character of the various reserves? I could not tell you from memory.
4159. Give an approximate estimate, and you can subsequently send in a detailed statement, which will be added as an appendix to your evidence? The line itself would pass through Bocabigal.
4160. How is that situated? Within 3 or 4 miles from Forbes to the west.
4161. What is the leasehold area? About 3,000 acres.
4162. What is the extended tenure, if any? An extension of five years was granted, which will terminate in 1900. The next would be Gunning.
4163. What is its extent? 3,000 acres.
4164. And the tenure? It is extended for five years.
4165. And the next? Burrawang, with a leasehold area of 206,000 acres. That is also extended to five years.
4166. What joins it on the west? Borambil.
4167. What is the extent of that leasehold? On the north side of the river there will be about 6,000 acres, and considerably more on the south side.
4168. Can you total it? I think about 30,000 acres on the south, and about 6,000 acres on the north.
4169. Has an extended tenure been given for that leasehold? Yes; of five years.
4170. What pastoral property joins that on the west? Condobolin town comes on the west. To the north of Condobolin there is the Condobolin Station of 42,000 acres of Crown land.
4171. And does the same principle of extended tenure apply to it? Yes.
4172. Can you indicate the areas, as nearly as possible, included within the reserve along the route you have spoken of, and the character of the reserve? There is one large reserve which includes the inferior country on the Gunning Mountain, and the rest consists of stock reserves. I suppose there would be 15,000 acres altogether.
4173. Are the whole of these reserves required for the purposes for which they were reserved, or could not some of the land be released for settlement? Not all required.
4174. Is there any extent of water reserves there? Yes; there are several water reserves.
4175. Are there any more there than are absolutely required? Yes; considerably more.
4176. Is the land situated on those reserves suitable for settlement? Yes.
4177. What is the nature of the reserves on the south side of the river? They are all water reserves, excepting small camping reserves at intervals.
4178. If a line were constructed from Parkes to Condobolin, or from Forbes to Condobolin, could not the greater proportion of travelling-stock routes be reduced to 5-chain roads? I do not think so. These 5-chain roads are impassable in wet weather.
4179. Would it not be safe to assume that the stock, a considerable distance west and south of Condobolin, would be trucked to Condobolin in preference to being driven? Fat stock would, but not stores.
4180. Then, in your opinion, the stock routes along the river should be kept intact? Pretty much as they are now—not much reduced.
4181. What has been the nature of the settlement during your long residence in the district;—have the original selectors remained on the land, or have they transferred? In very few cases prior to 1885 have the original selectors remained on the land.
4182. What have they done with their land? They have sold out to the lessees.
4183. Have the lessees been the principal purchasers? Yes; in almost every instance.
4184. Can you form any opinion as to the reasons which induced them to sell out;—did they sell out for speculative purposes, or were they controlled by circumstances of an unfortunate character? They sold out for speculation. In most places they got enormous prices. £2 an acre has been given for conditional purchases, and conditional leases.
4185. Would those prices be given by the pastoral lessees? Yes; this was three years ago.
4186. What is the latest sale or transfer of which you are aware? There has been no sale for a long time. The squatters will not buy now.
4187. Do you think the pastoral tenants will not buy, or that the settlers remaining are of a different class from those who have preceded them? If they were disposed, the squatters could buy a great many of them. But take the resumed area at Burrawang—the lessee has no land out there—it is all selections.
4188. Do you believe, if any more land were made available for selection there, its ultimate destination would be to be transferred to the station? I do not think so. When the land is thrown open, if they sell out there, they will not be able to get other places. In former times they could go on the next run, and get as much as they wanted.
4189. The Committee have been informed that it is possible to purchase some of these selections of 2,560 acres at 5s. or 6s. an acre? I believe it is.
4190. And these lands have been fenced and otherwise improved to comply with the conditions of the law? Yes; not about here, but down the river.
4191. We have been informed that this applied more particularly to Forbes? I do not think so, unless it is a very bad selection.
4192. In any case, if that were so, it would not recoup anyone for speculative purposes? No.
4193. Because that would be absolutely less than the value of their money and labour put upon the ground? Yes; but three or four years ago they used to get 20s. and 30s.
4194. Could you compare any of the selections on the river frontage, north or south, with that back, say, about Trundle;—what is the comparative value? I would sooner have 640 acres on the river, than three or four times the amount at Trundle.
4195. Have any of the lands on the river been sold out? No; not for a long time.
4196. Then those which have been sold have been back lands? Yes; but not very far back.
4197. What has been about the price of the river land;—have any of the river lands been sold by selectors? I cannot recollect any.
4198. I suppose, as a matter of fact, it has come within your knowledge, that many of those so-called selectors were not *bona fide* men? A good many of them, but still many of them were.
4199. Would not the lessees in this district do, as lessees in other districts have been doing, employ dummies? Yes; no doubt.

- Mr. A. Sharp. 4200. In your opinion the land on the river, and in its vicinity, is more suited to close settlement than the back lands? Yes; because of the water. Within a few miles of the river, as far as Goobang Creek, you can get an unlimited supply of water by sinking.
4201. It is more suitable, then, principally on account of the water, and not because of the soil? No; the soil is very good, Trundle way, if they had the water.
4202. In your evidence, given before Mr. Gilliat in 1892, you stated:—
The demand for land in the district is so great that if the leaseholds were thrown open, the whole of the Crown lands on Burrawang and Gunningbland leaseholds would be taken up as special areas within eighteen months or two years at the outside.
- If the lands were made available now, do you think that would still apply? No; there is not the same demand at all now as then.
4203. Then the depreciation in the value of produce has had a deterrent effect? Yes.
4204. And the land would only be taken now, if made available in larger areas, and that at a reduced price? Yes.
4205. And, judging from your own experience, you would recommend that course? I would.
4206. That is, with the object, not only of inducing settlement, but retaining it? Yes.
4207. What proportion of land on the river, or that in the vicinity of the river, is under cultivation compared with that held purely for pastoral purposes? There is not much cultivation on the river. There are some gardens.
4208. Is the soil of the same character all along the river between Forbes and Condobolin? It is better in some places than in others.
4209. Where is the greatest area of land suitable for the growth of cereals? I think the land is higher on the south side, because the water goes out towards Lake Cowal, and leaves a large area inside.
4210. Have you had any conversation with any pastoralists in regard to the Land Bill now before Parliament? Yes.
4211. Would they be prepared to come within the provisions of that Bill, to surrender one half? Those I have spoken to would only be too glad to do it.
4212. That would release a large area of land to be made available for settlement at once? Yes; it would release 100,000 acres on Burrawang alone.
4213. But the owner of Burrawang is very pronounced as to the conditions upon which he would release the land; if the land were taken from him he would have to be paid for improvements, and everything else at once; otherwise he expressed the opinion that he would hold the land until 1900? He could not go against the law.
4214. At present it would seem to the Committee, from the reply given by Mr. Edols, that unless the matter were made compulsory, the runholders would not surrender; they would retain the land for five years;—if that is to be the case—if no land is to be released for five years, taking the present settlement into consideration, either between Parkes and Condobolin or between Forbes and Condobolin, do you think Parliament would be justified in authorising the construction of a line of railway along the present settlement? No; not from either place.
4215. Where do you think the ultimate close settlement of this district will be;—on the river, or back from the river? I think on the river.
4216. Taking that view of the case, you would recommend the construction of the line as near to the river as possible? Yes.
4217. Because you think the permanent settlement will ultimately trend in that direction? Yes.
4218. Notwithstanding that a line constructed along that country would, in consequence of its broken character, be more expensive than a line constructed on higher or more level country? I do not think it would be much more expensive.
4219. You are aware that it is proposed to construct a pioneer or surface line; the average depth of earthworks laid upon the surface would not exceed 6 inches, except where depressions were met with; upon this earthwork sleepers would be placed, and then the rails, without ballast;—would the river country be as suitable for the construction of a line of that character as the country further north? With the exception of crossing Goobang Creek, I think it would.
4220. Would the crossing at Goobang Creek necessitate any expensive structure in the shape of a bridge? There would have to be an embankment of a quarter of a mile, and a bridge about 30 feet long over the creek.
4221. What depth of embankment would be required to bring it up to the level of a bridge? Four feet, I think.
4222. What length? About a quarter of a mile.
4223. With that exception, would the country be suitable for a surface line of railway? Just as suitable as the other, in my opinion. It is hard, level country.
4224. Having had extended experience, and taking into consideration the existing depression all over the Colony, and the depreciation in the value of produce, you now change your opinion in regard to the adaptation of this particular country for special areas? Yes.
4225. And you are now of opinion that the area should be extended to 1,280 acres, and the price reduced, and a maximum fixed of not more than 25s. an acre? Yes; the area of Crown lands within 15 miles of the river on either side, between Forbes and Condobolin, is about 450,000 acres.
4226. That includes reserves of all denominations? Yes. I may also state that across the river, within 1½ mile of Forbes, there are 1,500 acres which were taken up in special areas at from £4 to £7 per acre.
4227. Whom were they taken up by? Principally by persons having business in the town as a suburban home.
4228. Then they are adjuncts to their present businesses? Yes.
4229. Do you find they are better improved in comparison with the other lands? Yes; they are very well improved. Some are under lucerne, and most of the others are all cultivated.
4230. Then your opinion is that the experiment of allowing townspeople to have an opportunity of taking up those lands has been beneficial? Most successful.
4231. Are they residential or not? They are all residential.
4232. Is there any extent of Crown lands still available to further develop that close settlement? No; it is all gone.

Mr. Thomas Tozer, orchardist, Forbes, sworn, and examined :—

4233. *Mr. Molesworth.*] How long have you been a resident of this district? Thirty-one years.
4234. What has been your principal occupation during that time? Orcharding and vegetable growing.
4235. What is the extent of your holding? Eighteen acres and a half.
4236. Is it all laid out as an orchard? Yes; except that there are 5 acres of cultivation paddock.
4237. Have you had an income from that sufficient to maintain yourself and family during the past years? Yes.
4238. Do you depend upon the rainfall, or do you irrigate? I irrigate when necessary.
4239. You have all the appliances? Yes.
4240. So that when dry weather comes on you can water the land by a process of irrigation? Yes.
4241. Do you find the culture of fruit in this district fairly successful? Yes.
4242. What do you estimate the average cost per acre per annum for irrigation? I have not kept a record.
4243. After you have the plant established, is the amount inconsiderable? It is very little.
4244. What would be the value of a plant suitable for irrigating a small quantity of land like yours? A little over £600.
4245. Would that plant be capable of irrigating a very much larger quantity of land? Yes; double the quantity.
4246. And you find irrigation is eminently satisfactory here? Yes.
4247. How often do you irrigate your land? Not very often—it depends on the weather.
4248. How often would you irrigate it in dry weather? We have only irrigated three times all the summer, and more than half the land has not been irrigated at all. It is only the peaches we go in for irrigating; we do not trouble so much about the apples and the pears.
4249. What interval elapses between each irrigation? Two months between each time.
4250. For how long do you let the water run? A few hours.
4251. How much can you irrigate in a day? About 2 acres.
4252. Have you a ready market for your produce? Yes; for most of it. It would not pay me to send it away.
4253. Do you generally irrigate your land by means of long channels? Yes.
4254. Then you run them off into subdivisions wherever required? Yes; I open trenches with the plough. One man attends to it, and directs the water in such direction as I desire.
4255. Have you a bountiful supply from the river? Yes.
4256. You have never known your irrigation plant to be idle from want of water in the river? Only once—when I first got it.
4257. How long is that since? About twelve years ago, before we got the weir put up.
4258. Since the weir has been constructed, you have had no scarcity of water? No; we would have no scarcity for three years even if we had no rain.
4259. Judging from your experience in irrigation work, do you think it could be profitably carried out on a larger scale along the river bank? Yes.
4260. Could it be made useful for agriculture? Yes.
4261. And for grazing lands as well? Yes.
4262. Are there many others who have an irrigation plant besides yourself? Mr. Reymond, Mr. Gatenby, and Mr. Farren.
4263. Have they had to construct weirs to retain sufficient water for pumping? Not that I am aware of.
4264. Are their holdings used for a similar purpose to yours? No; more for grazing. Mr. Reymond grows a great deal of fruit, too, under irrigation.
4265. He grows grapes and makes wine? Yes.
4266. Have you done any fruit drying? No.
4267. You simply depend on the green fruit? Yes.
4268. We have heard that fruit grown under the irrigation process will not keep—have you had any experience with regard to that? It is a great mistake.
4269. You believe that fruit grown under irrigation will last as long as fruit grown from natural purposes? Yes; if watered when necessary, and not over done.
4270. Then, your opinion is that, unless it is overdone, there is no fear of injuring the keeping power of the fruit? No; and it will keep better than fruit sodden with rain.
4271. Have you suffered from over-watering at any time? No.
4272. Is your fruit always marketable and sound? Yes.
4273. Will it compare favourably with fruit grown in other parts of the district? I think I beat them all.
4274. Whether the fruit is grown under the irrigation process or under the natural rainfall? Yes.
4275. Have you exhibited any of your fruit at public shows? Yes.
4276. Have you obtained prizes? Yes.
4277. Against all competitors? Yes.
4278. Have you ever been beaten at any of the shows? Very seldom.
4279. Have you obtained fairly satisfactory market prices for your goods? Yes; it pays me better to sell it in the district than to send it away.
4280. Then, if you had not a local market, you do not think your returns would be so satisfactory? No.
4281. Have you many competitors in the local market? Yes.
4282. But still you are always able to hold your own? Yes.
4283. Do you attribute that to the quality of the fruit? Yes.
4284. And you think the quality of the fruit is maintained by your system of irrigation? Yes.
4285. How many hands do you employ upon your orchard? Three men, and sometimes four.
4286. When irrigation is required, those hands attend to that part of the business as well? Yes; it takes one man to drive the engine, another to look after the water, and another to fetch wood.
4287. The men who do that are, at other times, employed about the ordinary orchard work? Yes.
4288. Besides the hired labour, do any of the members of your family assist you? No. I might mention that if we did not irrigate some seasons here the fruit would not be worth eating, and we could not sell it.

Mr. T. Tozer.
1 April, 1895.

- Mr. F. Tozer. 4289. Will you state the wholesale prices you obtain per case for some of your leading lines? Peaches have been running all the season at 8s. a case, and apples and pears at 5s. and 6s. a case. For plums we generally get the same price per case.
- 1 April, 1895. 4290. Have you any idea what your returns are per acre? No.
4291. *Chairman.*] You have taken a prize for your farm;—what was it? The first prize for the best orchard in the Colony over 12 acres.
4292. When was it awarded? In 1890, in Sydney.
4293. That was a national prize of £50, was it not? Yes.
4294. Would you like to say what value you put upon your holding? I have been offered £6,000 for it.

Mr. Frederick Thomas Cheeseman, general land agent, Forbes, sworn, and examined:—

- Mr. F. T. Cheeseman. 4295. *Mr. Gormly.*] Have you had many inquiries for land from persons who have wished to settle within the district within the last four or five years? Yes; and I am constantly getting inquiries from the southern part of the Colony, and from Victoria and South Australia.
- 1 April, 1895. 4296. Have many persons settled in the district since you have been here? Yes; I think I was the first to advertise in the Victorian papers that lands were open to selection, and 300 or 400 persons came over here in consequence.
4297. When did you advertise? In 1887.
4298. And many persons have consulted you, and have settled in the district in consequence of your advertisement? Yes.
4299. Are there many persons now settled in the district? Yes; towards the Bogan River and Trundle, on the southern side of the river, and on Melrose.
4300. You sometimes meet a number of those persons in business transactions? Yes.
4301. Are they satisfied with their holdings? None of them are satisfied with less than 2,560 acres. Some of them who came over with a considerable amount of money—£1,000 and upwards—have not been able to make a very good living, and they are at the present time wishing to borrow money.
4302. Have many of those persons consulted you as to the probability of selling their holdings? A large number.
4303. They wish now to sell their holdings? Yes.
4304. Because they cannot make a fair profit? Yes.
4305. Is that the reason they wish to sell? It is either the fact that they cannot make a fair profit, or that they have not sufficient money to carry on.
4306. I suppose it is very difficult to get at a reasonable rate, on conditional purchase or conditional leases? It is almost impossible.
4307. And many of those holders have not command of sufficient money to make the necessary improvements which would render their holdings productive? No.
4308. And a number of them would sell their holdings if they could get a buyer? I have them offered as low as 5s. an acre.
4309. That would include the conditional lease? I know of one or two selectors who, after they had done their five years residence upon them, and put improvements to the value of £1,000 upon them, sold at 5s. an acre.
4310. To what extent? 2,560 acres.
4311. Then they lost upon them, in addition to losing the value of their time? Yes.
4312. Where was that land situated? Towards the Bogan. I can show you one holding which I have under offer at the present time. It is 10,000 acres. I was offered it for 10s. an acre about three weeks ago.
4313. That would include the conditional lease? Yes. When I could not get a buyer at 10s. an acre the seller said he would take 8s.
4314. I suppose that, to a great extent, is attributable to the low price of stock, wool, and grain? Yes; to the general depression.
4315. Is it attributed to any extent to the want of railway communication? Some of them do complain that it makes a difference.
4316. Have the conditions of residence been fulfilled? Yes.
4317. And the necessary improvements made? Yes.
4318. And a certificate of conformity obtained? Yes. The man to whom I have referred has 3,000 acres in Riverina, and I think he has laid out £4,000 or £5,000 on his property here.
4319. If railway communication were extended to where persons have taken up land, would it materially relieve them or enable them to still hold their land? In some instances I think it would enable them to hold, but in a good number of instances I am afraid it would not. I am afraid the want of water has a good deal to do with it.
4320. I will ask you to refer more particularly to the lands which would be served by a railway from Forbes to Condobolin, or from Parkes to Condobolin direct, or from Parkes to Condobolin, *via* Trundle. Which portions of those lands are considered the most valuable—the river lands or the back lands towards Trundle, or further west towards Bogan Gate? There was a sale about a month ago of land about 21 miles from Forbes, and about 4 miles south of the suggested line from Forbes to Condobolin, and 4 miles from the river. 1,100 acres were sold at £2 an acre, and 640 acres almost adjoining it, at 30s. an acre. That was bought by an independent person—not by the station.
4321. Would that be a better price than that which was asked for the lands you have indicated where there were 10,000 acres? Yes.
4322. Would it be double the value? Fully.
4323. Is that an indication of the value of land in proximity to the land you have just referred to? I think so. I think the river lands are more valuable.
4324. For grazing or agricultural purposes? I think this land was bought for grazing purposes; but I think the greater portion of the river lands are even more valuable for agriculture than the further back land.
4325. For a variety of forms of agriculture? For wheat-growing, I should say.
4326. Have you any experience of the carrying capacity of lands in or about the river, and those in the back country;—will the river lands carry a larger amount of stock per acre? Yes.

4327. To what extent? I should imagine the river lands, in all seasons, would average about a sheep and a half to 2 acres, and the back lands a sheep to 4 or 5 acres.

4328. Do you refer to the back lands as improved or unimproved land? Some of the back lands would take 12 acres unimproved to feed a sheep; but striking an average all through I should say one sheep to 4 acres. The reason of that is the difference in the rainfall.

4329. Are you well acquainted with land on the south side of the river? Yes.

4330. Is there a larger extent of good agricultural and pastoral land there? Yes.

4331. About what distance will the flood-waters extend back from the river in different places—in the creeks or branches? On the south side the flood-waters sometimes go across the swamp and as far as Lake Cowal, and on the north side they are sometimes as far north as the Goobang Creek.

4332. But those waters do not cover the whole of the land embraced within that distance? No.

4333. The water only goes in creeks? It follows large swamps.

4334. And is a large amount of the land within that area free from inundation? Yes.

4335. Is that land of a good character? Yes.

4336. For agriculture? A certain proportion of it would be. Mr. Sharp said about one-tenth. I should put it higher than that, and say fully one-fourth.

4337. And that would be suitable for grazing and agriculture? Yes.

4338. Have you seen the crops in the various portions of the district—on the river lands and the lands in proximity to the river, and also in the back country? I have not seen so many crops on the river lands as slightly back from the river. Mr. Gatenby irrigates a good deal, and I have seen his lucerne crops, which were magnificent.

4339. What is the reason the river lands are not cultivated;—is it because most of the river lands are held in large holdings? I think that is the reason.

4340. The river lands are held by large owners? On the northern side they are held principally by Mr. Edols, and in addition there is a large travelling-stock reserve which fronts the river.

4341. From your observations in going over the district, and from the way in which the present holders utilise the lands, are you of opinion that if the river lands were occupied by small holders, a fair proportion would be devoted to agriculture? I think so.

4342. And that opinion is given upon personal observation in travelling over the district? Yes.

4343. And from seeing the crops of holders who had cultivated their land? Yes.

4344. You are of opinion that the river lands are of the greatest saleable value? Yes.

4345. To what extent over the back lands? I can only estimate it in one way. I have had men coming here from Victoria, and the southern parts of the Colony, and they have offered me £100 commission if I could get them a block of land fronting the river.

4346. Was anything like that amount of commission offered for obtaining a block of back land? No; about £10 would be the highest for that. Not one man, but pretty well hundreds have written to me offering the same thing.

4347. Is there any further information which you can supply as regards the extension of the line from Parkes to Condobolin direct, from Parkes to Condobolin, *via* Trundle, or from Forbes to Condobolin? So far as the extension by way of Trundle is concerned, I do not think there is any other land, excepting that which has already been selected, which has been greatly benefited by the line going in that direction instead of Bogan Gate.

4348. Are you of opinion that when the lands shown on the plan as untinted, in proximity to the direct line from Parkes to Condobolin, are made available for settlement, there will be immediate applications for them as ordinary conditional purchases, or in areas of less than 2,560 acres? Personally I think, for the benefit of the Colony generally and the district especially, it would be a great pity to throw open any blocks less than 1,250 acres.

4349. Anything less than that would not be sufficient for a family to make a living on? No.

4350. Are you of opinion that any land made available for settlement in that direction would be immediately applied for? I think it would be all settled within twelve or eighteen months.

4351. You state that land in the immediate neighbourhood of the proposed line is offered for sale at a less price than it would cost the present holders? Yes; I do not understand the reason. I have several times attempted to point out to selectors that they can buy cheaper than they can select, but still they have the craze, and go in for selection.

4352. Would not that be attributable to the low payment at first? It might be.

4353. They would only have to pay a deposit and a year's rent in advance for a conditional lease? Yes; I think that would be the reason.

4354. *Chairman.*] Seeing that a line from Forbes to Condobolin would go through a lot of freehold land, could you name an average price per acre which the Government would have to put upon it? About 30s. an acre.

Mr. James Wilson Taylor, Crown Lands Agent, Forbes, sworn, and examined:—

4355. *Mr. Chanter.*] How long have you been here? Eight years.

4356. Have you any information with which you can supply the Committee? Yes. The following is a statement showing the areas of conditionally-purchased and conditionally-leased lands selected and leased since 1884 in the Land District of Forbes, within 5 miles of the Lachlan River from Forbes, to within 20 miles of Condobolin:—Conditionally-purchased land—No. of selections, 240; area, 37,847 acres. Conditionally-leased land—No. of leases, 116; area, 44,336 acres. With very few exceptions these selections and leases are held by the original holders.

4357. Have you had any considerable number of transfers? I have had a number.

4358. Has there been any considerable number during the last five years? Not since 1884.

4359. What has been the number of transfers in the district within the last few years—during the period of the severe depression? I think about fifty each year.

4360. Have they been absolute transfers, or transfers by way of mortgage? About half and half.

4361. Do you consider the selectors of whom you have a knowledge a fair class of men? A very good class.

4362. Are the rentals paid regularly? Yes.

4363. Have any applications been made for an extension of time? Very few.

4364.

Mr. F. T. Cheeseman.

1 April, 1895.

Mr. J. W. Taylor.

1 April, 1895.

- Mr. J. W. Taylor. 4364. Are there any special area selections in your district? Yes.
1 April, 1895. 4365. What price was put upon the land by them? From £1 10s. to £8 an acre.
4366. Where would the land at that place be situated? North of Forbes.
4367. How far distant from the town? A mile and a half.
4368. What area? Four or five acres.
4369. Is that the only class which has been taken up? No; there are some blocks of 160 acres further on.
4370. What was the price put upon them? Thirty shillings an acre.
4371. How long has that been held? Seven years.
4372. Have the instalments been regularly paid? Yes.
4373. Have you any knowledge of the holders? I know them all.
4374. What are they doing with the land? Growing cereals and fruit.
4375. And are they making a living from 160 acres? They all are, I think. I do not think there is one of them which is mortgaged.
4376. Is this specially favoured land? It is close on the river.
4377. Then in your opinion the settlers in your district at present are men who will be permanent if they have facilities to get their produce to market? They are sure to be, I think.
-

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Parkes to Condobolin.

SECTIONAL COMMITTEE.

APPENDIX.

A.

[To Evidence of Mr. P. J. Clara.]

TRUNDLE STATISTICS.

Occupier's Name and Address.	Alienated land.		Crown lands.	Total area under cultivation.	Area under wheat, for grain.	Total yield of wheat.	No. of bales of wool, approximately.
	Freehold.	Rented.					
Arthur, Hugh, sen.	Acres.	Acres.	Acres.	Acres.	Acres.	Bushels.	
Arthur, James	1,280		3,840				180
Allez, Peter Alf., Scrubby House.....	640		1,920	10	10	100	7
Anderson, James, Oakwood	640		1,920				30
Brown, John, Trundle.....	640		1,920	60			
Berger, John, Trundle.....	165		495				
Berger, John, Trundle.....	550		1,650	80	80	800	30
Berry, Samuel Edmund, Trundle.....		320					
Berry, Walter, Woodview, Trundle.....	1,960	1,280	9,720	170	170	1,800	150
Cox, Jessie, Jaynest, Trundle	150		450	70	20	160	
Crowley, Daniel, Moria, Trundle.....	400		1,200				30
Cross, Joseph, Trundle Road.....	450		1,350				15
Crowley, James, Cardingle Farm.....	640		4,780	8	6	55	30
Collier, George, Burra Burra.....	640	1,920					
Clifton, Arthur, Rosewood	1,280		3,840	185	140	2,600	70
Curr, Ed., Murrumboggie	1,430		33,040				350
Carey Bros., Clonleigh	1,920		5,242	10			100
Croft, Henry A., Trundle Plain	1,800		1,560	270	270	3,400	80
Daley Bros., Trundle Road	640		500				20
Edmonson, Alexr., Burra Burra	640		1,920				
Francis Bros., The Wilgas.....	3,200	320	9,600	300	230	2,760	180
Foy, H. V., Trundle	3,200	1,920	1,920	750	550	8,250	80
Fell, Alfred, Trundle	640		1,920				70
Fitzpatrick, Julia.....	150		300	5	5	60	
Gilchrist, Solomon, Trundle	1						
Goodwin Bros., Forest Vale	1,280		3,840	40			70
Gibson Bros., Plevna	1,280		3,840	185	140	2,600	70
Gannon, Wm. H., Yarra Vale	2,560		7,680				150
Gatenby, N. A., & Co., Burra	7,555		107,740	6			750
Hornsby, Leonard, Trundle	320		680	5			
Herezog, Charles, Ravenswood.....	640			200	180	2,200	
Howard, Joseph, Fifield.....	640		1,920				
Hutton Bros., Troffs	960		31,600	18	7	56	362
Jackson, William, Trundle	160		480				
Jones, Evan, Happy Valley	640		1,920	10			30
Jones, David, Happy Valley	1,280		3,840				70
Kerin, Michael, Eden Valley	1,920		6,000	100	80	1,000	140
Kerley, Thomas, Tullamore	3,200	400	10,800	20			180
Looney, Thomas, Glenmore	60						
Lewis, John, Trundle	200		600	80	60	400	
Long, Michael, Trundle	320		960				
Little Bros., Darrwill	900		2,700	100	90	1,000	40
Medcalf, Arthur Thos., Fifield.....	3,560		10,651	136	35	450	200
McMilne, W. C., Carlisle, Fifield.....	640		30,969				130
Morgan, James Bottfield, Fifield	425		1,275				20
Moloney, Honora, Trundle.....	470		380	65	25	212	30
Maynard, Henry, Trundle.....	640		1,920	5			50
Manly, J. H., Trundle	640		1,920				
McAneney, John, Nowong	400		4,280				50
McWalters, Peter, Trundle	160		477	30	25	300	13
McKeowen, John, Trundle	540		1,620	200	200	2,400	
O'Brien Bros., Yarrabundi.....	4,780	1,280	16,860	430	300	3,000	330
Parnell, Patrick, Trundle	200			50	50	400	
Pilling, Richard, Trundle	527		1,313	80	75	800	30
Pike, Arthur J., Gobondry	639		1,957				40
Pike, James, Gobondry	780		13,840	40	6	24	70
Perks, John George, Cardingle.....	400						
Rawson, James H., Marutha.....	640		1,920	27			10
Rawson, Horace K., Hermitage	640		1,920	6			30
Sweeting, George F., Trundle	61		184	17	17	150	
Stokes, Jas., Daisy Spring.....	320		960	3½	2½	32	
Stokes Daniel	300		900	5			
Sullivan, John P., Waterview	370		1,125	12	6	60	
Simmons Bros., Grassdale	1,280		3,840	15			70

Occupier's Name and Address.	Alienated land.		Crown lands.	Total area under cultivation.	Area under wheat, for grain.	Total yield of wheat.	No. of bales of wool, approximately.
	Freehold.	Rented.					
	Acres.	Acres.	Acres.	Acres.	Acres.	Bushels.	
Simmons, Hezekiah, Roseneath	1,280	.....	3,840	.....	.....	.....	50
Tout, James, & Co., Melrose Plains.....	3,789	320	56,920	27	.....	.....	500
Tomkins, James, Larak	1,280	.....	3,840	5	.....	.....	.....
Tomkins, John, Larak	1,280	.....	3,840	60	13	50	50
Todd, William, Bellview	640	.....	1,920	80	60	840	30
West, Thomas, Wanderview	640	.....	1,920	.....	.....	.....	35
Wotton, John James, Trundle	640	.....	1,920	.....	.....	.....	30
Willmott, Chas.	640	.....	1,920	180	180	2,000	30
Treweeke, Richard	120	.....	13,600	80	80	300	100
Young, Albert	500	.....	1,500	35	35	200	20
Totals	76,192	5,840	455,168	4,360½	3,147½	38,459	*5,202

* 867 tons, approximately.

The approximate number of sheep would be, according to number of bales of wool, 400,000.

The estimated population numbers 1,100.

The above statistics are taken from within a radius of 12 miles east, 14 miles north-east, 30 miles north, 35 miles north-west, 10 miles west, and 7 miles south from Trundle.

B.

[To Evidence of Mr. A. James.]

STOCKOWNERS AND STOCK IN THE DISTRICT OF CONDOBOLIN.

Sir,

I have the honor to forward you herewith a list giving the names, addresses, acreage, number of stock possessed by the stockowners in the Condobolin sheep district possessing 2,560 acres or more, and the distance of the several places from Condobolin.

This return was asked for by the Sectional Committee while recently at Condobolin.

The asterisk opposite the names indicates that in my opinion these persons would not make use of the proposed Forbes to Condobolin or Parkes to Condobolin Railway.

I have, &c.,

A. JAMES,

Inspector of Stock.

The Secretary, Public Works Committee, Sydney.

ALPHABETICAL List of Stockowners, with their addresses, and number of stock, in the Sheep District of Condobolin for Year 1894.

Names of owners in alphabetical order.	Name of run or holding.	Nearest post town.	Acreage.	No. of horses.	No. of cattle.	No. of sheep.	Distance from Condobolin.
* Allen, Frank	Lake Cowal	Marsden	7,680	6	20	8,000	50
Austin, John	Rosewood Park	Condobolin	2,560	12	12	.....	40
Aust. Mort. & Agency Co.	Nangeribone	"	78,000	36	89	29,400	75
Bailey, William	Mt. Boorithumble	Euabalong	152,428	59	64	7,550	53
Balmer, Thomas	Maulmein	"	26,000	17	30	6,372	35
Banks, Joseph, sen.	Forest Vale	Bygaloree	2,560	9	9	.....	29
Barnes, Joseph	Yarrandale	Euabalong	2,560	5	8	293	50
Barnes, J. T., sen.	Palesthan	Mombil Tank	2,410	15	7	671	53
Barnes, J. T., jun.	"	"	2,789	12	5	734	55
* Bear, D. W.	Yamagee Plain	Marsden	2,560	8	.....	6,545	52
* Bear, D. W.	"	"	16,000	9	.....	6,140	50
Benson, H.	Gilgai	Condobolin	2,560	1	.....	.....	25
* Blyth, John	Upper Wyalong No. 1	Via Temora	101,000	7	14	17,200	69
Botterill Bros.	Kelso	Ungarie	5,120	20	13	3,530	50
Bouffler, A. E.	Spring Vale	Condobolin	2,560	.....	33	.....	14
Bouffler, John	"	"	2,560	3	.....	.....	16
Bow, John	Woodside	Cudgellico	1,349	5	.....	1,600	65
Bowkett, F.	Silverlea	Condobolin	2,560	17	10	.....	36
Bowler, Richard	Linerwick	"	2,560	8	6	1,700	20
Boxsell Bros.	Allandale	"	10,280	10	40	1,884	45
Brody, J. M.	Costra	Ungarie	2,560	5	.....	43	40
Brody, J. T.	Rosewood	Kiacatoo	5,635	10	150	50	20
Brett, M. J.	Boreamble	Ungarie	8,000	2	3	5,500	35
Brewer, John	Kiacatoo	Condobolin	52,000	12	.....	50,500	21
Brewer, G. P.	"	"	2,000	.....	100	.....	25
Brewer, G. P.	Tallibong	"	102,000	10	25	12,350	30
Brewer, C. W.	Kiacatoo .....	" .....	.....	15	15	6,330	16
Broadribb, H. T.	Pine Farm	Marsden	2,560	7	17	2,409	45
* Brien & Co.	Hillside	Dandaloo	10,240	34	28	6,420	70
Broughton, execs. of the late ..	Melrose	Condobolin	349,900	136	45	110,616	45
Brown, A. and J.	Tinda Vale	"	2,560	13	6	.....	50
Burcher, Charles	Euglo	"	70,000	51	69	49,500	25
* Cahill, John	Valleyfield	Lansdale, via Dandaloo	2,560	10	.....	702	75
Calnan, W. E.	Balgay	Ungarie	36,000	12	105	10,025	40
Campbell, Hon. Wm.	Milby West	Condobolin	32,000	16	9	4,000	20
Campbell, Joseph	Euabalong	Euabalong	35,000	19	16	8,305	48
* Cannon Bros.	Yarran Vale	Bullock Creek	5,000	23	70	7,000	70
Carr, John	Melrose	Condobolin	2,560	8	.....	900	45
Chant, Wm. H.	Mayfield	"	2,560	7	5	.....	40
Cheekster, C. A.	Moore Vale	Lansdale, Dandaloo	2,560	10	.....	982	60
* Clark, Haword	Yamagee Plain	Marsden	2,560	3	.....	.....	48
* Clark, E. T.	Hjawatha	via West Wyalong	9,000	8	4	3,615	68
Clark Bros.	Mamreebil	Condobolin	5,120	7	.....	657	50
Clemson, C. W.	Wiiga Forest	"	2,560	9	5	1,617	35

APPENDIX.

123

Names of owners in alphabetical order.	Name of run or holding.	Nearest post town.	Acreege.	No. of horses.	No. of cattle.	No. of sheep.	Distance from Con-dobolin.
Clemson, W. H.	Wilga Plain	Condobolin	10,000	20	10	6,997	30
Collier, George	Burra Burra	via Forbes	2,560	5	4	.....	55
*Condie, George	Huntingtower	Dandaloo	2,560	9	.....	.....	65
Conley, Harry	Nangeribone	Condobolin	2,560	8	15	.....	80
Cooney, Charles	Mickabil	"	1,581	1	5	2,894	12
*Cox, executors of the late R.	North Yalgogrin	via Temora	75,920	16	12	4,800	80
Crampton, W.	The Island	Moonbi	6,000	68	30	10,755	20
Crouch, H.	Milby Valley	Condobolin	2,560	14	50	1,720	35
Curr, Edward	Murrumbogie	via Forbes	24,000	20	40	24,500	35
Curtis, J. A.	Bonafine	Euabalong	2,560	3	.....	.....	40
*Daly, Patrick	Kiora	Dandaloo	2,560	2	4	1,275	60
Davidson, George	Maranoonbah	Condobolin	2,560	10	3	30	65
Davis, Christopher	Windmill Farm	Euabalong	1,434	17	22	1,500	55
Dawson, John F.	Esmore	Condobolin	5,700	12	20	4,000	15
Dawson, James	Benar	"	3,800	40	20	7,100	12
Dawson, W.	"	"	5,120	10	.....	3,000	14
Dawson, John, jun.	Inglewood	"	7,360	25	28	7,000	12
Dawson, Isaac	"	"	1,280	3	26	.....	4
Dean Bros.	East Bena	"	4,000	7	23	3,986	33
*Dempsey, Wm.	Pine Hill	Merrengreen	2,560	5	.....	.....	55
Derham, Edwd.	Reynella Farm	Condobolin	2,560	7	12	2,088	10
Devane, Denis	Rosewood	Kiaacato	2,560	12	20	.....	17
Dowling, Thomas	Palesthan	Condobolin	3,360	6	20	.....	40
*Draffin, David	Jersey	Lansdale	2,560	8	11	1,100	70
Draffin, William	Orange Vale	Dandaloo	2,560	12	6	700	75
Dunne, Thomas	Derrawong	Condobolin	2,560	5	5	3,012	14
Edgar Bros.	Erribendery	Euabalong	24,000	30	30	13,495	50
*Ellis, John, sen.	Pine Park	Via Warroo	2,560	13	13	1,812	40
Faulks, Joseph	Tinda View	Condobolin	2,560	6	25	.....	50
Faulks, E. T.	"	"	2,560	1	8	80	53
Faulks, Henry	"	"	2,560	3	6	505	50
Faulks, John, jun.	"	"	2,560	2	10	633	55
Faulks, R. J.	"	"	2,560	3	20	408	58
Fisher, John	Guildford	"	2,560	3	2	1,882	40
*Fitzgerald, R.	Wamboyne	Lake Cowal	3,480	13	16	1,415	45
*Fraser, Donald	Grassmere	Wamboyne P.O.	2,560	6	12	1,400	50
*Frost Bros.	Wamboyne	Marsden	5,000	13	80	3,120	50
*Godsby, Henry	Emu Ponds	Lansdale	2,560	16	25	1,408	60
*Godsby, Robert	Springfield	Dandaloo	2,560	14	8	1,505	75
*Gogie, Robert	Spy Hill	Wyalong West	7,500	11	64	2,291	70
Gatenby, N. A. & Co.	Burra Burra	Via Forbes	120,000	60	350	34,697	50
Gavel, George M. & Sons.	South Gulgo	Condobolin	25,240	15	59	10,500	6
Goodwin, D. P.	Forest Vale	Trundle	2,560	9	11	2,989	45
Haley, A. T.	Booberoi	Euabalong	120,000	66	540	40,490	40
*Hamilton, John	Flowerdale	Dandaloo	2,560	12	24	850	55
*Hanb, Jacob	Wattle Flat	Wyalong West	2,560	4	13	3,996	55
Hastie Bros.	Blairgowrie	Via Whitton	7,680	9	40	2,500	78
Henderson, E. H.	Currawang	Bygaloree	2,560	7	4	972	25
*Hensman, Wm.	Ellerslie	Dandaloo	7,680	11	14	4,400	85
Higgins, J., sen.	Mickabil	Condobolin	2,560	33	60	4,611	20
Higgins, J., jun.	Oakover	"	2,400	3	31	500	25
Hilderbrand, C.	Never Fear	Hiawatha	7,680	75	11	525	40
Hill, Wm.	Bolygany	Ungarie	7,000	11	20	4,000	50
Hill, Wm. N.	"	"	2,560	4	.....	.....	52
*Hope Bros.	Bogandillon	Condobolin	47,000	30	207	24,668	18
*House Bros.	Osnaburgh	Dandaloo	5,120	32	3	1,325	85
*Howard, Joseph	Bullock Creek	Via Parkes	2,560	6	6	18	80
*Howard, H. H.	"	Via Morangarell	2,560	3	4	144	85
*Hunter, A.	Eureka	Via Dandaloo	7,080	15	.....	1,959	90
*Hutchinson, W. H.	Pinegrove	Via Trundle	2,560	2	8	1,809	50
*Hutchinson, A.	Belar	"	2,550	2	.....	1,809	53
*Hutchinson, Joseph	Lansdale	Via Dandaloo	2,560	6	22	2,444	85
*Hutchinson, A.	Oak Lee	Via Lansdale	2,560	2	.....	1,300	90
Hutchinson, R. J.	Lansdale Park	"	2,560	7	6	100	85
Irvine, W.	Bimbalingal	Cudgellico	2,880	4	6	1,498	70
James, John	Silverdell	Barmedman	2,560	5	7	.....	60
Johns Bros.	Wallangough	Ungarie	60,000	23	10	20,436	45
Johnston, Thomas	Prockless	Condobolin	3,000	10	188	1,000	4
*Keays, Bros.	Millewa Park	Dandaloo	5,120	15	4	3,000	95
Kealey, James	Melrose	Condobolin	2,560	7	45	1,200	55
Kealey, George	"	"	2,560	2	6	594	60
Kealey, Samuel	"	"	2,560	2	6	.....	65
Kealey Bros.	Palesthan	"	31,000	6	6	5,000	40
*Kinnear, R. S.	The Overflow	Nyngan	288,000	174	430	97,000	70
Kirwan M.	Yanngara Creek	Ungarie	2,560	11	15	927	50
*Knox T. F.	Wyalong No. 2	Barmedman	26,000	20	55	625	85
*Lacey, Joseph	Lansdale P. O.	Via Trundle	2,560	16	6	125	60
*Lander, John	Blair Athol	Narothan	7,680	2	5	4,000	70
*Lange, W.	Wattle Ridge	Wyalong West	2,560	12	14	3,000	65
Lee, Geo., Honorable	South Condobolin	Condobolin	47,284	48	785	33,062	2
Leitch, Peter	Monument Flats	Ungarie	13,492	8	.....	5,047	45
Leighton, Horace	Derrawong	Condobolin	2,560	12	6	1,000	16
Leslie, David	Ungarie	Ungarie	34,610	13	11	24,654	45
L'Estrange, A. W. H.	Elswick	Condobolin	2,560	8	10	1,925	14
Lewington, Frank	Bienbeen	Ungarie	2,560	2	16	496	38
*Lindsay, A.	Moir Vale	Dandaloo	10,240	9	30	6,000	75
Liston, John	Wilga	Bygaloree	2,560	5	3	2,000	40
Macnicol, J., & Co.	Eremeran	Nyngan	287,640	84	77	75,000	75
Menzies Bros.	The Glen	Walker's Hill	12,000	8	15	4,475	55
Milne & Sons	Four Bob	Condobolin	20,000	30	29	11,060	25
Milne, Falconer, & Co.	North Condobolin	"	70,000	97	69	42,630	10

Names of owners in alphabetical order.	Name of run or holding.	Nearest post town.	Acreage.	No. of horses.	No. of cattle.	No. of sheep.	Distance from Con-dobolin.
Milledge, E.	Melrose	Condobolin	2,560	3	2	880	45
Milthorpe, F.	Hyandra	Via Hillston	8,820	25	43	4,300	60
*Minchin, Wm.	Annandale	Via Dandaloo	2,560	4	2	.....	95
Minter, A. K.	Gorman's Hill West	Ungarie	14,500	38	46	4,357	40
Mooney, T. F.	Avondale	Condobolin	14,000	180	170	6,712	15
*Moore, K. E.	Moore Park	Via Wyalong	2,560	5	8	1,158	75
Morgan, E. D. & Son	Boona West	Condobolin	2,560	4	.....	1,560	25
Morrow, J. W.	Mt. Nobby	"	2,560	7	20	.....	30
*Moss & Fergie.	Woodlands	Dandaloo	83,122	99	228	40,545	80
Moulder, E. H.	Brotheroney	Condobolin	40,000	31	250	19,110	30
Munday, E. T.	Carawie	Euabalong	7,240	6	6	200	45
Murray, P. E.	Glenview	Condobolin	2,980	8	20	.....	35
M'Donald Bros.	Merribogie	Bygaloree	5,160	18	4	3,000	40
*M'Farland, R. P.	Malonga	Whitton	141,210	31	14	25,110	70
M'Grath, Edmund.	Beaumont	Ungarie	2,560	7	4	500	45
M'Gregor, John & Co.	Mickabil	Condobolin	39,000	25	100	29,380	12
M'Gregor, John	Glenara	Tinda, Condobolin	2,560	4	4	100	28
M'Gorman Bros.	Tinda	Condobolin	5,120	8	.....	1,113	36
M'Keller, D. G.	Wooyeo	Cudgellico	196,617	147	200	33,300	50
M'Lean, L.	Boona West	Condobolin	65,000	52	180	31,106	26
M'Leod, D. S. & Son.	Bygaloree	"	70,000	66	156	35,877	40
M'Phail, D., ex'ors. of the late	Gunniguldon	Hillston	75,560	16	29	3,372	60
M'Phillamy, C. S.	Ellicor	Condobolin	6,427	2	4	5,409	35
*Neideck Bros.	Yarran Vale	Marsden	5,120	34	22	3,600	55
*New Zealand L. & M. A. Co.	Naradhan	Whitton	181,829	32	26	29,299	70
New Zealand L. & M. A. Co.	Tara	Nymagee	64,790	56	35	13,781	75
New Zealand Land Assoc.	Borambil	Condobolin	80,000	72	602	65,061	10
Nielsen, Peter.	Hayfold	Ungarie	2,560	5	12	1,750	38
Oppy, John	Big Hill West	Condobolin	2,560	13	6	150	12
Oppy, Thomas	Marathow	"	2,560	13	13	40	15
Orr, Robert	Wargambegal	Cudgellico	27,000	7	8	6,340	60
Orr, F. W.	Yarran	"	2,560	3	3	.....	57
*Osborne, P. H.	Orange Plains	Dandaloo	142,560	49	43	33,236	110
*Patterson, A. G.	"	"	2,560	20	10	803	95
Payne, William	Melrose	Condobolin	2,560	2	3	604	55
Pengilly, A.	"	"	2,560	.....	.....	962	53
Phelan, Thomas	Ungarie S.	Ungarie	10,240	8	10	2,000	50
*Pike, A. F.	Hillsdale	Via Trundle	2,560	10	18	2,600	45
*Pike, James	Gobondry	"	13,300	20	122	5,985	50
Pillinger, R. J.	Minglebell	Cudgellico	2,720	3	.....	1,000	70
Pillinger, G. A.	Korrawong	"	2,240	5	.....	2,500	73
Pillinger, G. A., jun.	Currawong Hills	"	3,180	4	.....	1,000	75
Pooler, J. E.	Box Grove	"	2,560	3	9	1,100	70
Porter, James	Glennmore	Condobolin	2,560	5	8	2,495	40
Reardon, Wm.	Milby	"	24,000	10	30	230	12
Reyland Joseph	Neds Oaks	Moonbi	2,560	2	.....	1,870	23
Richards, William	Urah	Condobolin	3,482	23	35	2,825	4
Richards, Thomas	Weebah	"	3,500	72	40	2,120	12
Richards, Alfred	Melrose	"	2,560	.....	.....	400	55
*Ricketson, H.	Bellabong	Marsden	54,800	52	59	46,378	50
Ridley, Wm.	Bena	Condobolin	3,100	11	15	2,984	40
Ridley, A. E.	Orange Grove	"	2,560	8	8	2,830	30
Ridley, Samuel	Bena	"	2,560	10	14	2,800	38
Riley, Wm.	Benamree	Wamboyne	2,560	5	7	.....	50
*Roach, Henry	Orange Plains	Dandaloo	2,560	20	10	3,222	75
*Rookes, W. E.	Overflow	Nymagee	2,560	12	.....	953	85
Sanderson, John and Co.	North Whoey	Euabalong	97,000	26	50	8,023	55
Sanderson, John and Co.	Carlisle	Fifield, via Forbes	30,000	18	28	7,187	25
Sands, J. W.	Dundoo Hills	Ungarie	62,000	18	9	5,966	45
Scott, David	Mawabla	Condobolin	42,000	26	30	19,130	12
Scott, Thomas	Balygany	Via Temora	20,872	10	4	10,680	65
Seamar, George	"	Bygaloree	2,560	5	.....	.....	30
Seberry, Alex.	Belle Vue Farm	Condobolin	2,560	4	5	52	16
Selfordge, James	Waterloo	Cudgellico	2,545	6	.....	1,990	60
Shepard, Geo.	Yarrablas	Condobolin	2,560	10	4	2,510	15
Simmonds, Wm.	Pine Grove	Melrose	2,560	6	.....	390	38
Simmons, L.	Roseneath	Murrumbogie, Forbes	5,160	21	17	5,885	40
Simpson, John C.	Beiderscits	Ungarie	2,560	3	.....	1,646	50
Smith, Sydney	Milgee	Bygaloree	2,560	8	5	.....	42
Smith, Wm.	Woodbine	Ungarie	2,560	3	.....	1,820	45
Smith, H.	Leith Court	"	2,560	9	6	3,500	40
Smith Bros.	Jackass Hill	Bygaloree	5,160	5	2	3,000	40
Smith, George	Baree Park	Euabalong	2,560	4	80	.....	44
Sparks, John, sen.	Woodlands	Bena	2,560	10	12	5,332	38
Sparks, John, jun.	Glengarrif	"	2,560	3	.....	3,306	40
Sutcliffe, Henry	Cottingley	Wyalong	2,560	4	20	692	58
Sweeney, W. J.	Hazeldean	Tinda	2,560	13	24	232	60
Symes, David	Calchis	Wamboyne, via Forbes	2,560	8	.....	1,600	70
*Templeton, Thomas	Narodhan	Via Rankin's Springs	2,560	12	.....	2,451	75
Thatcher, C. H.	Glenview	Condobolin	2,560	1	.....	2,932	35
Thatcher Bros.	Moonbie	Via Forbes	13,507	27	95	10,966	20
Thomas Bros.	Wardry	Condobolin	28,000	8	58	12,006	25
Thompson, William	Caroon	Ungarie	6,400	12	24	5,662	50
Tout, James & Co.	Melrose Plains	Via Forbes	61,160	34	200	33,790	35
Tremayne, G. C.	Glengowan	Melrose	2,560	8	6	981	43
Thornton, John	Sussex Farm	Condobolin	2,560	17	46	1,120	16
*Union Bank of Australia, Ld.	Merringreen	Via Temora	43,000	16	45	11,609	54
*Union Bank of Australia, Ld.	Back Creek	Via Morangarell	44,000	63	14	28,574	50
*Veitch, Joseph	Lybrae	Landsdale, via Trundle	2,560	6	2	1,467	60
Vale, Joseph	Back Wardry	Condobolin	19,000	6	.....	3,320	45
Von Lanbenfelder, H. G.	Youngara	West Wyalong	35,000	16	85	19,670	55

APPENDIX.

125

Names of owners in alphabetical order.	Name of run or holding.	Nearest post town.	Acreage.	No. of horses.	No. of cattle.	No. of sheep.	Distance from Condobolin.
Waite, Thomas	Cookerburrangong	Condobolin	12,000	25	30	8,670	16
*Waldron, W. H.	Yalgogrin	Via Temora	2,560	2	6	10	75
*Watson Bros.	Sunnyside	Lansdale	10,240	30	6	3,033	43
*Webb, Henry	Belmont	"	2,560	6	...	4,400	40
*Wilson, Sam., Son & Co.	Lake Cowal	Marsden	123,538	79	335	70,046	50
Witts, F. J.	Bulbodney	Dandaloo	69,000	20	19	190	55

C.

[To Evidence of Mr. A. Sharp.]

PASTORAL HOLDINGS ALONG THE PROPOSED RAILWAY ROUTE.

3 April, 1895.

Sir, In accordance with the request of the Sectional Committee, I have the honor to forward two schedules giving names and areas of pastoral holdings along the proposed route.

I am, &c.,

ARTHUR SHARP,
District Surveyor.

The Secretary, Public Works Committee, Sydney.

Parkes to Condobolin Line.

Leasehold Areas intersected by Line.		Leasehold Areas wholly or partly within 20 Miles of Line.	
Name.	Area.	Name.	Area.
	Acres.		Acres.
Brogan Plains	8,080	Billabong West	3,805
Gunningbland	41,384	Goobang	36,179
Nelungaloo	5,156	Coradgery	59,408
Burrawang	205,882	Bartley's Creek	12,475
Borambil	35,196	Warregal	10,549
		Mogong	5,272
		Blowclear West	15,782
		Melrose, Block D.	32,442
		Murrumbogie	18,103
		Carlisle	17,500
		Condobolin	42,654
		The Troffs	64,428
		Bocabigal	3,223
		Gunning East	4,460
		Towyal	20,315
		Warroo	21,521
		Geeron or Derangibal	2,680
		Cadow	19,459
		Moonbi or Bogandillon	37,592

Forbes to Condobolin Line.

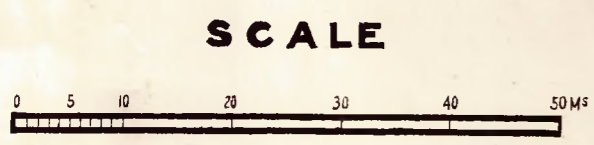
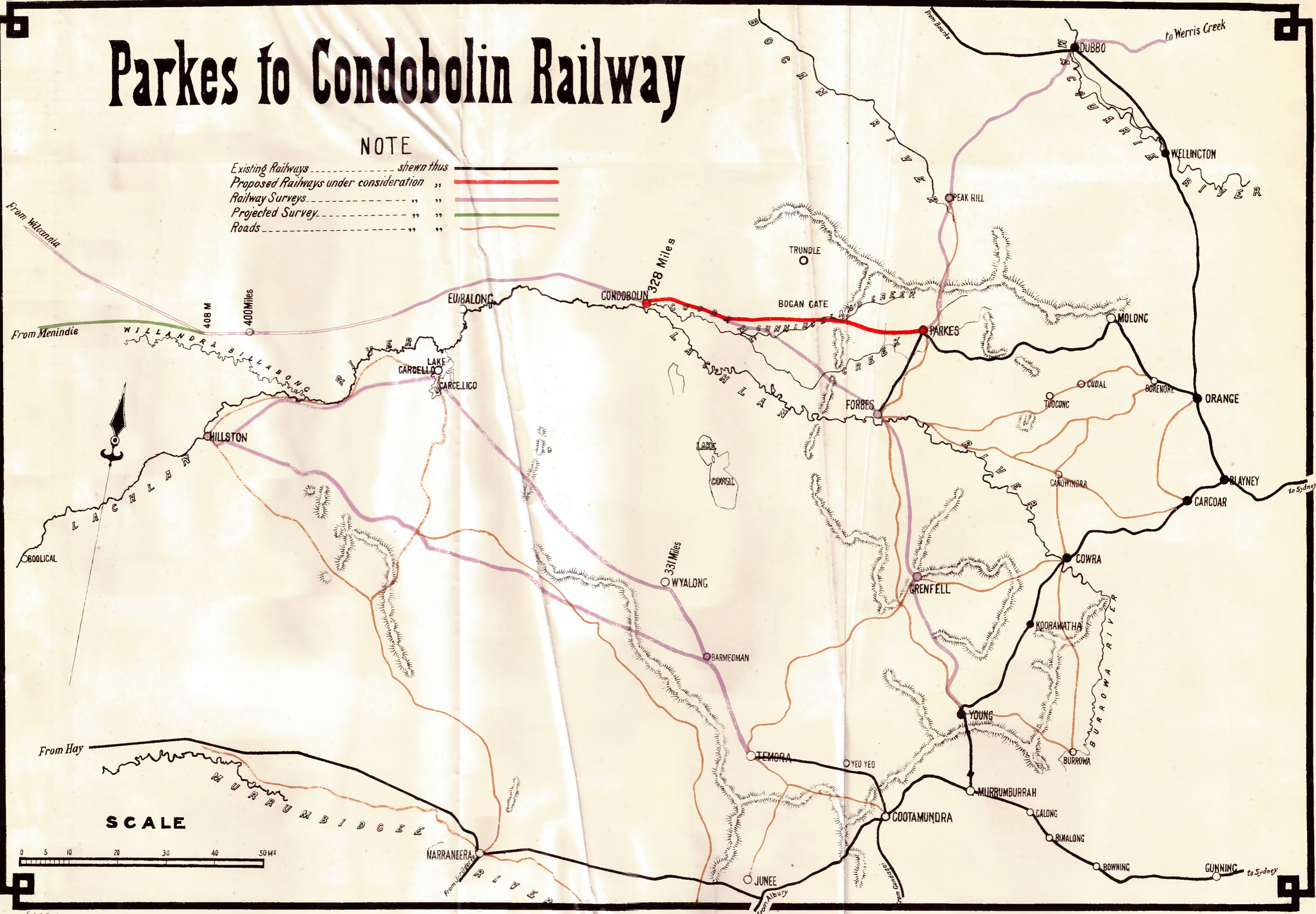
Leasehold Areas intersected by Line.		Leasehold Areas wholly or partly within 20 Miles of Line.	
Name.	Area.	Name.	Area.
	Acres.		Acres.
Bocabigal	3,223	Wongajong	3,718
Gunning East	4,460	Waayourigong	3,056
Borambil	35,196	Walla Walla and Carangatell	3,175
Burrawang	205,882	Bundaburra	4,644
		Towyal	20,315
		Warroo	21,521
		Geeron or Derangibal	2,680
		Cadow	19,452
		Moonbi or Bogandillon	37,592
		Boyd	13,675
		Weelong	20,827
		Billabong West	3,805
		Bartley's Creek	12,475
		Brogan Plains	8,080
		Gunningbland	41,384
		Nelungaloo	5,156
		Warregal	10,549
		Blowclear West	15,782
		Melrose, Block D.	32,442
		Murrumbogie	18,103
		Carlisle	17,500
		Condobolin	42,654
		The Troffs	64,428

[Two Plans.]

Parkes to Condobolin Railway

NOTE

- Existing Railways shewn thus ————
- Proposed Railways under consideration " ————
- Railway Surveys " " ————
- Projected Survey " " ————
- Roads " " ————

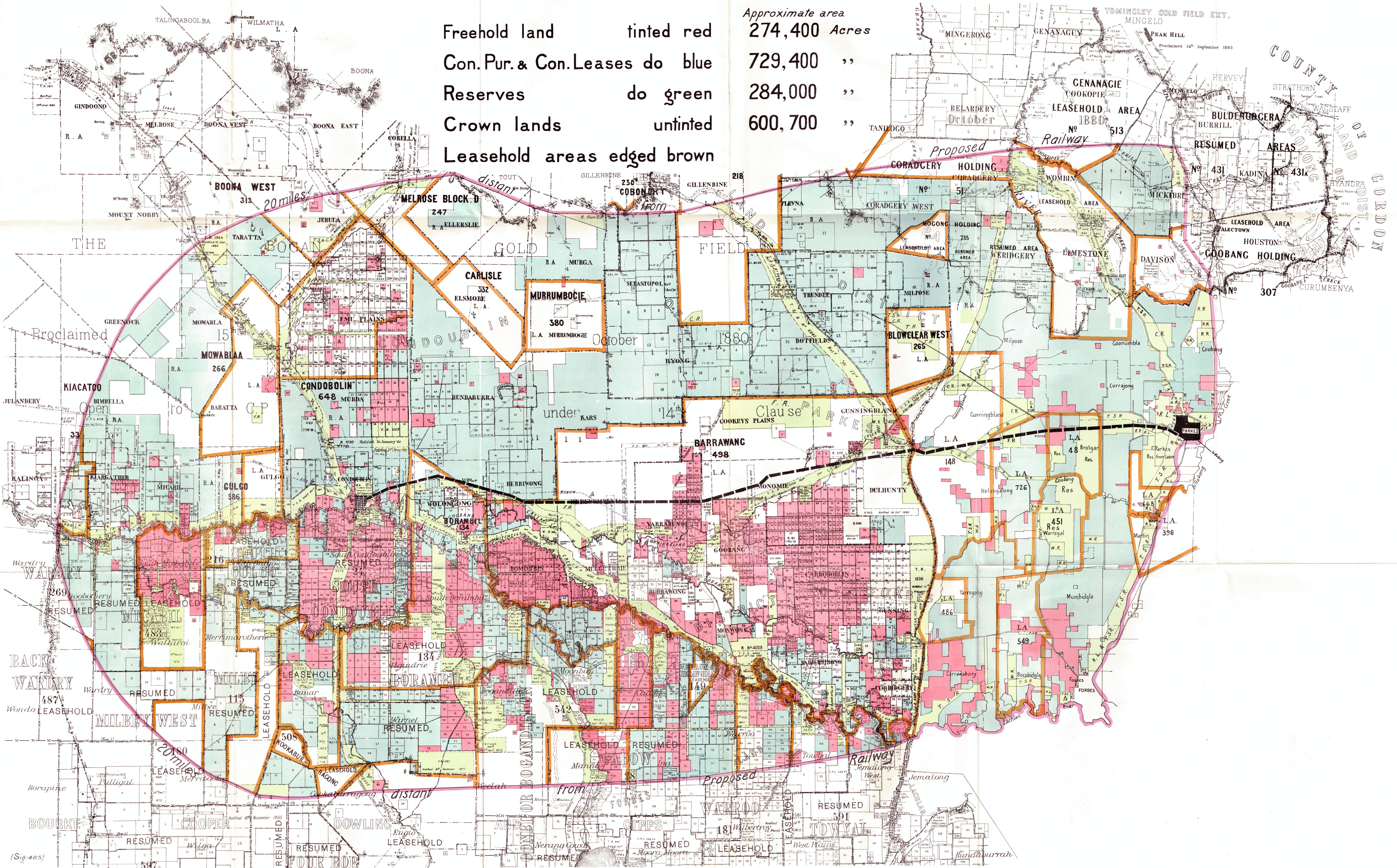


(465-)

MAP

SHEWING CROWN LANDS THAT MAY BE AFFECTED BY PROPOSED RAILWAY PARKES TO CONDOUBLIN

Freehold land	tinted red	274,400 Acres
Con. Pur. & Con. Leases do	blue	729,400 "
Reserves	do green	284,000 "
Crown lands	untinted	600,700 "
Leasehold areas	edged brown	



(Sig-465)

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARKES TO CONDOBOLIN RAILWAY BILL.

(MESSAGE No. 69.)

Ordered by the Legislative Assembly to be printed, 20 June, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 69.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the construction of a Line of Railway from Parkes to Condobolin.

Government House,
Sydney, 19th June, 1895.

1894-5.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

SECOND REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE

PROPOSED RAILWAY

FROM

TEMORA TO WYALONG.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

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

MEMBERS OF THE COMMITTEE:

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHREY, Vice-Chairman.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable JAMES HOSKINS.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 JAMES HAYES, Esquire.
 ROBERT HENRY LEVIEN, Esquire.
 JOHN MOORE CHANTER, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JAMES GORMLY, Esquire.
 EDMUND WILLIAM MOLESWORTH, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

THOMAS THOMSON EWING, Esquire, Chairman.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 ROBERT HENRY LEVIEN, Esquire.
 CHARLES ALFRED LEE, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken before the Sectional Committee.
 Appendix to Evidence taken before the Sectional Committee.
 Plans.

LIST OF WITNESSES.

	PAGE.
<i>[Examined before the Committee.]</i>	
Joseph Barling, Esq., Under Secretary, Department of Public Works	1-5
Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works	6-15
Hugh M'Lachlan, Esq., Secretary to the Railway Commissioners.....	15-19
Percy Scarr, Esq., M.I.C.E., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works	19-25, 61-62
John Harper, Esq., Goods Superintendent, Department of Railways	25-31
Rev. John Milne Curran, Lecturer in Geology, Technical Education Branch, Department of Public Instruction	32-39
Hugh Giffen M'Kinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines	39-43, 58-61
Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands	44, 57
Charles Launcelot Garland, Esq.	44-54
Thomas Kennedy, Esq., surveyor, Railway Construction Branch, Department of Public Works	54-56

[Examined before the Sectional Committee.]

Mr. Lachlan Robertson, grazier, Barmedman.....	1-4
Mr. Henry Beecroft Copeland, Crown Lands Agent and Clerk of Petty Sessions, Barmedman	4-8
Mr. Denis Byrne, farmer and grazier, Barmedman	9-10
Mr. Edward O'Donnell, farmer, Barmedman	11-12
Mr. Thomas Joseph Kenny, station manager, Wyalong	12-13
Mr. Cecil Septimus Gillett, Surveyor, Railway Construction Branch, Department of Public Works	13-15

	PAGE.
Mr. Frederick Neeld, miner, Wyalong	15-18
Mr. John George Gough, battery proprietor, Wyalong	19-23
Mr. John Walter Broughton, manager of the Bank of New South Wales, West Wyalong	23-24
Mr. Robert John Campbell, licensed surveyor, Wyalong	24
Mr. Charles McHardy, Sergeant of Police and Mining Registrar, West Wyalong	25-26
Mr. Alfred Helyer, storekeeper, West Wyalong	27
Mr. James Magnus Jamieson, selector, Wyalong	27
Mr. John Jones, selector, Wyalong	27-28
Mr. John Gordon, Resident Engineer for Roads, Cootamundra	28-32

APPENDIX.

[To Evidence taken before the Committee.]

To evidence of J. Barling, Esq.—Extract from Report of Mr. G. S. Mullens, Roads Officer, Department of Public Works	A
" " Memo. re estimate of cost of Road-works	A 1
To evidence of A. J. Stopps, Esq.—Pastoral holdings in the district of Wyalong	B
To evidence of Rev. J. M. Curran.—Water Supply for Wyalong	C

[To Evidence taken before the Sectional Committee.]

To evidence of Mr. J. Gordon.—Cost of Road from Temora to Wyalong	A
Report on Agricultural and Pastoral Land within 20 miles of Wyalong	B

PLANS.

PLAN I.—General Plan.

PLAN II.—Showing Lands that may be affected by the proposed railway.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY FROM TEMORA TO WYALONG.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the present Session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon the expediency of constructing a line of railway from Temora to Wyalong, have, after due inquiry, resolved that it is not expedient the proposed line should be constructed; and in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

1. The proposed railway was under inquiry by a previous Committee in April and May, 1894, and at the end of that inquiry it was resolved that a decision as to whether the railway ought or ought not to be constructed should be deferred for six months, in order that at the end of that time the importance or otherwise of Wyalong as a gold-field and a district of settled population might be determined with more certainty than was then possible. The evidence obtained in this first inquiry did not indicate a likelihood of much increase in the yield of gold from the field or in population. Until further development should take place, 1,500 persons, it was represented, would be all the population the field would support, and without further development, this number would be reduced. In the opinion of the Government Geologist the prospects of the field were favorable, but as a greater depth than that at which work was then carried on was attained, mining operations, he stated, would be more difficult and expensive. The Sectional Committee appointed in the course of the former inquiry felt justified in recommending the construction of the line, if it were regarded as a section of a main line to the Lachlan at Hillston, *via* Cargellico. The question of ultimate extension to the Lachlan should, they considered, first be decided, as, unless it should be the settled policy of the country to extend the Cootamundra-Temora branch to the Lachlan, there was not sufficient evidence to justify the immediate construction of the line to Wyalong.

2. Commencing at the termination of the Cootamundra to Temora railway, the route of the proposed line proceeds chiefly alongside or on the main road to Barmedman, and thence still close to or upon the road to Wyalong, a distance of 331 miles from Sydney and 40 miles from Temora. By following the road or keeping alongside of it the railway would go almost wholly through Crown lands. Very little fencing would be provided, and only about a quarter of the line ballasted; the absence of ballast being compensated for by additional sleepers. The rails would be 60 lb. steel rails, and the speed of the trains not more than 20 miles an hour. Station buildings are proposed for Barmedman and Wyalong, and a waiting-shed for Reefton.

3. The estimated total cost of the railway as stated in the evidence given before the last Committee was £104,430, or £2,707 per mile, exclusive of land and compensation. In the present inquiry it is given as £92,000 or £2,300 per mile, exclusive of land compensation and survey expenses. The reduction is due to alterations in the estimates for earthworks, permanent-way materials, and ballast.

Railway Commissioners' report.

4. When the railway was under the consideration of the last Committee, the Railway Commissioners were not favourable to its immediate construction, and in their report they recommended that the proposal should be deferred for six months, or until such time as there could be no reasonable doubt as to the future of Wyalong. Their estimate of traffic from the railway indicated an annual deficiency of £4,150. They now state that the experience of the gold-field and its requirements during the twelve months which have passed since the date of their last report has "not indicated anything to warrant a change of opinion as to the probable result of the extension of the line." Population, they point out, has fallen off, and the output of gold for the twelve months ending 15th March last, the date of the latest information before the Commissioners, was not such as to show the existence of a large field or to give evidence of extensive working. The road being in fair order and the cost of carriage and of conveying passengers low, there does not appear to them to be "any great disability consequent on the want of railway communication." Further, they say that the line would appear to a very large extent to affect local interests only, as in their opinion the course of traffic from the outlying districts would be better served by an extension in a direction other than Wyalong. They consider that the present requirements and those of the near future of the gold-field are, under existing circumstances, reasonably met, and that the probable results from the railway would not warrant them in recommending that it be constructed. In their estimate of cost attached to the line, the Commissioners calculate the interest on the capital expenditure at 4 per cent. If the calculation were based on interest at $3\frac{1}{2}$ per cent. the estimated annual loss would be reduced to £3,970.

Witnesses examined.

5. The Committee examined a number of witnesses in Sydney, and then by means of a Sectional Committee obtained evidence at Barmedman, Wyalong, and Cootamundra. The Under Secretary for Public Works explained the reasons for the second reference of the line to the Committee, and produced reports from the Gold-fields Warden at Wyalong, and the Chief Inspector of Mines, upon the progress of mining operations on the Wyalong Gold-field. The Engineer-in-Chief for Railway Construction gave details of the route, and of the works intended to be carried out in connection with the railway, and his evidence was supplemented by a surveyor in his department who was employed in the survey of the route. The Secretary to the Railway Commissioners and the Railway Goods Superintendent were examined with regard to the Commissioners' report and the prospects of traffic. The Principal Assistant Engineer for Roads and Bridges gave evidence respecting the road between Temora and Wyalong, and the cost of so improving it as to meet the requirements of traffic in the event of the railway not being constructed. From the Acting Chief Draftsman of the Department of Lands was obtained a map, giving particulars of all lands within an area of 20 miles on either side of the route, and evidence explanatory of the map. The Chief Engineer for Water Conservation was questioned on the subject of water supply; and the Rev. J. M. Curran, Lecturer in Geology in connection with the Technical Education Branch of the Department of Public Instruction, and Mr. C. L. Garland, were examined with reference to the progress in the past, the present condition, and the probable prospects of Wyalong as a gold-field and a place for the maintenance of a settled population. The witnesses who appeared before the Sectional Committee were representative of the gold-field and its district, and they attended after ample publicity, by advertisements and paragraphs in the local press, of the intention of the Sectional Committee to visit Wyalong, and of their desire to hear anyone who had anything to say relevant and important to the subject of inquiry.

Principal points in the inquiry.

6. Bearing in mind the reasons why, when the proposed railway was under the consideration of a previous Committee, a recommendation was made that a decision with regard to its construction should be deferred, it has appeared to the Committee necessary in the present inquiry to consider specially the progress of Wyalong since the date of the last inquiry, the present condition of the place, and its probable future. The route, estimated cost, and method of constructing the railway are matters of importance, and in the present inquiry have been submitted in a more favourable light, alterations made since the proposed work was last under consideration reducing the estimated cost by £407 a mile.

7. Since the date when the railway was last under consideration Wyalong has become a township of fairly creditable buildings and business activity. The manager of the Bank of New South Wales at Wyalong, according to his evidence before the Sectional Committee, has received at his bank 13,000 oz. of gold, and in addition to this evidence points to the fact that a large quantity of ore from the field has been treated at Barmedman and other places. Land selection, the Railway Goods Superintendent found, has taken place to a limited extent only, and the area under crop has not been materially increased. The Sectional Committee in their report express the opinion that the operations which appeared to them to have been carried on in connection with the gold-field during the interval which had elapsed since the field was previously visited by a Sectional Committee were encouraging, but state that at present the field is practically at a standstill pending a supply of water for battery purposes. A large quantity of ore, variously estimated at from 5,000 to 15,000 tons, is at grass awaiting treatment. The claims showing gold number 130, and of these seventy are regarded as payable.

Progress and present condition of Wyalong.

8. The probable future of Wyalong as a gold-field is shown prominently in the evidence given by the Rev. J. M. Curran who spent nearly two months of the present year in the Wyalong district, thoroughly examining the gold-field with a view to reporting upon it to the Department of Mines. The future population of Wyalong will probably be found depending upon the amount of permanent mining and settlement on the land in the district for the purposes of agriculture, or for agriculture combined with pastoral pursuits. For this the land is not unsuitable, although the rainfall of the district is limited. At present most of the land is in the hands of Crown lessees, and may not be thrown open for selection for some years, but when it shall become available to selectors there can be little doubt it will be taken up and some of it cultivated.

Probable future of Wyalong

9. In addition to what has already been said as opposed to the construction of the line, there is the important circumstance that, should the railway be made to Wyalong, it will in all probability not be extended. From the fact that the Railway Commissioners and the Government approve of the district of the Lachlan being served by a railway through Condobolin from Parkes, a line which the Committee have had under inquiry and passed, the railway from Temora to Wyalong cannot be regarded as a portion of a line to the Lachlan River at Cargellico or Hillston.

The proposed railway not part of a line to the Lachlan.

10. The Sectional Committee, as will be seen from their report, were unable from the evidence before them, and from what they saw of the gold-field and the district, to recommend the construction of the railway, but they express the opinion that action should be taken to place the worst portions of the road in good repair, so that no special disadvantage may be suffered by an enterprising community. They give the following reasons for the conclusion at which they came:—

Conclusion arrived at by the Sectional Committee.

- (1) That the population of Wyalong alone does not justify such an expenditure;
- (2) That the successful development of the field depends largely upon a permanent water supply which, at present, is not in existence;
- (3) That the policy of the Government with regard to the leasehold areas in its vicinity has not yet been disclosed;
- (4) That the Parkes-Condobolin line having been approved by the Committee, an extension, *via* Wyalong, can no longer be regarded as a line to tap the western country.

11. The Committee have decided that it is not expedient the proposed railway should be carried out. In their opinion there is at the present time no justification for its construction. The prospects of traffic on the proposed line are not sufficiently encouraging, and those of the future of Wyalong not such as to lead them to conclude that the line should be built in anticipation of what may be the condition of the gold-field and district some years hence. The resolution arrived at by the Committee, passed on the 26th inst., is as follows:—

Decision of the Committee.

“That, in the opinion of the Committee, it is not expedient that the proposed Railway from Temora to Wyalong, as referred to the Committee by the Legislative Assembly, be carried out.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 27 June, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM TEMORA TO WYALONG.

FRIDAY, 17 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee proceeded to consider the proposed Railway from Temora to Wyalong.

Joseph Barling, Esq., Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] You propose to make some statement to the Committee with regard to the railway under consideration? Yes. I do not think I need trouble you with many remarks upon the subject as it has been before the Committee on a previous occasion. The work was first referred to the Committee on 29th March, 1894, in these terms:—

J. Barling,
Esq.

17 May, 1895.

To report upon the expediency of constructing a line of railway from Temora to Wyalong.

The inquiry was entered into on the 9th April, and the following resolution was come to:—

That, in the opinion of the Committee, it is expedient that the decision upon the proposed railway from Temora to Wyalong, as referred to the Committee by the Legislative Assembly, be deferred for six months.

I may mention that the estimate which I put before you on that occasion was for 40 miles of railway at £110,000. Mr. Deane, however, gave you a revised estimate, which brought it down to £104,430, or at the rate of £2,707 per mile. The Committee having come to the resolution referred to, of course the matter remained in abeyance for some considerable time. Difficulties then arose with regard to the question of the road, and representations were made to the Department as to the necessity of constructing a better road to the gold-fields. I will briefly refer to the papers in regard to that matter:—

Question of constructing a road or railway between Temora and Wyalong.

In November last the Under Secretary asked what sum would be necessary to put the Temora-Wyalong Road in fair order, as under the most favourable circumstances it could hardly be possible for the railway to be constructed for some years, and while this may be considered a good reason for postponing the carrying out of any large road work until the railway question is settled, he thought it hardly held good against putting the road in fair order.

The matter was referred to Mr. Hanna, who was of opinion that to provide for an ordinary winter—and assuming the railway would be constructed—that a sum of £4,000 would be sufficient to keep the road open for traffic during 1895.

Mr. Principal Assistant-Engineer Scarr, however, considered that before even the modified demand made by Mr. Hanna, viz., £4,000, is conceded, consideration should be given to the question of constructing a railway, as he is of opinion that the only expenditure of any magnitude that can be of real service in country of such a boggy nature—and to carry the heavy traffic on this road—will be the construction (*i.e.*, metalling), of the most substantial kind. If this work were carried out at once, it would be at least two years, with the most attentive maintenance, before it could possibly be consolidated, and during process of consolidation would require considerable expenditure in labour and material, whereas, Mr. Scarr states, a railway could be constructed in the locality as quickly and probably as cheaply as a metalled road.

The Commissioner for Roads is also of opinion “that nothing short of complete construction should be undertaken, and in a conference with the Minister on the 11th January last, suggested the construction of a light line of railway, as he explained that the Department would be throwing money away unless it went to the expense of making a first-class road, which would probably cost as much or more than a light line of railway.”

The Under Secretary then asked Mr. Deane, whether, in the light of the experience he has gained from his visit to America and Europe, he could suggest a less expensive line than that previously proposed by him.

In reply, Mr. Deane now estimates that the cost of the railway can be reduced by £400 per mile, making the total cost stand at £92,000, or £2,300 per mile.

The approximate cost of constructing a road is £69,100.

The estimated cost of the railway given to the Public Works Committee by Mr. Deane was £104,430, or £2,707 per mile, whereas the Railway Commissioners were of opinion it would cost £85,000; and taking their estimate, the annual interest at 4 per cent. would be £3,400 and cost of working £3,550. The annual revenue they considered would not exceed £2,800, leaving an annual deficiency of £4,150.

When this proposal was referred to the Public Works Committee in May last, they considered it expedient that the decision upon the railway should be deferred for six months. The time expired on the 28th November, 1894.

Submitted for instructions.—J.B., 19/2/95. Ask the Department of Mines to obtain a report as quickly as possible as to what developments have taken place at Wyalong since the report of the Public Works Committee, so that it may be determined whether there is sufficient justification for again submitting the matter to Parliament.—J.H.Y., 20/2/95. Minute sent to the Under Secretary for Mines, 20/2/95. In a month, if no reply received before, 21/2/95. Prepare resolution for reference to Public Works Committee, 26/2/95.—J.H.Y.

J. Barling,
Esq.
17 May, 1895.

2. Is the cost of the land included in that estimate of £2,300 per mile? No; it is exclusive of land.
3. *Mr. Hoskins.*] It was stated when the line was previously under the consideration of the Committee that the distance would be 38 miles? Yes;—but we have had some deviations. I do not think I could state it at exactly 40 miles. We have a surveyor on the ground, and he is now making some slight deviations, so that we think it safer to put it down at 40 miles. Several deviations have been made, and we get a better result. Owing to the constant demands made upon the Department for the repairing of the roads, and the answers given to the Department by the engineering officers that nothing could be done unless a substantial road were made, it brought forward the question prominently before the Minister as to whether the time had not come to again submit the railway to the Committee—in other words to submit the proposal to them to enable them to complete the report, as recommended by a previous Committee. In order to obtain further information on the subject I was instructed to communicate with the Mines Department, as to any further information which they could give relating to the development of the field in the meantime. I was furnished with two reports, one from Mr. Slee, the Chief Inspector of Mines, and the other from Mr. Clarke, the Warden. The Warden's report is dated March 8th, 1895. Mr. Slee's report is dated March 15th, 1895. Mr. Clarke's report is as follows:—

Mr. Warden Clarke to the Under Secretary for Mines and Agriculture.

Warden's Court, Wyalong, 8 March, 1895.

Sir,
In accordance with the instructions contained in your blank cover of the 28th ultimo, respecting the developments of the Wyalong Gold-field since the report of the Parliamentary Standing Committee of Public Works regarding the proposed extension of the railway to Wyalong; I have the honor to report that although the population is not so large as it then was, there is still a more settled population of about 5,000 within a radius of about 5 miles of Wyalong. At Yalgogrin, about 30 miles distant, but in this district, there are about 200 miners, and there are a great many at Riley's Lookout, which is about 20 miles away but not in my district. At Reefton there are about 200 people, chiefly miners. Reefton is about 33 miles from Wyalong and about 11 from Barmedman.

I think the permanency of the field has been assured, and that the present and expected developments will be sufficient to provide for the existing population, and if the present aspirations are eventually realised the population will steadily increase. The development has been greatly retarded owing to the difficulty in procuring a good water supply, but in time this will be overcome. The Rev. J. M. Curran, geologist, who has recently visited this field, is assured that the field has "come to stay," and that further developments may be expected. He is also of opinion that alluvial will be found, probably between the Pine Ridge and Barmedman.

The yield of gold to date from Wyalong has been 11,768 ounces from 7,328 tons, but some of the small returns are not included in this. I estimate the value of gold won at about £46,000.

Three hundred and eighty-four allotments for residence and business areas have been conditionally registered in the Government town, and the town has been rapidly built upon. The population at West Wyalong is greater, and the buildings are quite as numerous; but I cannot give the number of allotments as they have not been registered, as this locality has been reserved from occupation under miners' rights and business licenses.

Five hundred and sixty quartz claims have been applied for and conditionally registered, 431 have applied for survey, and 120 have been surveyed. Four claims have lodged applications to be converted into leases.

I will now give the particulars of some of the deepest shafts:—

"Currajong," 110 feet; reef about 18 inches; crushing from that level 37 tons; yield, 2½ oz. per ton.

"White Reef," 150 feet; reef averages about a foot; driven 210 feet at that level; crushing 213 tons; yield 2 oz. per ton; just on the water.

"Welcome Stranger," 115 feet; reef averages about a foot; went 6½ oz. to the ton; 105 tons crushed.

"Hidden Treasure," 210 feet; driven 15 feet north and south at the 200-foot level; the reef runs from 8 to 12 inches; now crushing and on to the water.

"Three Star," 180 feet; driven 57 feet; reef about 2 feet; 207 tons crushed for 1½ oz. per ton; water makes about 1,200 gallons per day.

"Two Up," 180 feet, but working at 150; 19 tons went 2 oz. per ton; this claim is also troubled with water.

"Dodger," 148 feet; reef about 8 inches; just on the water; crushing from 120 feet, 53 tons, for 1 oz. 15 dwt.

"Star of Peace," 135 feet; reef about a foot; 105 tons went 1 oz. 16 dwt. per ton.

"Golden Fleece," 160 feet; reef averages about 116 inches; stone taken from 80 to 116 feet; 122 tons, which yielded about 1 oz. per ton.

Doyle and party, Pine Ridge, 124 feet; reef about 3 feet; crushings from surface to levels, 53 tons for from 2 to 3 oz. No. 1, south of Doyle's, 146 feet on reef, Keegan and party, 87 feet, and have had the reef from the surface.

No. 2, Hannah and party, about 90 feet, with reef; yielded, between 2 and 3 oz. per ton.

No. 3, Foot and party, 136 feet, with reef; 40 tons yielded 1 oz. 15 dwt. per ton.

At Yalgogrin there are sixteen claims and leases. The deepest shaft is 80 feet, and the reef 2 to 3 feet wide. The last crushing was 1 oz. 5 dwt. from 30 tons. Altogether 300 tons have been treated for an average yield of 1 oz. 9 dwt.

From Reefton 429 tons have yielded 799 oz., and the value is £3,056 3s. 6d.

From Barmedman, and crushed at Barmedman, 314 tons yielded 91 oz.

Fresh discoveries are being made in all directions, and I am satisfied that the field will last for some years, and that far better results will be obtained when the machinery is improved, as a quantity of the quartz, more especially at a depth, requires improved treatment.

I have, &c.,

WILLIAM CLARKE,

Warden.

The second report is from Chief Inspector Slee, and is as follows:—

The Chief Inspector of Mines to the Under Secretary for Mines and Agriculture.

Department of Mines and Agriculture, Sydney, 15 March, 1895.

Further report on the Wyalong Gold-field in connection with the Wyalong Railway.

Few, if any, new developments have taken place in mining operations on the Wyalong gold-field since the 28th May, 1894, the date on which the Parliamentary Standing Committee on Public Works visited the Wyalong gold-field.

The population is less at present than it was in May, 1894. By the Police Returns the population within a radius of 5 miles was, on the 31st December, 1894, given as 3,825 males and 390 females, or a total of 4,215. Owing to the scarcity of water and the non-discoveries of fresh auriferous deposits the population has still further decreased since the beginning of this year.

In my evidence given before the Parliamentary Standing Committee on Public Works I stated that I thought the Wyalong gold-field would support a population from 1,500 to 2,000 for years to come, and my last visit to Wyalong in the beginning of February of this year has strengthened that belief.

So far nothing has been done on the Wyalong gold-field to prove the permanency of the reefs after the hard rock has been reached, and as this is also the water level mine owners have so far contented themselves to work their mines on the shallower levels above the hard rock where the auriferous quartz can be more easily and cheaply obtained. Other gold discoveries may also be looked forward to between Wyalong and Barmedman and Temora and Barmedman.

W. H. J. SLEE,

Chief Inspector of Mines.

With regard to the cost of road-making, I gave my figures at £69,100—the figures put before you on the last occasion. That is what it would cost to make a first-class metalled road. Since then some discoveries have been made as to road gravel and metal, and we are able, therefore, to somewhat reduce that estimate. The Chairman, perhaps, is aware that instructions were sent to our road officer to go carefully over the whole of the district and to report upon various aspects of the case, amongst which was the question as to the

the facilities for making good roads. The officer's name is Mr. G. S. Mullen, and I have a rather long report which he has sent in in pursuance of his instructions. I should like to hand it in, inasmuch as it gives information, not only as to road matters but other subjects, such as the character of the soil, and so on. [*Vide Appendix.*] Amongst other things, he refers to the fertility of the soil, its capacity for supporting an agricultural population, and the character of the timber. He points out that there is good ironbark timber there and good grey-box timber, which would do for sleepers. Then he points out that there is good gravel, and in some parts of the road good metal for making roads. He puts down the distance from Temora to Barmedman as 22 miles. To make a good gravel road he estimates it will cost £13,165 10s. I have made an allowance for what we have spent on account of the road there already. We have spent on the road from Temora to Barmedman £3,245 16s., and from Barmedman to Wyalong, where only a narrow track has been cleared, £472, a total of £3,717 16s. We have allowed for that in the estimate I have just given. We suppose we shall require £13,165 10s. from Temora to Barmedman; and from Barmedman to Wyalong—17 miles—Mr. Mullen has estimated that we shall require £10,845, or a total of £24,010 10s.

J. Barling,
Esq.
17 May, 1895.

4. *Mr. Chanter.*] Is that for a gravelled road continuously? Yes, and it will include draining and some culverts and so on.

5. *Chairman.*] You were asked when before the previous Committee the following question:—

We have the estimate of £69,000 for one work against £110,000 for the other;—are we to understand that it is intended to carry on the work? It all depends, of course, upon the developments which take place.

Does it not strike you as a remarkable alteration of the whole view of the case? I think I can anticipate what you are going to state. It is a remarkable change in one sense, but we are aware of the existence of material now of which we were not aware then.

6. But ought not the Department to know exactly where the material is? They did not know. It was practically a new district at that time. We found out that there was material there of which we did not know at the first. There were gravel ridges some distance off the road, and I do not believe the road, from what I can understand, has been put in the best place by any means.

7. You do not think the road as originally laid out was in the best place? I think it is very doubtful. The road in many parts could have had a better location. If it had followed some of the ridges we should have had a much better road, and it was here where the gravel was found, and, as far as I can make out, our officers were unaware of its existence. The Chairman has referred to the great discrepancy between the former estimate of £69,100 and the present estimate of £24,010. I have had a talk with Mr. Scarr on this subject, because the discrepancy is patent to everyone. Mr. Scarr, however, still maintains the accuracy of the first estimate, £69,100. He says that in making up the smaller estimate Mr. Mullen has not provided for sufficient gravel on the road to meet the heavy traffic. We made a road with gravel last year, but Mr. Scarr says it was very soon completely cut up. It is a very weak road indeed. Mr. Mullen has given $1\frac{1}{2}$ cubic yard of gravel to the lineal yard of road. Mr. Scarr says that there ought at least to be 2 cubic yards of gravel. He speaks from experience, and states that the gravelled road, which was made with presumably $1\frac{1}{2}$ cubic yard of gravel to the lineal yard of road, was completely torn up by the traffic. He states that in order to meet the traffic we ought to make a good metal road, which will cost £69,100, but taking into account what we have spent that amount will be brought down to £64,112.

8. *Mr. Chanter.*] Do I understand that Mr. Scarr does not recommend a gravelled, but a metalled road? Yes, because we can get metal; but in some parts of the road we may still stick to gravel. If I recollect rightly the metal is to be found more on the other side of Barmedman.

9. *Mr. Davies.*] The only explanation for the great discrepancy between the two estimates is the fact that one officer recommends only a small proportion of gravel and the other a larger proportion? Yes. I have now, I think, stated sufficient to show the causes which have led to the work being again referred to the Committee. The Minister determined to refer the matter again to the Committee with the view of their completing their report, and on the 7th March, 1895, the project was referred in these terms:—

That the Parliamentary Standing Committee on Public Works having reported on the 28th May, 1894, "that in the opinion of the Committee it is expedient that the decision upon the proposed railway from Temora to Wyalong, as referred to the Committee by the Legislative Assembly, be deferred for six months," and such period having expired, the question be now referred again to the said Committee for report.

I have given you the last revised estimate, and now I will read you the report I have received from the Railway Commissioners, which is dated the 15th May, 1895:—

Proposed Extension of the Cootamundra-Temora Railway to Wyalong.

Sir, Government Railways of New South Wales, Secretary's Office, Sydney, 15 May, 1895.

In reply to your letter of the 14th instant, requesting a further report from the Railway Commissioners as to the proposed extension of the railway line from Temora to Wyalong, for the information of the Secretary for Public Works, I am directed by the Railway Commissioners to state that little can be added to the information conveyed by my letter of the 11th May, 1894—copy attached. Twelve months experience of the gold-field and its requirements have not indicated anything to warrant a change of opinion as to the probable result of the extension of the line.

The population was at that date estimated at 5,000, and at the present time it does not equal that number; and the output of gold for the twelve months ending 15th March last—the date of the latest information before the Commissioners—was 7,328 oz., which does not indicate a large field, or evidence of extensive working.

The Public Works Department have placed the worst portions of the road in fair order, and the cost of carriage between Temora and Wyalong is as low as 15s. per ton, passenger fares being equally reasonable, and there does not appear to be any great disability consequent on the want of railway communication.

The question of the extension moreover would appear to a very large extent to affect local interests only, as the course of traffic from the outlying districts would, it is thought, be better served by the extension of a line in another direction than *via* Wyalong.

The present requirements and those of the near future of the gold-field are reasonably met, and the probable results would not, in the Commissioners' opinion, warrant their recommending that the line be undertaken.

I have, &c.,

H. McLACHLAN,
Secretary.

The Under Secretary, Department of Public Works.

Proposed Extension of the Cootamundra-Temora Branch Line to Wyalong.

Sir, Office of the Railway Commissioners of New South Wales, Sydney, 11 May, 1894.

In reply to your letter of the 29th March, I am directed by the Railway Commissioners to inform you, for the information of the Secretary for Public Works, that they have, at the earliest possible moment (having regard to other pressing matters of business), inspected the proposed extension from Temora to Wyalong.

It

J. Barling,
Esq.
17 May, 1895.

It is estimated that the line should, if constructed as a pioneer line as described by the Commissioners in a paper dated the 10th October, 1892, and referred to in their annual report for the year ending June, 1891 (copies attached), be made, and all necessary accommodation provided, at a cost of £85,000.

The estimated annual cost would, under these circumstances, be—

Interest on estimated cost of construction at 4 per cent.	£3,400
Estimated cost of working—	
Traffic expenses	£800
Permanent Way expenses	2,000
Locomotive do	750
	3,550
	£6,950

As regards the probable revenue, really nothing definite can be stated. In railway construction the proposal from a traffic point of view is unique, as the future entirely depends upon the permanency of the gold-field at Wyalong, which it is understood is the basis of the extension. There is country adapted for agricultural purposes around Wyalong and *en route* thereto, but there is no present necessity for providing it with railway communication while there are large areas suitable for the purpose contiguous to existing railway lines available.

The present population of Wyalong (about 5,000) cannot be accepted as any indication of the future. Everything there at the present may be said to be in an abnormal condition, as was the case at Peak Hill, where it is understood there were, when the field was first discovered, 12,000 people, the present population being 1,500. However, basing the estimate of traffic on the assumption that there will be a permanent settlement at Wyalong to the extent that now exists at Temora—about 1,800—the value of the annual revenue will not exceed £2,800.

In view of the great uncertainty of the future of Wyalong the Railway Commissioners recommend that the proposed extension of the Cootamundra-Temora Branch Line be deferred for six months, or until such time as there can be no reasonable doubt as to the future of the place.

I am to add that the Commissioners have ascertained that both passengers and goods are being carried at reasonable rates between Temora and Wyalong, and therefore no hardship would be consequent upon the postponement suggested.

I have, &c.,

H. McLACHLAN, Secretary.

The Under Secretary, Department of Works.

We have put the road in fair order for a time, but it must be remembered we have had a very dry season, and when the rain comes it will be in anything but fair order. I have been looking at the Railway Commissioners' previous report. They estimated the interest on capital at 4 per cent. I think, as the money market is coming down so much, that we may fairly put it down at $3\frac{1}{2}$ per cent. That would make £92,000, at $3\frac{1}{2}$ per cent., £3,220. The traffic expenses, permanent way expenses, and locomotive expenses would be £3,550, which would mean for interest and expenses £6,670. The revenue which the Railway Commissioners then estimated would be the annual revenue would not exceed £2,800, which would mean a loss, as far as the railway returns are concerned, of £3,970.

10. In their last report to the Committee the Commissioners based their calculation upon a population of 5,000. In the report of the proceedings in connection with a previous reference, they based their calculation upon a population of 1,800? Yes, it was 1,800.

11. In the statement you have just read it is stated that the estimated population twelve months ago was 5,000, and to-day it is 5,000? Yes.

12. There is a very wide distinction? I think they were estimating the floating population. I imagine that what they meant was this, that although there is a population of 5,000 now, they do not suppose the field will support such a population—that when it comes down to its permanent level it will support a population of about 1,800.

13. In the estimates you have furnished you have left out the probable cost of the lands which may be required for the railway? Yes.

14. Can you furnish the Committee with any particulars in regard to that matter? Not at present. I think it was you who asked me that question on a previous occasion, and it was pointed out that the line would go the whole of the way through Crown lands, but I believe owing to some deviations we are making there will be a small amount of resumption required, but not much.

15. You do not know the nature of the deviations? No; they are not quite finished.

WEDNESDAY, 22 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Joseph Barling, Esq., Under Secretary, Department of Public Works, sworn, and further examined:—

J. Barling,
Esq.
22 May, 1895.

16. *Chairman.*] You have a statement to make with regard to the Railway Commissioners? Yes. You will remember when I was here last week you asked me to communicate with the Railway Commissioners again, with a view to their giving a revised estimate. I wrote to the Railway Commissioners, and this is the letter I received in reply:—

Sir,

Government Railways of New South Wales, Secretary's Office, Sydney, 21 May, 1895.

I have to acknowledge your letter of yesterday's date with reference to a difference between the cost stated in the Commissioners' minute of the 11th May, 1894, and the Engineer-in-Chief's present estimate, in regard to the Temora-Wyalong Railway.

I am directed to say that the sum named by the Commissioners in their original minute was only given as the approximate cost, and it is now noted that the result of the detailed survey gives the estimate more correctly as £92,000 in place of £85,000.

In regard to the annual interest, the difference between 4 per cent. on £85,000 and $3\frac{1}{2}$ per cent. on £92,000 would only come to £180, which is a small sum and so apparent that it does not require a formal report from the Commissioners, it having already been brought under the notice of the Committee.

I have, &c.,

H. McLACHLAN,

Secretary.

The Under Secretary, Department of Public Works.

Seen.—J.H.Y., 21/5/95.

The Secretary to the Committee.—J.B., 22/5/95.

You

You will notice that I gave the revised statement myself. This is merely a confirmation of it by the Railway Commissioners. You also asked me to refer again to the road authorities the estimate for the road. This I have done, and Mr. Scarr has just put a statement into my hands. You will remember that I gave Mr. Mullen's estimate of the total cost of a gravelled road at £24,010 10s. Mr. Scarr has now carefully gone through the matter. I explained when I was here last that Mr. Scarr thought that Mr. Mullen did not allow sufficient depth of gravel. Mr. Scarr has increased Mr. Mullen's $1\frac{1}{2}$ yard to 2 yards, and that brings the total amount to £32,409. He has also carefully revised the cost of a first-class metal road. I stated that cost when I was here last to be £69,100; in fact I was quoting from figures which were made up when the previous Committee sat on the question. Mr. Scarr has now revised the whole estimate, and has brought the cost for a first-class metal road down to £45,943.

J. Barling,
Esq.
22 May, 1895.

17. The original Departmental estimate was £69,000. You say now it is £46,000. There must be some special reason for that? Yes; but Mr. Scarr will give you information on that point.

18. *Mr. Chanter.*] What is Mr. Scarr's estimate for a gravel road? £32,409; that is changing the $1\frac{1}{2}$ cubic yard per lineal yard of road to 2 yards.

19. *Mr. Hoskins.*] Is that the estimated cost of the road the whole distance from Temora to Wyalong? Yes; 39 miles.

20. But a portion of the road has been formed, drained, and metalled? Yes; repairs have been made between Temora and Barmedman, and the road has been formed, at any rate a small portion of the way between Barmedman and Wyalong.

21. Has the expense incurred in making that portion of the road to be added or deducted from the estimate? I have only had the estimate a few minutes. Mr. Scarr will give you all the necessary information.

22. *Chairman.*] Is there anything else you wish to state? Yes; there is one matter to which I wish to refer, and that is in regard to the value of the land resumptions. Mr. Thompson, our land valuer, has not yet returned. Therefore, I have had no opportunity of communicating with him. Furthermore, it is hardly of any use doing so, until all the deviations have been finally settled. These, of course, will be determined shortly, and then I will give the necessary instructions for the valuations to be made. I put in the following estimate for a gravelled road and a first-class metalled road:—

TEMORA TO WYALONG RAILWAY QUESTION—COST OF ROAD.

Gravelled road.

Length, Temora to Barmedman—22 miles.		£
Clearing (completed throughout).....		1,936
Formation, 1s. per lineal yard, £88 per mile		1,298
Draining, 8d. per lineal yard, £59 per mile		8,712
Gravelling, $1\frac{1}{2}$ cubic yard per lineal yard, road, 2,640 cubic yards per mile at 3s. (say), £396 per mile		1,320
Culverts or causeways, 5 per mile, at £12—£60 per mile		£13,266
Total for 22 miles at £603		
Add $\frac{1}{2}$ cubic yard gravel per lineal yard of road to be put on either during construction, making a total of 2 cubic yards per lineal yard, or as maintenance material almost immediately after completion— $\frac{1}{2}$ cubic yard at 3s.—£132 per mile		£2,904
Total at 2 cubic yards gravel per yard of road		£16,170
Length, Barmedman to Wyalong—17 miles.		£
Clearing 17 miles, at £44 per mile.....		748
Formation, 1s. per lineal yard £88 per mile		1,496
Draining, 8d. per lineal yard, £59 per mile.....		1,003
Gravelling, $1\frac{1}{2}$ cubic yards per lineal yard, road 2,640 cubic yards at 3s. 6d.—£462 per mile.....		7,854
Culverts or causeways, five per mile at £12—£60 per mile		1,020
Total for 17 miles		12,121
Add $\frac{1}{2}$ cubic yard gravel per lineal yard of road as before, at 3s. 6d.—£154 per mile		2,618
Total, at 2 cubic yards per yard of road		£14,739
Total for 39 miles		30,909
Supervision, say.....		1,500
		£32,409

NOTE.—22 miles at £735; 17 miles at £867—complete.

First-class metalled road.

Length, Temora to Barmedman—22 miles.		£
Clearing (completed throughout).....		1,936
Formation, 1s. per lineal yard—£88 per mile		1,298
Draining, 8d. per lineal yard—£59 per mile		23,232
Metalling, $1\frac{1}{2}$ cubic yard per lineal yard of road at 8s.—£1,056 per mile.....		660
Blinding, 4d. per lineal yard—£30 per mile		1,320
Culverts or causeways, five per mile at £12—£60 per mile.....		£28,446
Total, 22 miles at £1,293		
Length, Barmedman to Wyalong—17 miles.		£
Clearing, 17 miles at £44 per mile.....		748
Formation, 1s. per lineal yard—£88 per mile.....		1,496
Draining, 8d. per lineal yard—£59 per mile		1,003
Metalling, $1\frac{1}{2}$ cubic yard per lineal yard of road—2,640 cubic yards per mile at 5s.—£660 per mile		11,220
Blinding, 4d. per lineal yard—£30 per mile		510
Culverts or causeways, five per mile at £12—£60 per mile.....		1,020
		15,997
		44,443
Supervision (say)		1,500
Total		£45,943

Henry

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- H. Deane, Esq.
22 May, 1895.
23. *Chairman.*] Have you been over the route of the proposed line of railway? Yes.
24. Do you know it fairly well in detail? Yes.
25. Have you definitely decided on the position of the line? Yes; I made some deviations from the original line. In going over the line last March I decided that it would be necessary to make four deviations, all, except the last one, comparatively unimportant, and mere matters of detail. The first deviation is at 299 miles; it is on a railway reserve.
26. How many miles is that from Temora? Eight miles. All I do there is just to curve the line a little way from the road. The object is to avoid cutting into the road, which, I think, might be dangerous to ordinary traffic. It is only a small detail. The next is also a detail for the purpose of getting a better station in Barmedman. I have deviated the line somewhat there, so as to have the station ground on the Temora side of Barmedman instead of down in the hollow beyond. I was not satisfied with the site formerly proposed for the station ground. It was too much in the hollow, and the approaches would have been costly. There would be some filling and metalling; and now by altering the line somewhat at the southern end the station will be on dry ground. At 309 miles the line deviates to the right, so as to get on to the hill—on to the high ground at Barmedman. Just before getting to the township it crosses the road, and passes through the allotments on the left-hand side of the town, which are Crown property. I thought the best site for a station was, naturally, up there on the high ground. Therefore, I have had the line deviated so as to provide a sufficient straight there, with small earth-works. The third deviation is at Kangaroo Hill.
27. How far is that from Barmedman? It is only a short distance out of Barmedman.
28. *Mr. Humphery.*] Is the first proposed station near an inn? The first proposed station was at Barmedman, but there has been a village formed at or near Reefton where, if the line is constructed, it will be necessary to have a stopping place.
29. *Chairman.*] Where is Reefton? About 12 miles from Temora. The third deviation is one as to the desirability of which there may be some little doubt. It is a question whether we should cut into the hill, keeping on the road, or go on to private property, and get a surface line. I have made an estimate of the cost of going along the road and making a deepish cutting, and fencing the other portion of the road off, which, of course, would be necessary in order to make it safe; and I have compared it with the cost of going upon private property, and resuming the land, and doing the extra fencing there; or of making cattle-stops if we adopt them; and I find the cheapest way, and I think the best way, will be to make the detour there; but that is a matter which can be gone into later on.
30. You will make a severance there of about how many acres? Under 15 acres, I think. I think the best plan would be to resume the land; it would be just as cheap.
31. It is unimproved land? I think there is cultivation on some of it, and it is all suitable for cultivation.
32. How wide is the road? Three chains.
33. And otherwise the line is as it was previously submitted? So far, up to that point; but further on I propose a more important deviation.
34. That is the fourth deviation, then? I am going to describe the fourth deviation now. It will be seen on the parish map that at about 318½ miles from Sydney the line diverges from the road, proceeds in a straight line to Temora, and turns to the left on the southern side of the Government township. I propose now—and I have had the line marked out, and I have not the slightest doubt but that it is the proper thing to do—to deviate the line so as to go along the road or close by it, and, instead of turning off to the left, and making the station ground on the southern side of Wyalong, to keep on the road and make a station at the police paddock. It is not shown on the parish map, but it is shown on the tracing which I will put in.
35. Is that north-west or north-east of Wyalong? North-east. It will go on the eastern side of the township instead of turning to the southward. It will have this advantage—besides the advantage of being near the public road, that any extension of the line in the case of the alteration will not have to pass through a series of claims which are now being worked to the west of the Government town.
36. *Mr. Humphery.*] You might distinguish between the two towns—one is called Wyalong and the other is called Wyalong West? Yes; I am speaking now about Wyalong, the Government township.
37. It is about 1 mile nearer Barmedman? Yes.
38. *Chairman.*] All your references so far have been to the Government township of Wyalong? Yes; but if the line marked in red were continued towards Lake Cargellico it would have to cross the line of reef. It would have to cross a lot of claims which would be difficult to deal with. By going the way the line is being marked out now on the eastern side of the Government township of Wyalong, we can keep to the road, and of course keep full possession of the ground, and from that point we can either rejoin the dotted line shown on the wall map, or else a line which has been suggested can be taken to Wollongough and Bygalorie on the way to Cargellico, so that by adopting the line I now mention we shall be in a better position to get away from Wyalong in either direction.
39. *Mr. Humphery.*] Therefore you propose to follow the main road from Barmedman to Wyalong? Yes; I propose, along part of the way, just to keep outside the main road.
40. Will the railway be absolutely on the road in any place? Yes, most of the way, and elsewhere I propose to go alongside of it.
41. Is it all Crown lands? Yes.
42. You follow the main road from Temora to Barmedman with the exception of the deviation at the crossing of the creek? Yes.
43. With the exception of that deviation on the Temora side of Barmedman, it is on the main road? Yes.
44. *Mr. Roberts.*] Has the survey you speak of been made since the question of the construction of the line was before the previous Committee? Yes; it has been made since I was over the line myself.
45. You have been over it? Yes; it is in consequence of that I had the alterations made.
46. What will be the total length of the line now, according to the re-survey? I am taking it as 40 miles.
47. What is the estimated cost per mile? I reckon the cost per mile at £2,300. That is a reduction.
48. Is that a reduction on the previous estimate when the question was before the last Committee? Yes; the previous estimate was £2,707 8s. 8d. per mile.

MINUTES OF EVIDENCE—RAILWAY FROM TEMORA TO WYALONG.

49. What has led you to make the reduced estimate;—in what way will the expenditure be kept down? The estimate is lowered, I may say, principally in three items. The earth-works are less by £43 a mile. You will remember that when the line was first submitted the survey was not complete, so that it really was desirable to be on the safe side; but now I consider the earth-works can be done, including the station earth-works, at £260 per mile. The permanent-way materials are reduced from £896 per mile to £645 per mile. The reduction there is due almost entirely to a reduction in the cost of the materials. In submitting the estimate last year I put a foot-note to this effect—that if the quotation for rails lately received can be made use of, the estimate can be reduced by £150 per mile. The estimate has been reduced by more than that—by about £250 per mile. I have assumed, in this new estimate, that the freight for railway materials will not cost more than 1d. per ton per mile, which is the usual rate we have arranged with the Railway Commissioners. I have no doubt that the Railway Commissioners would agree to carry the material at the same rate. Of course, if they showed that more ought to be paid, the estimate would have to be increased in proportion, but I do not think there need be any increase on that item. I know that the Railway Commissioners have approved—Mr. Eddy approved before he went away—of carrying railway materials generally at 1d. per ton per mile.

H. Deane,
Esq.
22 May, 1895.

50. The total amount for the construction of the line I understand, is, £92,000? Yes. The other item in which a saving can be effected is in the ballast. I have put in more sleepers and less ballast.

51. Will that account for the difference between the last estimate and the present? Yes; that will account for the difference fully.

52. So that since the question was before the last Committee we may say that there has been a clear saving of £400 per mile? Yes; I have a detailed estimate with me which I will hand in:—

REVISED ESTIMATE, TEMORA TO WYALONG.

Length, 40 miles. Exclusive of land compensation and survey expenses.

22 May, 1895.

Earth-works				£260	
Box drains and timber bridges				154	
Crossings and cattle stops				26	
Permanent-way—					
Materials—	tons.		£	s.	d.
Rails, 60-lb.	94.3	at £4 10s.	424	7	0
Fish-plates.....	3.25	at £6 12s.	21	9	0
Fish-bolts.....	.70	at £16 13s.	11	13	0
Spikes (10,000).....	4.00	at £13 10s.	54	0	0
Freight	102.25	at £1 6s.	132	18	6
			£644	7	6
Labour—					584
Laying.....		at 1s. 6d.	£132		
Sleepers (2,500).....		at 3s.	375		
Ballast (1/4).....		at 3s. 6d.	77		
Sidings (1½ mile).....			2,640		66
Metalling, &c., station yards			1,750		44
Station buildings, &c.....			5,000		125
Turn-table.....			700	} 2,000	50
Signals			750		
Weighbridges			550		
Water supply			3,000		75
Fencing			500		13
Engineering and supervision.....			5,160		129
Contingencies			5,160		129
					£2,300
Total.....		£92,000			
					Average per mile.....

H. DEANE,
Engineer-in-Chief.

53. Is there plenty of timber which would be suitable for sleepers on the line? Yes; there is a good deal of ironbark in the neighbourhood—the same as was used for the Temora extension, and the Commissioners have now contracts for the delivery of this same timber at Temora. I think at present there is plenty of it.

54. Are there any creeks of any size to be met with on the line? The most important creek is the Barmedan Creek.

55. Would an ordinary culvert do to get over that? Yes.

56. No expensive bridges would be required? No; only the cheaper waterways—timber openings.

57. I notice that the line from Cootamundra to Temora was a much more costly one than this would be;—is the character of the country different? Yes; it is not so even from Cootamundra to Temora.

58. In other words, that was not a pioneer line? No, it was not intended to be. It is a line of better construction, and is kept higher than this will be.

59. This will be on more level country? Yes; on the whole it is more level country.

60. What will be the grade of the line? One in 100.

61. Will it be necessary to use ballast on certain portions? I propose to use ballast. I have taken one quarter of the line as requiring ballast.

62. What description of rail do you propose to use? 60-lb. steel-rails.

63. That is the same as you propose to use on the line between Parkes and Condobolin? Yes; and it is the same as is used between Cootamundra and Temora.

64. Would the same engines be able to run from Temora to Wyalong as run from Cootamundra to Temora? Yes.

65. What speed do you expect will be run? I would limit it to 20 miles an hour. The trains frequently run faster on the Temora line, but I think the speed ought to be limited to 20 miles an hour on a line of this character.

66. Do you contemplate fencing the line? No; I have only allowed £500 for what fencing may be required.

67-8. Having been over the proposed line, you think it is one which can be easily constructed;—there are no difficulties in the way? No; I could construct it for £2,300 a mile.

H. Deane,
Esq.
22 May, 1895.

69. Can you tell the Committee why this line should cost £2,300 a mile, whilst the Parkes to Condobolin line is only to cost £2,100 a mile;—is it owing to the country being more elevated; again the Jerilderie to Berrigan line is only to cost £2,000 a mile? From Jerilderie to Berrigan it is quite an exceptional piece of country. That, I am afraid, will not serve as a guide to other lines.
70. Perhaps we can compare the estimate for the Parkes to Condobolin line with this? I think one reason for the difference in cost is the difference in the length of the line. Some of the items of cost are for terminal expenses, which should be divided in the case of Parkes-Condobolin over 60 miles of line, and in this case over 40 miles of line. The bulk of the difference is in the stations, also in the supervision.
71. Do you see at present any way to reduce your estimate to £2,100 per mile? I do not think it would be desirable to reduce it. In this case I have made the earthworks lower than on the Parkes to Condobolin line, although I have put a little more down to box-drains and timber bridges. On the Parkes to Condobolin line the earthworks and culverts come to £420. In this case I have only reckoned £414. The fencing is also a little cheaper on this line, and so are the crossings and cattle stops, naturally, because we go along the road.
72. The permanent-way materials cost £15 per mile more? The reason of that is that they have to be brought a little longer distance. The ballasting and sleepers come to a little more on this line. I have taken the ballast at 3s. 6d., as against 3s. on the Condobolin line. It will be more costly. The sleepers on this line I have taken at 3s., as against 2s. 6d. on the Parkes to Condobolin line. My impression in connection with the Parkes to Condobolin line is that the trees in the neighbourhood are better and larger than they are here; therefore easier to get. With regard to the other items of expenditure, it means, in the case of the Condobolin line, dividing them over a long length of line, so that naturally they would, in the case of a line only two-thirds of the length, amount to 50 per cent. more—in the proportion of 3 to 2.
73. But still, do you not think £200 a mile extra seems rather an extravagant estimate? No; I do not think so.
74. How long would it take to construct the line? I think fifteen months would be sufficient.
75. *Mr. Gormly.*] Where do you propose to have your water supply from the line? I should have the end water supply at Wyalong, and there would be an intermediate supply either at the Barmedman creek—on this side of Barmedman—or at Reefton. There is a proposition to provide a Government tank there, I believe, and if one is made we should arrange to get water from there. That is a detail which, of course, must be settled later on.
76. Have you gone into the details of the water supply to enable you to estimate what is the cost? I have put down for water supply £3,000.
77. Does the survey show the number of moderately large-sized culverts which will be required on the line? Yes; they will be mostly very small.
78. There will be only one creek—Barmedman—to cross? That is really the only marked creek.
79. The others, I suppose, will be only little gullies? Scarcely that. Between Barmedman and Wyalong we pass a gilgai swamp. I have not the slightest doubt that we should require a good many timber openings there to get rid of the water. I believe a good deal of water passes the route of the line there in the wet season.
80. Does the survey show that there will be any considerable cuttings on the line? The worst cutting will be at Barmedman.
81. What depth will it be? Not more than 7 or 8 feet.
82. Then the line practically will be mostly surface line? Yes.
83. I suppose the ballast you require would be easy to obtain? I have put down more for ballast than on the Condobolin line, because there are ridges there from which we can get it. You do not see it going along this line at all. There are only indications of a sort of ironstone gravel and quartz gravel.
84. *Mr. Chanter.*] I understood you to say there would be no difficulty in getting iron-bark sleepers? I think not.
85. In close proximity to the line? Yes.
86. Does not that indicate the barren character of country which the line would pass through? No; it indicates the neighbourhood of ridges.
87. Is there any extent of this ironbark country? It is in narrow streaks.
88. You have travelled over the route from Temora to Wyalong? Yes.
89. You did not make any deviation? No.
90. Do you know what is the nature of the country within 20 miles of each side of the line? I know from the maps that there is a great deal of settlement beyond Wyalong.
91. North of Wyalong? Yes.
92. What is the nature of the settlement between Temora and Wyalong? The amount of land taken up is shown on the plan.
93. Does the portion tinted blue show conditionally purchased land? Yes.
94. What was your impression in passing through there—that the land is occupied by small settlers, or is in large stations? I do not know that I could give you any trustworthy information on that point.
95. But you did not see much settlement yourself? No.
96. Then it is fair to presume it is not there? It might, of course, be back from the road.
97. I notice from the evidence given before the previous Committee that the railway authorities have no means of arriving at what revenue can be obtained from the line. It is perfectly clear from that that there can be no great settlement between Temora and Wyalong; otherwise they would have been able to form that as a base of revenue? Yes.
98. What class of sleepers do you propose to use on the line? Round-topped ones.
99. Will they be much cheaper than the rectangular sleepers? Yes, I think they would be cheaper. I think they ought to be from 9d. to 1s. cheaper.
100. That would be a consideration? Yes.
101. *Mr. Hoskins.*] Do you think they would last as long? They would last just as long. The timber is the same, only the sap-wood is not cleared off.
102. *Mr. Chanter.*] You only propose to ballast the line in places? That is all. I have allowed for one quarter. I should ballast it where it is soft, in passing over the black soil and gilgai country, and I should ballast it in the station-yards.
103. And where the land is not ballasted the sleepers will be increased in number per mile? Yes; I have allowed 2,500 sleepers per mile.

H. Deane
Esq.
22 May, 1895.

104. What is the character of the ballast you would obtain,—gravel or metal? There would probably be a variety. I have not myself hunted about to see, but I presume it would be somewhat similar to what we had on the Temora line. A good deal of it was a slatey-looking stone, intensely hard. It would show a black streak if you tried to scratch it with your knife, showing that it was silicious, and there was some quartz gravel which would be very good for the purpose.
105. You have said that this will be almost a surface line? Yes.
106. What is the greatest depth of cutting? About 7 or 8 feet in Barmedman.
107. Would there be any number of cuttings passing through ridges along the whole of the route? No; it would be very nearly a surface line. There was a cutting about 8 miles from Temora, which I mentioned, where I propose to make a deviation round, so as to avoid having the cutting on the road, and the same a Kangaroo Hill, 3 miles beyond Barmedman. I propose to deviate round that. However, if it turns out that it is better to stick to the road, we shall have a cutting there of 8 feet at least.
108. I suppose you do not deal with the policy of the continuation of the line to any other part? No.
109. Therefore, you are not in a position to give any answer to any question as to the policy of its continuation to Cargellico? No.
110. I notice you have put down the sum of £5,000 or £125 per mile for the cost of station buildings? Yes.
111. How many station buildings will there be between Temora and Wyalong? There would only be a station building at Barmedman, and a small waiting-shed at Reefton.
112. And a terminal station at Wyalong? Yes. At the terminal station of course there would be a number of requirements.
113. Do you not think that that amount could be considerably reduced? I could not say, because it depends entirely on what the Railway Commissioners may require. I base the estimate on the Railway Commissioners' information, and I should not like to say it could be done for less.
114. What class of buildings is it proposed to construct? They would only be wooden. In connection with the Parkes to Condobolin line, I gave the details of all the stations, I think.
115. But this estimate is in excess per mile? Yes; per mile, but not in the total cost. In the total cost it is a good deal less.
116. But there were more stations on the Condobolin line than are proposed in this? Yes; but it is the terminal station which makes all the difference.
117. You propose to utilise the existing station at Temora? Yes.
118. There would be no increase there? No.
119. Then, as a matter of fact, until you know absolutely the class of buildings which the Commissioners require, you are not in a position to say whether the amount can be reduced or not? It is a fair amount if the usual terminal arrangements are carried out. From the estimate I submitted last year, it will be seen that the sum of £4,440 was put down for the same item. I have simply made that sum up to £5,000.
120. That is an increase? Yes; in view of probable increases in sidings, stations, or platforms. The Railway Commissioners said then that they only required a station at Barmedman and at Wyalong. I was discussing the matter with Mr. Harper only a few days ago, when it was decided that in the event of the line being constructed it will be necessary to have a stopping-place at Reefton and possibly one other.
121. Would not ordinary platforms do at these intermediate stations? Yes; but still they would cost something. The difference between the previous estimate and the present one is £520; that does not allow for very much being done.
122. If no consideration is to be given to any future extension from Wyalong to Cargellico would not a much less costly style of building be suitable from Temora to Wyalong? You soon run into £5,000. If you remember, the Committee were rather surprised at the amount put down for accommodation at Bogan Gate on the Condobolin line. I think about £1,900 is to be spent there.
123. That was the most costly station building on the line? Yes; but it was not so much as was proposed to be spent at the terminus—about £5,000—so that you see this is very much less.
124. What will be the character of the earthworks on this line in comparison with the earthworks on the line from Jerilderie to Berrigan? The line is more undulating, and there will be more hollows to fill up and more little knobs to cut through.
125. That accounts for the increase in earthworks on this line? Yes; and there would be more earthworks at the Barmedman station. The first item of earthworks includes the station earthworks. There will be more at the Barmedman station than on either of the other lines that have been considered, because it is on the top of a hill, and we should undoubtedly have to run into cutting at one end.
126. You propose to lay sleepers similar to those which are to be laid on the line between Jerilderie and Berrigan? Yes.
127. The only difference being that in this case they are to be of ironbark as against red gum in the other case? Yes.
128. Your estimate, if I recollect aright, was 2s. 6d. for the sleepers on that line? No; I think not. It may have been originally, but I think I altered it to 3s. On the Parkes to Condobolin line, the estimate is 2s. 6d.
129. Why should the sleepers cost more on the line from Temora to Wyalong than on the line from Parkes to Condobolin, when they can be obtained locally? They will be obtained locally on the Parkes to Condobolin line. They are in the ridges there. I believe we can get them for 2s. 6d. on the Parkes to Condobolin line, although it may be rather a tight price, but on this line the trees seem to me to be smaller. They will be more difficult to get.
130. But would not a smaller tree be more suitable for this class of ground? They would require more splitting. The sleeper-cutter would have to go over more ground, and do more cutting.
131. At what distance could the sleepers be obtained from the line? The edge of the ironbark touches the line at one spot between Temora and Barmedman, and I came through some ironbark between Wollongough and Wyalong. They exist in many of the low ridges about there. I think they would all be obtained within 8 or 10 miles of the line.

THURSDAY, 23 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHERY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	JOHN MOORE CHANTER, Esq.
The Hon. JAMES HOSKINS.	CHARLES ALFRED LEE, Esq.
The Hon. JOHN DAVIES, C.M.G.	JAMES GORMLY, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane,
Esq.
23 May, 1895.

132. *Mr. Chanter.*] Do you wish to make any statement before I ask you any further questions? I want to point out to the Committee that on page 4 of the minutes of evidence on the Parkes to Condobolin line there is a list of distances which will be of use; but somehow or other two errors have crept in. The distance from Sydney to Cargellico *via* Wyalong is 400 miles instead of 330½ miles, and from Sydney to Euabalong it is 416 miles. Another matter which I wish to mention is, that the rails for the Wyalong line would have to be ordered. I mentioned, in connection with the inquiry as to the Parkes-Condobolin line, that we had rails for that line, but we have not enough rails for this. They will nearly all be absorbed by the Moree and Condobolin lines. There may be a few miles to spare, but not enough.
133. *Mr. Davies.*] Would the 60 lb. steel rails proposed for this line be a portion of the rails purchased by the Government last year at a very low price—£3 or £4 a ton? Rails for 150 miles of road were ordered. Sixty-five miles would be required for the Moree line and over 60 miles for the Parkes-Condobolin line.
134. What price do you estimate you will have to pay for the steel rails you will require? I do not suppose we shall have to pay anything more than we pay now.
135. Was not the price to which I have referred a remarkably low one? It was very low, but I believe prices have not materially increased.
136. Was it not the lowest price at which you had ever purchased rails? Yes.
137. Have you any assurance that you will be able to get a supply necessary for the construction of the line at as low a price? You could never have any assurance of that kind. It depends on the market, which is always fluctuating.
138. I think it is an important matter, affecting your estimate. If you have not the rails in stock you do not know what they will cost? No.
139. *Mr. Chanter.*] What average depth of formation do you propose on the line? The average depth of formation, taking all hollows into consideration, will be about 9 inches or 1 foot.
140. Under the sleepers? Yes.
141. And what depth of ballast will be used where required? Where ballast is put in I shall put 5 inches under the sleepers.
142. For what distance would the line follow the road? Pretty well all the way.
143. Will not that necessitate fencing along the whole distance? Not more than it would on the Berrigan or any other line.
144. Do you think the character of the country, so far as traffic is concerned, is similar to that of the Berrigan country? There is very much more traffic on this road than on the Berrigan road.
145. I understand it is a 3-chain road? Yes. I do not consider 3 chains is enough for a road and a railway; but it was settled that 3 chains was enough.
146. In giving evidence on the line from Jerilderie to Berrigan, you gave it as your opinion that not less than 4 chains was sufficient? Yes.
147. You do not propose to resume any land in this case? No, except where we deviate from the road, which is only in a few places.
148. When the line is constructed what space of roadway will be left for the ordinary vehicular traffic? About 2 chains. A good deal of the road has been formed and metalled—some miles of it; I could not say how much—between Temora and Barmedman.
149. Is that formation in the centre of the road, or on one side? It is in the centre of the road.
150. Would not that bring the traffic dangerously close to the railway? Very close—a great deal too close in my opinion.
151. That being the case, do you not think that it would be almost absolutely necessary for the safety of the general public that the line should be fenced? I think it would be better to keep the traffic further away, even if it were fenced.
152. You could not do that without shifting the railway? No.
153. The macadamised portion of the road being in the centre would bring the road traffic almost alongside the railway? Yes, it would.
154. That would be dangerous, would it not? I think it would be very objectionable.
155. It would be far cheaper to run a line of fencing than for the Works Department to construct the road further away from the line? I do not know that it would quite meet the case, either, because the road would be very close up to the fence under any circumstances. The road might be dangerous on that account.
156. Your estimate for fencing is £500? Yes; that does not include fencing for the whole distance even on one side.
157. What proportion of the whole distance? Taking the fencing at £50 per mile, that would mean 10 miles on one side or the other.
158. How many miles will the train run along the road where there is no fencing? The estimate for fencing is put down at a lump sum, more than as a complete and accurate calculation of what will be required. It is impossible at this stage to deal with actual requirements. A great deal of the £500 would be required where we have stations, because station yards of any size would have to be fenced in.
159. That does not take into consideration any portion of this road, but it only applies to station-buildings or crossings? No, it does not; except in places where, perhaps, the road-fence might have to be renewed. I think there would probably be some places like that. 160.

160. By how much would the cost be increased, if the line, where it runs along the road, were wholly fenced? I should think about £1,700.
161. You estimate the rails at £4 10s. per ton, and the previous estimate, I think, was about £6 a ton? Yes, it was.
162. It is a considerable reduction? Yes.
163. Have you any reason to doubt that the rails can now be obtained at £4 10s. a ton? I think we can get them at that price; but it does not follow that we can get them in six months' time or a year, if there was a sudden spurt in the iron or steel rail trade. In times when prices are rising you can never tell from month to month what you will get them for.
164. But taking the chances of a rise into consideration, you base your estimate on the opinion that they can be obtained at that price? Yes, at the present moment.
165. That would mean a considerable reduction in the cost of the line compared with the last estimate of £6? Yes.
166. The sum of £3,000 is put down for water supply; on what part of the line is that supply to be made? There will be a terminal supply at Wyalong, and there will have to be an intermediate supply somewhere or other—by damming up the Barmedman Creek; or else it will be obtained at Reefton, where the Government propose to make a water supply, and will supply the Department.
167. What description of supply is proposed for Wyalong—a surface tank? There are Government tanks at Wyalong. There is a tank on the north-east side of the town called Carter's tank. That is an alienated block. Arrangements have been made to resume that. The Government have another tank alongside, of a capacity of 10,000 cubic yards. There is also a tank now in process of construction near the south-west corner. I have had it shown on the map.
168. *Chairman.*] How far to the west? It is close to the new settlement—on the south-west corner of West Wyalong.
169. *Mr. Chanter.*] What distance would that be from the station at Wyalong? It would be a couple of miles or more. The most suitable tank for water supply would be the new tank next to Carter's.
170. What is the total cubic capacity of the tanks? I think Carter's is about 3,000 cubic yards, but the new one is 10,000 cubic yards.
171. What about the one to the west? That is of nearly the same capacity, I believe.
172. The three would be what are termed surface tanks—not fed by any rivers or creeks, but by the ordinary catchments? Yes.
173. So that the supply would depend entirely on the local rainfall? Yes; in the first instance.
174. Is there any water there at present? I do not think so.
175. *Mr. Humphery.*] Not in Carter's tank? I think there is very little left there. There is none in the new tank.
176. *Mr. Chanter.*] Is there any in the tank to the west of the station? No; that is under construction. I might say that the information I am giving you now I obtained from Mr. McKinney, and the Committee will be able to obtain more details from him.
177. Then it is proposed to take over these tanks for railway purposes? No, not for railway purposes. The Government are making these tanks. They have these tanks.
178. And how do the Railway Department propose to pay the Government—would it be an annual charge; I notice that the water supply is put down at a lump sum? Yes; I put down a lump sum on the supposition that we should have to put a pump and a small tank at Wyalong, and a line of pipes along which to conduct the water. This tank or dam is not sufficiently high above the railway to get a gravitation scheme.
179. These tanks, I understand, are being, or have been, constructed by the Works Department? No.
180. By the Railway Department? No; by the Mines Department.
181. Would not they be required to be compensated for the tanks if they were taken wholly for railway purposes? I would not take them wholly. If we could get the water from them, and pay so much per 1,000 gallons, that would be the best arrangement.
182. So that there would be an annual charge? Yes; there would be an annual charge in any case. There would be the cost of pumping, and interest on money expended.
183. Are you in a position to give an approximate estimate of the annual cost? I do not think so; but I should think that the Railway Commissioners' estimate of expenditure would include it. They make an estimate, including locomotive charges, and under locomotive charges and expenses, the cost of water, no doubt, would be included.
184. I suppose the cost would be somewhat similar to that charged by municipalities when they supply the Railway Department with water? It might be made on a similar basis.
185. Taking everything into consideration, can you see your way clear, contingent with proper safety in working the line, to reduce the cost of construction below £2,300 per mile? No; I would not recommend any further reduction.
186. Could anything be saved anywhere to meet this extra charge of £1,700, which would be required to fence that portion of the road where the line would run in dangerous proximity to the traffic on the road? I do not think it could.
187. If that portion of the line were fenced the cost would be increased by £1,700? Yes. The only thing that I can see is that if we get the prices to hold, the amount put down for contingencies, £5,160, might cover it.
188. *Mr. Hayes.*] You estimate £3,000 as the cost of the water supply for the line? Yes.
189. That is for watering stations? Yes.
190. Is not that rather a large amount? No; it is a very small one.
191. You propose to take the water from tanks? Yes; but you would have to lay the pipes, and you would have to build an engine-tank at the stations.
192. You would not use the Government tanks? No; that is too far away.
193. Is there no site in the vicinity of the proposed terminus at Wyalong suitable for the erection of a tank? No; there is no site. I believe the Water Conservation Branch have thoroughly examined the country for the purpose.
194. The cost of excavating a 10,000-yard tank would not be more than £500? You mean, I suppose, that if we were to excavate a tank closer to the line, we could save money by it.

- H. Deane,
Esq.
23 May, 1895.
195. Yes? That is, of course, providing you can get the ground and the catchment. There is no possibility of it.
196. There would be at Barmedman? At Barmedman I should make it at the creek. I should simply dam up the creek. That could be done very well.
197. When you gave evidence here, a year ago, as to the cost of rails, you estimated them at £896 per mile;—that would be permanent-way and fastenings? Yes.
198. There is a foot-note to your evidence to the effect that if the quotation for rails lately received were made use of, the estimate could be reduced by £150 per mile? Yes.
199. You now estimate the cost to be £251 per mile less? Yes; the reason is this: the rails are cheaper and I have put down the freight lower than I did then. I have put down the freight at 1d. per ton per mile, for which the Railway Commissioners have invariably carried the material.
200. You formerly estimated the cost of carrying the rails at 2d. per ton per mile? Yes.
201. That makes a difference of £100 per mile? Yes, something over £100 per mile.
202. The reduced estimate which you have made on the item of sleepers and ballast is caused by using more sleepers and less ballast? Yes.
203. And you save £156 per mile by that? Yes.
204. The road upon which you propose to take the line is 3 chains wide? Yes.
205. You do not think that is sufficient for a road and a railway? Well, I do not like it.
206. Take the case of an ordinary road metalled by the Department;—I suppose you are aware that it is only 18 feet wide? If it is metalled it is right enough; but it is where it is not metalled that the difficulty comes in, and it also comes in when stock are travelling—they would have a tendency to run over the line and do damage.
207. But there would be no risk whatever in taking the railway along a road 3 chains wide, as far as interfering with ordinary traffic is concerned? Except with stock.
208. The ordinary traffic would not interfere with it at all? It would not be interfered with; but in the matter of the ordinary traffic the point is this: that where the road is not formed and metalled, and the ground is not very hard, the traffic goes all over the place. One portion gets cut, up and then they have to try another portion, and so on, so that where there is a large amount of traffic, and the ground is not hard or the road metalled, a wide strip is required.
209. But if the railway is constructed will it not practically take away the whole of the heavy traffic from the road? It would, I should think.
210. Then, practically, there would be only light traffic over it? Yes.
211. And as the road would then be 1½ chain wide—100 feet—would not that be ample? Yes; so it has been decided, I think.
212. *Mr. Lee.*] Can you give the Committee any idea of the area of freehold land, if any, which will have to be resumed on the route? There is no freehold land.
213. The amended survey passes entirely through Crown lands? With the exception of a little deviation at Kangaroo Hill, just beyond Barmedman.
214. Is that freehold land? It looks like a 40-acre selection on the map.
215. And a survey will pass through one corner? Yes.
216. Necessitating a resumption of about how much? Of a few acres.
217. With that exception, all the rest is Crown lands? Yes.
218. The Book of Reference prepared in 1894 would apply to that amended survey with that one exception? Yes.
219. But some of the town allotments of Barmedman and Wyalong, although Crown lands, might be in occupation? I do not think any town allotments are in occupation.
220. If they are, there will be very few of them? Yes.
221. Since you gave evidence before the Committee in 1894 you have had the opportunity of visiting the United States of America, and of seeing the cheap branch railways which have been constructed there? Yes.
222. Since your return to the Colony have you applied that principle as far as you could to the proposed line before us? Yes.
223. Have you gone into this particular matter with a view of cheapening the cost, knowing that it is, to a certain extent, a pioneer line? Yes.
224. And the estimate before us is as low, in your opinion, as is justifiable? Yes.
225. With reference to the position of things in 1894 and now;—in 1894, when you gave your evidence, there was no proposal before us for the extension of the line from Parkes to Condobolin? No.
226. Since then the Committee has dealt with that proposal, and has recommended the extension of the line from Parkes to Condobolin? Yes.
227. In view of the fact of that line having been approved of, and supposing that the extension from Temora to Wyalong were approved of, to what part of the western country would you expect to further extend the line? I do not know whether I ought to express any opinion on that point.
228. If the question touches on the policy which ought to be determined by the Railway Commissioners, I will not press it further, but I ask you in a broad sense, under the impression that you naturally are an important factor in the opening up of the country, and in pointing out in which direction railway extension would be possible? In view of the fact that the Committee have recommended the construction of a line from Parkes to Condobolin, thus tapping the Lachlan district, I should consider that if the line were extended from Temora to Wyalong it should stop there—that no attempt should be made to extend it further on.
229. Am I correct in inferring, from your answer, that if any further extension were made into the western country, it should be by the extension of the line beyond Condobolin? Yes.
230. And that in the case of an extension to Wyalong, that place should be the terminus? That is the general impression I formed. Of course, it is not part of my duty to report on matters of that kind.
231. One thing about which we shall want to know if an extension in the future is necessary, is as to the point to which it should be taken;—it is apparently impossible, in view of the character of the country, to make an extension from Condobolin, and also from Wyalong? It would be very unnecessary.
232. Then, in your opinion, the Committee, in dealing with the line, are dealing with it simply as an extension to Wyalong? That is what I think.

H. Deane,
Esq.

23 May, 1895.

233. And not as a section of an intersecting or national line? No.
234. Purely a local line? Yes.
235. *Mr. Molesworth.*] Will you tell the Committee whether the features of the country along the proposed line are nearly similar to those on the Parkes to Condobolin line? It is a different looking country from that.
236. I mean so far as the surface ground is concerned? I do not think you can compare the two very well. Here you are bound to a particular direction. You follow the road, and the line is really more undulating than the Parkes to Condobolin line. At the same time, the levels of the ground and the gradients of the road are such that we can get a surface-line nearly all the way without departing from the road.
237. Is that the reason of it being more costly than the Parkes to Condobolin estimate? I do not think it is more costly.
238. The Parkes to Condobolin estimate was only £2,100 per mile? Yes; but I have explained that that was not due to earthworks.
239. What is it principally due to? The earthworks are £40 per mile less. The increase in cost is chiefly due to work connected with stations. In this case you have all these charges to divide by 40, whereas on the Condobolin line you have to divide them by 60. The shorter mileage gives a large average in the cost of station buildings. There are station buildings, sidings, metalling the station yards, turntable, weighbridges, and water supply.
240. *Chairman.*] What do they amount to altogether? To £392 per mile, and on the Condobolin line they only amount to £228.
241. How many creek crossings have you? The chief is the Barmedman Creek. There is a creek just outside Temora—the Trigalong Creek. Then there is a small creek, which I think is a branch of the Barmedman Creek—the Mandama Creek. I find that it will be necessary to provide a good deal of opening on the gilgai patch, before you get to Wyalong. I know that a good deal of water sometimes runs across the gilgai country although it may appear to be still. During the construction of the Narrabri line a washaway occurred where the road went over some gilgai country, showing that there was really a very large body of water crossing there; and I expect in this place water will have to be contended with. Therefore, I have put down a considerable length of openings as waterways.
242. What will be the height of your bridge over the Barmedman Creek? I should think about 10 or 12 feet.
243. Is it a running creek? It was not running when I was there.
244. You have recently visited the locality? Yes.
245. Can you give us any idea as to the extent of settlement along the proposed line? No; I do not think I could give you much information about that. I attended chiefly to the engineering question.
246. *Mr. Lee.*] Between the points 309 miles and 313½ miles, there appears to be a great bow in the line—that is up to the boundary of the township of Barmedman? I think I explained that yesterday.
247. The road then goes pretty well straight from the 309 miles point to Barmedman? If we followed the road we should have to go down, then up, and down again, and then up into Barmedman. By keeping to the right you get good ground and an even grade into Barmedman.
248. *Mr. Davies.*] Is the country between Cootamundra and Temora similar to the country which lies beyond Temora and Wyalong? No; the country between Temora and Wyalong is, on the whole, flatter than the other.
249. Much more level than between Temora and Cootamundra? A good deal more level I should think, because we have been obliged to go in for heavier earthworks on the Cootamundra to Temora line.
250. What was your estimate for earthworks on the Cootamundra to Temora line, per mile? If I remember rightly, the earthworks were about £600 per mile.
251. And your estimate for earthworks on this line is £260? Yes.
252. And your previous estimate when before the Committee was £303? Yes; I have reduced it.
253. What was your gross estimate for the construction of the line from Cootamundra to Temora? It was about £3,650 per mile.
254. Did not the Committee fix the sum at £3,300? Yes.
255. And the line cost £3,900 per mile? I know that it cost more than my estimate, because there was a good deal extra done in the shape of junction arrangements.
256. But the Committee, in that instance, in recommending the line, fixed the cost of construction, after having taken your evidence and that of others, at £3,300 per mile? Yes.
257. And we find the total cost was £3,900 per mile? Yes.
258. A long way in excess of your own estimate? It is less than 10 per cent. in excess of my estimate, but it included a lot of extras which were found necessary afterwards, which the Railway Commissioners asked for, such as the junction arrangements, &c.
259. If the Temora railway cost £3,900 per mile, are you still of opinion that you will be able to construct this line for £2,300 per mile? Yes.
260. There is no possibility of going beyond that sum? I am sure it can be done for that. I did not cut my estimate down on that line. I did not submit anything less than £3,650. I never said I could do it for £3,300.
261. But you do say you can construct this line for £2,300? Yes.
262. But when this line was previously before the Committee for inquiry, you submitted an estimate very much larger than that which you submit now—£2,707 3s. 8d. per mile? Yes.
263. Then you have reduced the cost of the proposed line to £2,300 per mile? Yes.
264. What was the cost of your rails per mile in your original estimate? About £6 a ton, or a little over.
265. Then you base your reduction in the estimate of the proposed line on a reduction in the price of rails to £4 10s. a ton, being a reduction of some 30s. a ton? Yes.
266. Your calculation, I understand, is based upon the fact that rails were purchased at low rates some short time ago? Yes.
267. But you are not certain you will be able to get 60-lb. steel rails at £4 10s. a ton? It is a proper price at the present moment. If prices were to go up, of course it would not be done.
268. But is there any certainty that there will not be a rise in prices? There never can be any certainty about that.

- H. Deane,
Esq.
23 May, 1895.
269. Have you ever known rails to be so cheap as those purchased by the Government a short time ago? I do not believe they have.
270. That price covered the landing and all charges? Yes.
271. Then, to the £4 10s. per ton, you have to add the cost of carriage to the proposed line? Yes.
272. That is a matter of freight? Yes.
273. You make it £132 a mile? Yes; £132 18s. 6d.
274. Is that a less sum than that which you calculated on a previous occasion would be the cost of carriage? I have generally taken the freight at 1d. per ton per mile. In the case of the Berrigan line it was a little under that. There was a special arrangement with the Railway Commissioners.
275. It is only within the last year or eighteen months that you have taken it at 1d. a ton? We have had a good deal of permanent-way materials carried at that charge.
276. Was not the uniform charge of the Commissioners 2d. a ton? Yes, it was the rate in the rate-book; but still we have had it carried for 1d.
277. But that was the charge that was always made against the Construction Department? Not always, because the Railway Commissioners have not always charged 2d.
278. Did I understand you to state that your former estimate was based on the cost of carriage at 2d. a ton? Without looking up the details I think it was.
279. You also calculated that you would get the rails and all the necessary fish-plates, bolts, spikes, and so on, carried at the rate of 1d. per ton? Yes.
280. Then the calculation for your earth-works being £260 per mile, will that, in your judgment, be sufficient to cover all possible charges on the whole length of the line? Yes.
281. Can you say whether the country is a wet or a dry country? Generally speaking it is rather dry; but there are some wet places in it.
282. But you have made a provision of £154 per mile for box drains and timber bridges? Yes.
283. What number of box-drains have you provided for? I think it would be necessary to put in about four to each mile.
284. They are a very inexpensive kind of provision for drainage? Yes; they cost about £20 each.
285. What opening will there be in them? Three feet. Of course, there will be the bridge over the larger creeks, and there will be the openings in the gilgai country which I mentioned a little time ago.
286. You provide then for rails, fish-plates, bolts, spikes, and freight, making a total of £644 7s. 6d. per mile? Yes; I have taken that at £645.
287. I see you put down an estimate of 3s. per sleeper? Yes.
288. How does that price compare with your former price? The same.
289. So that there will be no reduction under the heading of labour? Oh, yes; there is less ballast.
290. What difference is there between the present estimate and the original estimate for ballast? I have taken one quarter of the distance for the ballast, and cut out the rest.
291. You only intend, then, to use ballast on certain portions of the line? Yes.
292. What saving will that effect as compared with your former estimate? That makes a saving of £156 per mile.
293. Does that include the metalling of station yards? No, that is extra.
294. The metalling of station-yards will be an additional sum of £125 a mile? No; I put down metalling and various expenses of station-yards at £1,750, and station-buildings, &c., £5,000, making £125 a mile.
295. What will be the character of the ballast you propose to use in the station-yards and along the line at different parts? I should get whatever I could. I might get ironstone-gravel or quartz-gravel. It would probably be one or other of those.
296. During your visit to the country, did you see any suitable ballast? No, not immediately on the line; it is only from a knowledge of the character of the country, and the ridges we go through.
297. What was the general character of the ballast you saw;—was it ironstone you saw? There was ironstone-gravel and quartz-gravel. On the Temora line we used a jointy kind of stone which looked rather like a hard shale, but which was really flinty in character.
298. Would that make good ballast? Very good.
299. What number of station-buildings would you have on the proposed line? The principal station-buildings, of course, would be at the terminus. Then there would be Barmedmau to provide for, and Reefton, or the village of Trungley. There would be a waiting-shed there.
300. Would the buildings be of brick or wood? Wood.
301. You estimate that the putting up of those buildings will cost £5,000;—would there be any occasion for so large a sum as that to be spent? I put it down under the heading of buildings, &c.; but there would be goods-sheds, platforms, cattle and sheep yards, coal-stages, wool-banks, and a number of things which are included in that item. They really are not all buildings. I have added “&c.” in order to include the whole group of station construction charges.
302. You have put down £3,000 for water supply, or at the rate of £75 per mile? Yes.
303. You have already answered some questions put to you by Mr. Chanter with reference to providing the water supply? Yes.
304. Did I understand you to say that the Water Conservation Department would provide the necessary water supply for the railway line? No, that would have to be decided; but it is possible we might get the water and pay for it at so much per 1,000 gallons, or we might have to put down pumps and pipes and erect a station tank.
305. Would the £3,000 which you have put down for water supply be sufficient for that purpose? It is not too much. I think it will do.
306. Would it not be necessary to have an engine and a man constantly pumping to keep the tank supplied with water for the supply of the locomotives? The man pumping, of course, would be a traffic charge.
307. It would not be in your Department? No; but I should have to provide the pump and the pipes and the overhead tank.
308. Would that be included in the £3,000? Yes; the probability is that we should want nearly £2,000 at Wyalong, and the balance somewhere else.
309. When visiting the district, did you not see that it was a very dry country, and that there was a great absence of water and no wells? It is not a bad country for tanks. There are some very good tanks.

310. The people have absolutely to depend on catching the rainfall for their supply? Yes.
311. There is no other provision? No.
312. Is there a good supply of water at Temora? A very bad supply there at present.
313. It is a very important matter, so far as the traffic is concerned, for the locomotives to get a supply of water? When the rain does come there will be a good supply after that. New tanks are being made.
314. You mean that it is a good country for holding water if you can catch it? Yes.
315. There is an item of £5,160, or £129 a mile, for engineering supervision;—is that the usual provision made by your Department? I have been looking that matter up, and I find that engineering supervision and office charges, taking the average of lines, have amounted to about 6 per cent. on the cost of the lines.
316. The gross total you have estimated for the construction of this line—£2,300 a mile—would be absolutely within that sum? It would not be outside the cost of construction.
317. There is no margin of 10 per cent.? I do not anticipate it will be at all necessary to go outside that sum.
318. You believe that the whole of the line could be constructed well within that sum? Yes.
319. That is, the water supply, permanent-way, and everything necessary for a fairly good road? Yes; if I had instructions to prepare for the construction of this line, I should, if I had my own way, have everything ready, and the stations all fixed before calling for tenders.
320. Have you determined on the site of the stations? Roughly.
321. Do you know anything about the reservation of the land by the Lands Department along the line of railway;—there is a reservation of a mile on each side? It has been done. It was done in the case of the old line which went from Temora through Barmedman to Hillston direct. I am not aware of anything more being done than that, and I do not think it is necessary.
322. When the first returns were made with regard to the extension of the line from Temora to Wyalong, was not some action taken by the Department of Lands to reserve a mile on the then surveyed line? That I do not remember.
323. How far is Wyalong from Condobolin? Fifty-one miles—that is, straight across.
324. How far is Cargellico from Condobolin? Condobolin to Euabalong is 35½ miles, and Euabalong to Cargellico is 15 miles; so that that would make 50½ miles.
325. How far is Wyalong from Cargellico? About 69 miles—that is, by the surveyed route. It is more than that by the road.
326. What is the distance from Wyalong to Forbes? Sixty miles; that is evidently on an absolutely straight line, because it is more than that distance from Wyalong *via* Condobolin.
327. What is the distance from Cargellico to Hillston? Fifty-one miles.
328. That is the surveyed line, is it not? Yes.
329. How far is it from Hillston to Condobolin, on the north side of the river? About 100 miles.
330. *Chairman.*] How far is it from Hillston, going due north, to where you would intercept the dotted line, on the Parkes to Condobolin wall map, which would appear to be an extension of the Parkes-Condobolin line going west, up to the Willandra Billabong? About 30 miles.
331. Therefore, the Parkes-Condobolin line, being projected westward, would pass within 30 miles of the line from Wyalong to Hillston, if one were constructed? Yes.
332. *Mr. Hoskins.*] Which will be the nearest to Hillston—the Condobolin or the Wyalong line? From Condobolin to Hillston it is about 100 miles; and from Wyalong to Hillston, *via* Cargellico, it is about 120 miles.
333. But if you turn off at Barmedman you would get there in 100 miles? You would save about 10 miles.
334. There is a difference, then, in the two roads of about 20 miles? I know the difference between the Cargellico Road and the Barmedman Road is only 10 miles. It is in consequence of the winding about that you have to adopt.
335. You say that to extend the line from Hillston to Condobolin you would require 20 miles less railway than to go to Hillston *via* Lake Cargellico? Yes.
336. What do you regard as the best route from Wyalong to Hillston;—is the Cargellico route the best? Yes.
337. Do you prefer it to the Barmedman route? Yes.

H. Deane,
Esq.
23 May, 1895.

TUESDAY, 28 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Railway from Temora to Wyalong.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

338. *Mr. Hoskins.*] You remember the Committee having had before it some months ago a proposal for the construction of a railway from Temora to Wyalong? Yes.
339. The Committee recommended that no further steps towards the construction of the line should be taken, at all events for six months, until the Commissioners had ascertained whether the traffic on the existing line to Temora had increased, and whether there was a probability of the Wyalong gold-field being a permanent one? Yes.
340. Has the traffic on the Cootamundra to Temora railway largely increased during the last six months? No.
341. How many trains a week did the Department run on that line prior to the last six months? At first we ran on every alternate day; now we run a daily train. 342.

H.
Melachlan,
Esq.
28 May, 1895.

H.
McLachlan,
Esq.
28 May, 1895.

342. Why did you alter it from a tri-weekly train to a daily one? The traffic was almost sufficient to warrant it. It was a great public convenience, and we could do it without a great additional cost.
343. Have the increased receipts on that line justified your increasing the accommodation for the public? There has been no increase in the traffic; but the traffic in itself almost warrants the convenience being given. Again, there has been no great additional expense. The only additional expense has been in the locomotive branch.
344. Practically, you state that no appreciable additional profit has accrued to the Department in consequence of the running of the daily train? No appreciable profit. Of course, we may earn a little more, but contrasted with a year ago there has been no increase in the traffic. If we did not run a daily train we might not earn so much.
345. Has the traffic in agricultural produce from the district increased? Not to any great extent. I may state that I made an informal inquiry at the Agricultural Department as to whether there had been any increase in the grain production of the district for the year, and I understand from them there has been no increase.
346. Has the traffic in wool increased on that line for the year? No; I think not. I will give you an instance of the traffic. In April, 1894, the sectional earnings of the Cootamundra to Temora line came to £803; for the last month they came to £764. In the month of March—of course that month was slightly exceptional, being shortly after the gold-field opened, when, perhaps, there was extra material going up—we earned on that line £1,039. In March of this year we earned £848, showing that there has been no increase on the branch. That would indicate to a large extent that there has been no increased production or population at Wyalong.
347. Then what you have stated shows that the actual traffic on the line has decreased? It is very much the same. There has been no increase, but a decrease.
348. From £1,049 to £838? Yes; that is the comparison between March, 1894, and March, 1895.
349. That is rather a serious decrease? Yes, the month of March, 1894, might have been an exceptional month, owing to the opening of the gold-field.
350. Has the passenger traffic increased? No; not for those months. In March, 1894, we earned £616 for coaching, as against £523 for last March.
351. I suppose the Commissioners for Railways have made inquiries as to whether the permanent settlement of the district, exclusive of the gold-field district, is increasing;—can you say whether such inquiry has been made, and whether the population of the settlement has increased? Mr. Harper went to the district in March last, and I gather from him there has been no increase in the settled population.
352. I gather that the Railway Commissioners do not view with any favour, at present, the proposal to construct a railway from Temora to Wyalong? No; that is their report, which I daresay has been placed before the Committee.
353. And that report is based on their experience of working the existing line from Cootamundra to Temora? Quite; and the information gathered from the field outside it.
354. I gather that the Railway Commissioners do not consider that, prospectively, there is any probability of a large increase in the traffic between Cootamundra and Temora? No.
355. *Mr. Humphery.*] Have you the returns of the Cootamundra to Temora railway for last year? I could give them to you. I may state that, taking the earnings for the nineteen months during which the Cootamundra to Temora line has been opened, the total earnings have been £16,323, and the working expenses £6,976. The interest on the cost of construction, at 4 per cent., would come to £12,381; total, £19,357, as against £16,323, leaving a loss of £3,034. That will work out 3 per cent.
356. How long before the discovery of the Wyalong gold-field was the Cootamundra to Temora line opened? The line was opened in September, 1893. The Wyalong gold-field was opened about February; but, as evidence to show that the gold-field has not had such a wonderful effect on the line, I may state that in October or November, 1893, before the gold-fields were thought of, the sectional earnings on the Temora line were £1,132 and £1,161. For October and November, 1894, the earnings were £1,088 and £1,212; so that it shows that Wyalong is not having such a wonderful effect on the traffic. Of course, October and November, 1893, were exceptional months, because we understand a considerable quantity of grain had been held back for the opening of the line.
357. *Mr. Trickett.*] Have the Commissioners taken into consideration the question of the further extension of the line beyond Wyalong? Yes; it is referred to in their report as follows:—
- The question of the extension, moreover, would appear to a very large extent to affect local interests only, as the course of traffic from the outlying districts would, it is thought, be better served by the extension of the line in another direction than *via* Wyalong.
358. You refer there to the Parkes-Condobolin line? Yes.
359. Then it would be merely a local line, as far as you can see at present? Yes; because the Commissioners have already recommended an extension in another direction, to tap the back country.
360. When the line was before the Committee on the previous occasion it was estimated, in round numbers, to cost £110,000? Yes.
361. Now it is estimated to cost £92,000? Yes.
362. Do you think that is a sufficient reduction to induce the construction of the line? No; because the Commissioners had even a lower figure than that in their minds.
363. You thought it could be constructed for about £85,000? Yes.
364. Is there any reason at all which you can advance which would in any way justify the construction of the line at present? No; The Commissioners' reasons are the other way. They think it ought to stand over.
365. When the proposal was before us on a previous occasion you then stated that it could stand over; and seeing that the traffic has not developed, you think it is judicious that it should still stand over? Yes; the Commissioners do not recommend it.
366. *Mr. Davies.*] You have stated that one of the reasons why the Commissioners do not recommend the construction of the line is the fact that another line has been recommended to tap the country towards Hillston by way of Condobolin? That is a reason to show that there would be nothing more than local traffic, and the local traffic would not be sufficient to warrant the line being undertaken.
367. I think, on the previous occasion, the Railway Commissioners, through you, based the calculation of the revenue to be derived from the railway, if constructed, upon a population of some 1,500 people? A fixed population.
368. Similar to that at Temora? Yes.

H.
McLachlan,
Esq.

28 May, 1895.

369. Have you seen any reason to alter your opinion and your calculations by reason of the fact that here are 5,000 permanent residents on the gold-field, and in the district of Wyalong? The Commissioners do not think it will carry that number. I believe the population of the district at the present time is not above 2,500.
370. But if we have evidence from the Mines Department that the population is 5,000, what then;—would that Department be better informed than the Railway Commissioners? Our officer, Mr. Harper, was on the spot and obtained information there. Of course our estimate of traffic is based to a large extent on what is actually going forward at the present time for the population.
371. Mr. Harper made a recent visit to the field? Yes; he was there in March.
372. Has he not seen fit to alter his calculations as to the possible revenue to be derived from traffic and freight? No; he went into the figures he submitted twelve months ago, and if anything he found that those figures were above rather than under the mark.
373. When you were before the Committee previously you showed that the railway between Cootamundra and Temora had paid working expenses and about $3\frac{1}{2}$ per cent. on the capital cost? Yes.
374. If the statement you have made to-day is borne out by facts which have come under your observation during the last six months the earnings on that line are somewhat less than what they have been previously? The average earnings for the year would not exceed about 3 per cent. I think I mentioned when I was here before that the line was opened at a time when all the fat months of the year came in—September to March. Our light months are from March to September.
375. You regard, then, the additional earnings at that time as being caused by the rush to the goldfield as well as to the keeping back of the large quantity of produce? Yes; to a large extent. Of course it was a local traffic on the line.
376. From the goldfield, then, there has not been any large accession of passenger traffic? No.
377. And there has been a falling-off in the freight? There has been a falling-off.
378. In view of those facts, do I understand you to say the Commissioners do not recommend the line? Yes.
379. Those are the facts which have come under the observation of the Commissioners during the last few months? Yes.
380. Then the Commissioners practically have not altered their opinion as to the evidence you gave when before us on a previous occasion? No.
381. Has Mr. Harper furnished the Commissioners with a Report? The Commissioners had him before them before they made their report. They practically had all his information.
382. One of the strong reasons why the Commissioners do not recommend the line is that a line which will serve the country and tap most of the trade, which now finds its way to Victoria, can be constructed by way of Condobolin? Yes; and the line in itself otherwise would not pay.
383. *Mr. Lee.*] Were the trains running tri-weekly or daily in March, 1894? They were then run three times a week.
384. In March, 1895, were they running daily? Yes.
385. You say that, notwithstanding that they had a daily service in 1895, the earnings were less than in March, 1894, when there was a tri-weekly service? Yes.
386. You have given the loss on the Temora line for the first nineteen months at £3,034? Yes; it comes to about £1,920 a year.
387. I notice by the Report of the Commissioners that the estimated loss upon the contemplated extension to Wyalong would be £3,970 per annum? I do not recollect the exact figure; it was under £4,000.
388. Adding that to the annual loss on the Temora line, it would bring the total loss to about £5,950 a year? Yes.
389. Do you see any prospect of this traffic overhauling the annual loss on the existing line, or the extension of that line? I do not see any prospective traffic for the Temora to Wyalong line by the extension.
390. Is there any particular interest other than that of mining likely to be developed, which would bring an increase? Not that I could learn. I have not been in the district myself, and would not venture an opinion.
391. You know that the Commissioners have recently recommended the construction of the line from Parkes to Condobolin? Yes.
392. And it has been dealt with by the Committee? Yes.
393. If the line were constructed to Wyalong, and any further extension were made, would it not be as a competitor of the Condobolin extension? Yes; they would both drain the same country.
394. So that one extension into that country will be ample for all requirements, and that one is the one which has been recommended by the Commissioners to Condobolin? Yes.
395. The extension to Wyalong they do not recommend? No.
396. *Mr. Molesworth.*] Do I understand that the Commissioners are unfavourable to the construction of what you might call spurs or short branches? When there is no prospect of them paying or adding some benefit to the railways.
397. Unless they can see a prospect of their almost immediately paying expenses? Yes; and helping the main line. They laid down certain lines in this report. If lines will pay working expenses and assist the main lines they will be prepared to recommend them, but every circumstance is taken and considered on its merits.
398. Their calculations with regard to the earnings and expenses of the line are purely with regard to the branch itself? They are with regard to the Cootamundra to Temora branch.
399. There is no allowance made for a traffic brought to the main line? No.
400. But as a matter of fact there is some additional traffic brought to the main line? Yes.
401. Can you give any idea of the extent of it? No; it has never been separated.
402. You do not anticipate that the traffic to the main line would compensate for the loss on the branch line? Not on the Wyalong line.
403. *Mr. Chanter.*] The answers you have given to the questions put to you show that in nearly all the Departments of the Cootamundra to Temora line the earnings this year have decreased compared with last year? Yes; in coaching and goods.

H.
McLachlan,
Esq.
28 May, 1895.

404. Can you inform us how the revenue derived from the line compares with the estimated revenue of the Railway Commissioners when the construction was originally proposed? So far as I can recollect, they did not give an estimate of the revenue on the Cootamundra to Temora branch. They said that the line was a unique one and that they would prefer not to give a direct estimate as to the traffic.
405. Are you in a position to say whether the revenue derived from the line is satisfactory to the Commissioners? Yes; they are very pleased with the earnings on the Cootamundra to Temora section.
406. Is there any prospect of those earnings being increased? They are paying 3 per cent. now, which is a very fair return, in addition to helping the main line with new traffic.
407. They anticipate a yearly loss on the extension to Wyalong of £3,970? Yes, about £4,000.
408. *Mr. Davies.*] That is based on a 4 per cent. interest on the capital cost? Yes. The Commissioners' estimate was based on a sum which is a little lower than the construction estimate. If you take the construction estimate at $3\frac{1}{2}$ per cent., it nearly equalises the Commissioners' estimate of 4 per cent.
409. *Mr. Chanter.*] But the Commissioners' present estimate for the line is £92,000? That is the construction estimate.
410. Against the original estimate of £110,000? Yes.
411. The reduction of $\frac{1}{2}$ per cent. would not mean a serious reduction? No; one would equalise the other.
412. You are quite satisfied that the Commissioners, in dealing with the proposed extension from Temora to Wyalong, do not intend to take into consideration any further extension from Wyalong to Cargellico? No.
413. They propose to tap that country by an extension from Condobolin? Yes.
414. *Mr. Hayes.*] Does the whole of the district traffic to Wyalong at present travel on the Temora line? Yes; practically the whole.
415. All traffic going out in that direction goes *via* Temora? I think it does at present.
416. And you do not anticipate any increase of traffic on the Temora line, if the Wyalong extension is carried out? I do not think there would be any increase in traffic—that is, from the information I can gather.
417. You have no idea what proportion of goods and passenger traffic belonging to Wyalong proper goes over that line? I would prefer that Mr. Harper gave that evidence.
418. *Mr. Roberts.*] Have the Commissioners considered the desirableness of extending the line from Temora to Barmedman? No.
419. Could you give any opinion as to whether the extension from Temora to Barmedman, without going on to Wyalong, would be likely to pay? No, it has not been looked at. They only considered it as submitted to them—Temora to Wyalong.
420. Have they not considered the question of constructing the line from Barmedman to Hillaton? No.
421. *Mr. Gormly.*] I suppose two sets of trains are required to run between Cootamundra and Temora? One set does.
422. Does a train go from Cootamundra to Temora and back again the same day? Yes.
423. Then the present sets of trains between Cootamundra and Temora could not go on to Wyalong and back? No. Of course, we have not considered. The working has not been considered, but I think you would want an independent set of men working.
424. And probably the present rolling-stock would not do? Yes; the rolling-stock would do. The same trucks would be taken on at once.
425. What is the reason the Commissioners estimate 4 per cent. on the capital invested? That was estimated twelve months ago or more. Our securities were not bringing such a high figure, and that was considered a fair price to pay, especially as the money with which the Temora line was constructed was raised at a somewhat higher rate than probably could be got now if money were borrowed.
426. Can you explain the reason why the population at Temora, and the traffic of the district, were considered sufficient to justify the extension of the line from Cootamundra and Temora, especially in view of the fact that the Wyalong gold-fields had not then been opened? The circumstances were favourable when the line was opened. It was opened in the best portion of the year.
427. You have no reason to think the population about Temora and district has increased since that time? No.
428. Therefore, there must be an additional population to be served now by the line from Temora to Cootamundra? I do not think there has been any great growth.
429. I am including the population of Wyalong? Of course Wyalong must help the line to some extent.
430. *Mr. Levien.*] Have you read the Rev. J. M. Curran's opinion about the Wyalong district? No.
431. Do you know he has a very strong opinion that the field is a permanent one? Yes; but still it is not likely to employ sufficient population or to give sufficient traffic to warrant a railway being specially constructed to it.
432. But supposing it is a permanent field, of which there are very few in this Colony, would it not support a bigger population than it does to-day? There has not been a growth for twelve months, and it is not likely there is going to be a rush there, which will warrant the continuance for many years of any increased population. The opinion seems to be that it will support its present population, but that it is not likely to have an increased population; and the present population locally would not justify a railway being constructed to the place.
433. But if it is a large permanent field, it is more likely to give employment to an increased population? They have had sufficient knowledge, I think, of the working, to show what it is likely to be. It will support a certain population, but not one big enough to justify a railway being made to the place.
434. The estimated annual cost of the line from Cootamundra to Temora was £14,497? Yes.
435. What do you propose this line should cost? I have not the figures by me, but it is based on a low figure, and upon the experience of the working of the Temora and other lines.
436. But labour is cheaper now? As a matter of fact, the Commissioners' estimate of the construction was somewhat lower than the engineer's estimate.
437. The cost of the construction of the Cootamundra to Temora line at $3\frac{1}{2}$ per cent. is £7,000? Yes.
438. How long has the line been opened? Nineteen months.
439. You have just stated that the interest on that line amounts to £12,000 odd? That is for nineteen months.

440. How do you account for the discrepancy;—the interest on the cost of construction at $3\frac{1}{2}$ per cent. is £7,000; yet it only has been opened for nineteen months, and it is £12,000? The discrepancy is very slight. One set of figures is for twelve months, and the other for nineteen months. At £7,000 a year it would come to £11,100, instead of £12,000. But, as a matter of fact, the one is calculated at 4 per cent. and the other at $3\frac{1}{2}$ per cent., so that there is really no discrepancy.

H.
McLachlan,
Esq.
28 May, 1895.

441. But you will admit, I suppose, that if the population has increased at Wyalong, and the field is a permanent one, as the Rev. J. M. Curran says it is, there will be more probability of the line paying if constructed? I do not think it would be wise to make the railway upon the opinion of an expert. I think it would be better to have actual facts before us before making it. Of course, it is admitted that it is a permanent field to some extent, but not sufficient to make a railway pay if constructed.

Percy Scarr, Esq., M.I.C.E., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and examined:—

442. *Mr. Trickett.*] You know the road from Temora to Wyalong? Only as far as Barmedman.

P. Scarr, Esq.,
M.I.C.E.

443. For what distance? Twenty-two miles.

444. When did you visit that road? Two and a half years ago, before the Wyalong diggings broke out.

28 May, 1895.

445. But you are thoroughly acquainted with the character of the road? I cannot say that I am. I was only over it once. My purpose in travelling over it was to see the road works, and what had been done, and what was required on the road at that time.

446. Was it a flat or a hilly country? It was a flat and undulating country. There were low undulating hills and flats in other places.

447. I suppose they would not exceed 50 and 100 feet in height? I think not.

448. And all easy rises to the hills? Yes.

449. I suppose it is what you would characterise as a pretty level road? Yes.

450. There would be no difficulty in road-making there;—no cuttings required? No.

451. What kind of soil was it? My recollection of it is that the hills were of the usual red soil, which we find in that country, and the flats were of black soil, swampy in places.

452. Mr. Barling, in giving evidence the other day, stated that he had had a conversation with you on the subject of the traffic on the road, and as to the great discrepancy of the former estimate of constructing a new road with the present one—the former estimate was put down at £69,100 and the present estimate is put down at £24,010;—will you inform the Committee what was the reason of this great discrepancy? In the first place we did not know the exact mileage at the time the first estimate was given, and we set it down at 45 miles. Since then we have found that it is only 39 miles. Again, at that time we did not know what materials were to be had for road-making. We assumed that we would have to get metal which was estimated to cost at first 8s. to 12s. a cubic yard. Since then we have found that metal between Barmedman and Wyalong can be got for 5s. a cubic yard.

453. That is gravel? No, not gravel. The estimate you have of £24,000 is for a light gravel road, with gravel at 3s. a cubic yard.

454. Was the original estimate for a metal road right through? Yes; the estimate of £24,000 was a rough estimate, made in a hurry on the day Mr. Barling gave his evidence, for a light gravel road.

455. Have you had any reason to alter that? Yes. I understand Mr. Barling has handed in a more complete estimate, which I gave him, fixing the cost of the gravel road at £20,909 exclusive of any supervision.

456. I understand you to say that the calculation that the road could be made for £24,010 was only a rough one? A rough calculation for a light gravel road at $1\frac{1}{2}$ cubic yard to the lineal yard of road.

457. Would that be a sufficient road? No, not for any heavy traffic.

458. What was the object of making a computation for a road which apparently was quite valueless? That was made, I think, whilst we had Mr. Mullens' report in hand, and he had made his calculation at $1\frac{1}{2}$ cubic yard to the running yard.

459. It was very misleading to the Committee, because it has fixed the amount of £24,010 in their mind, which appears to be entirely valueless? If you will refer to Mr. Barling's evidence, on page 5, you can arrive very quickly at the cost of the road at $1\frac{1}{2}$ cubic yard to the running yard, by adding together the items £13,266 and £12,121. That will give you the amended estimate for the $1\frac{1}{2}$ cubic yard to the running yard of gravel.

460. But you are of opinion that that would be only waste of money? For any traffic such as has been stated to be going to Wyalong lately. I might go further than that and express the opinion that you could not construct any gravel road to carry the traffic which was going to Wyalong at the time the diggings were in full swing.

461. *Mr. Hoskins.*] Is not a gravel road a weak road for any traffic? Yes; I say no gravel road would stand the traffic.

462. *Mr. Trickett.*] Then we may consider that estimate is entirely put aside by the figures you have supplied, and which are shown on page 5 of the evidence? Yes.

463. What does your estimate for a good gravel road from Temora to Wyalong amount to? Including supervision, £32,409—that is estimating £1,500 as the cost of supervision.

464. And what is the estimate for a first-class metal road? £45,943.

465. For the class of traffic likely to go along that comparatively level road, which I suppose in wet weather is subject to a good deal of cutting up, what kind of road would you, as a responsible officer of the Department, recommend to be made? The metal road undoubtedly.

466. Give the reasons why a metal road will be the better of the two? In the first place, assuming that there is a traffic such as you would have to a prosperous gold-field—as Wyalong was, say, twelve months ago—I do not think any gravel road can be constructed to carry the traffic. It does not matter how much gravel you put on, you could not keep a good surface on the road with heavy traffic.

467. The traffic is bound to go through it? Yes.

468. That would not happen with a metal road? Only to a limited extent. I might add that with the present width of tyres— $4\frac{1}{2}$ inches—it seems almost impossible to construct a metal road to carry the loads which are put on the waggons.

469. What would be the comparative lives of a gravel and a metal road, under circumstances similar to those which would be found between Temora and Wyalong? That is a question which it is hard to answer.

if

P. Scarr, Esq.,
M.I.C.E.
28 May, 1895.

If you left a metal road to itself, and did not do anything towards its maintenance, it would be destroyed in a very short time, under anything like a heavy traffic.

470. That being so, which would require the least repair—a gravel road or a metal road? A metalled road, most certainly.

471. Can you say to what extent—25 or 50 per cent.? I can only repeat what I said just now—that is, that if you expended £30,000 in making a gravel road, you would never have a good road. It would not matter what maintenance you carried out upon it, you would never have it good on that heavy traffic. A gravel road is only suitable for light vehicles and comparatively light loads.

472. Would there be any stone sides to the road, or would it be one in regard to which vehicles could cut on and off as they liked? There would be no stone sides—that is, border sides.

473. Then vehicles could go on and off as they liked? Yes.

474. Does not that injure the roads very much? It breaks down the sides.

475. I suppose the expense of making a road with border-stones would be very large indeed? Yes, you could not do it there; you could not get suitable stone.

476. In going over the country one observes that the roads are terribly cut into by the teams. When drivers see a chance they go off the road and plough along the sides, along the natural surface, and then come back again here and there. Does not that injure the road very much? Yes; we always have trouble to keep the teams from cutting into the sides of the roads. In order to prevent it, logs and boughs are put down to keep them in the centre.

477. Apart from any question of railway construction, you would strongly recommend the making of the metal road if the question were one of road-making? That is if the traffic is to be heavy.

478. And in your opinion a metal road could be constructed for about £46,000? Yes.

479. There is a considerable difference between £46,000 and £69,000, which was the former estimate of the probable cost of the road; will you explain how the difference occurs? In the first place, there is the difference of 6 miles at nearly £1,500 per mile. That comes to £9,000. In the first estimate there was rather a liberal allowance for culverts. We found we should not require so many culverts, and not such large culverts as were anticipated. Then, also, there were only 17 miles of road to clear instead of 45. Again, in the first estimate I allowed for a drain on each side of the road, and that has not been included in the second estimate, because on re-consideration it was not thought it would be necessary. That would amount to about £1,600 or £1,700.

480. Of what do you construct the culverts? Of wood.

481. You have allowed for five culverts to the mile. Do you think that is sufficient? Yes; I should like to mention that the first estimate was very hurriedly prepared without proper information. We had no information about that part of the country beyond Barmedman at all. We were not constructing or dealing with any roads at that time at all.

482. Mr. Barling, in giving his evidence, was asked:—

Do I understand that Mr. Scarr does not recommend a gravelled, but a metalled road? Yes, because we can get metal; but in some parts of the road we may still stick to gravel. If I recollect rightly the metal is to be found more on the other side of Wyalong.

Do you agree with that? I would never recommend the use of the gravel on that road, if the traffic is to be as heavy as it may be expected to be to the gold-fields.

483. Therefore, you do not agree with that recommendation? No, not entirely.

484. Where would you get the metal from for the construction of the road? Judging from Mr. Mullens' report, there seems to be very little metal to be had between Temora and Barmedman; but it is more plentiful between Barmedman and Wyalong. I take it, that it will be obtained out of the hills very close to the road. That is in view of the price he names.

485. Is the price he mentions, 5s. a cubic yard, a reasonable one? Yes.

486. In the country, or in town? In the country.

487. Do you know the cost of metal in town? I could not tell you. I have very little to do with metal contracts in Sydney.

488. But 5s. a yard is a reasonable rate in the country districts? Yes.

489. What size would that be broken to? Three inches.

490. You allow 1s. per lineal yard, for formation? Yes.

491. Do you put any ballast upon the road? No.

492. You simply put the metal down? Yes.

493. What thickness? For the 1½ yard, it will be 9 inches.

494. Is that a sufficient thickness for a first-class road? Yes.

495. That is the thickest you put on anywhere? It is very rarely we put it on thicker, unless it is on an embankment or approaches to bridges. Sometimes it is put on a little thicker there, or ballast is used underneath the metal.

496. What do you use for blinding a road of this character? The stuff at the side, as a rule. On that road I do not know there is any better stuff to be had.

497. And then the traffic really makes the road? Yes; and then the question of maintenance comes in. Men have to be employed continually to rake it in, and after a time additional metal has to be supplied to make up the surface.

498. I suppose the idea of rolling country roads would be too expensive altogether? We have found it so. We had rollers in different parts of the country, but we found the cost of moving them about for the short lengths we were constructing, was too great.

499. Do you not think, in connection with a long length of road like this, that if the road were properly consolidated by means of rollers, it would save very much in the way of subsequent repairs? Undoubtedly it would assist in the consolidation of the road, and where we are constructing any long lengths it would be advisable to get rollers.

500. Have you allowed for that in this instance? No.

501. Would that be a heavy item in a road of this kind? It would be only a comparatively small item on a large job like this.

502. You could not tell us, approximately, what it would cost;—it has always appeared to me that allowing the traffic to make these roads is a very weak point, because the metal gets disarranged and into a groove at once? Yes; exactly.

P. Scarr, Esq.,
M.I.C.E.
28 May, 1895.

503. In making a road of this kind would not you recommend that it should be rolled? Yes.
504. If this were to be a road in place of a railway—for that is really what it means—would you not recommend that it should be thoroughly consolidated by means of rollers? Yes.
505. Could you tell us how much more that would cost? I could not at present.
506. Do you think it would run into £500 or £1,000? You might put it down at between those amounts.
507. One of the reasons put before the Committee in favour of the construction of the railway is the large expenditure involved in the formation of a road;—we want to know what it would cost to make one of the best roads for the country;—you think the rolling would not exceed £1,000? I should think not; but we do so little of road rolling that I am not able to say exactly.
508. Of course the cost of maintaining the road after it has been constructed has to be considered? Yes.
509. You allow 1s. per lineal yard for the formation? Yes.
510. Explain what you mean by forming a road of this kind? That is, cutting a water-table on each side and throwing the stuff into the centre, and rounding it up to the proper shape and proper convexity, 27 feet wide.
511. Is this a cleared road? It is cleared from Temora to Barmedman.
512. All the way? Yes; and it is only partially cleared from there to Wyalong.
513. Are there any stumps of trees on the road from Temora to Barmedman? No; it is thoroughly cleared, I understand.
514. Do the tree-stumps and trees still remain on the road from Barmedman to Wyalong? It has been cleared in a sort of way—in some places half a chain wide and in others three-quarters wide. The clearing is not of great value there. I think the cost of clearing is stated at £44 a mile.
515. What would you allow per mile yearly for the maintenance of the road? For the first two years I do not think the maintenance would cost less than £90 to £100 a mile.
516. For 39 miles that would be about £3,500? Yes; that is for labour and material.
517. After that, it would be more expensive? No; because at the end of two years you would have the road fairly well consolidated. There would then be not so much labour or material required.
518. What do you think it would cost per mile after that to keep it in order? About £60 a mile. I am almost always assuming that there will be a heavy traffic upon it.
519. After the first two years it would cost about £60 a mile, or in round numbers, £2,340 a year? Yes, to maintain the road properly.
520. That is reckoning for a heavy dray traffic? Yes.
521. Would this road come under the classification of a first-class road in the Government schedule of roads? Under those circumstances it would.
522. It would be considered a first-class road, and of course it would be a first-class price? Yes.
523. In the yearly votes for the maintenance of roads a lump sum is put down under the heading of "Road votes"? There is a lump sum which is made up of the items for each particular road on the schedule.
524. The officers supply to the head of the Department a total amount, based on a certain calculation? Roughly, on a mileage classification basis.
525. What do you generally allow for a road of this character? The classes run roughly in this way: A first-class road, £50; second-class, £40; third-class, £30; fourth-class, £20; fifth-class, £15; sixth-class, £10; and the seventh-class, £7.
526. Then how is it that this road will cost from £90 to £100 per mile for the first two years? Well, if the road had to be maintained in proper order the money would have to be found for it. Of course, sometimes we get special grants to supplement the road votes.
527. Does not the £50, which is generally allowed for first-class roads, keep them in first-class order? We never get an opportunity of constructing a road right out from one end to the other. We get, say, £50 a mile, and we have to do the best we can with it. We may do a mile or two of metal this year, and a mile or two the next year; but we have scarcely ever had the opportunity of constructing a road from end to end. I do not know of any single case.
528. Can you point, in the history of road-making in this Colony, to where there has been a length of road of 39 miles, in an outlying district like this, made from end to end? No; it has never been done in this Colony. The nearest approach to it was the completion of the Mudgee road, about sixteen or seventeen years ago, when £22,000 was voted in a lump sum to complete the metalling of the road throughout from Wallerawang to Mudgee.
529. And then they built the railway immediately afterwards? Yes.
530. Would you like to say whether it is absolutely necessary that the road to Wyalong should be metalled all the way;—are there any parts of it along which they could get heavy traffic all the year? I could not say from my own knowledge; but I am informed that in the winter-time, with the traffic which was on it last year, you can hardly pick out any bad spots,—that one place was as bad as the other.
531. But there is one particularly bad spot? Yes; at a place called Donkin's Lane. That is worse perhaps than some of the others; but our officers informed me that the road was bad from one end to the other.
532. And if there is going to be heavy traffic there, to a large and central population, it would be necessary to make a road such as you have indicated? Yes, sooner or later. No doubt we could get the traffic along without carrying out all that work at once.
533. You stated a short time ago that country roads suffer fearfully, and the revenue in proportion, by reason of the narrow tyres on the waggons—4½ inches? Yes, I think that is the usual width.
534. Is that a matter of general complaint? It has been complained of ever since I have had to do with roads—for the last 30 years.
535. Have you ever made representations in the direction of getting some law to widen the tyres? The officers have done it ever since I can remember. Representations have been made by the Department ever since I came into it.
536. Do you know of any law in any of the adjacent colonies regulating the width of tyres? I do not think there is any such law in Victoria or Queensland.
537. I have heard of one in South Australia? I think I have heard of that.
538. Would not such a law be very desirable? Yes; and it would be an advantage to the carriers themselves, I think.
539. What is the latest report you have had as to this road? The report from Mr. Mullens, sent in in the early part of April.

- P. Scarr, Esq. 540. Is 18 feet a sufficient width for a road where there is likely to be a considerable traffic both ways?
M.I.C.E. Yes; that is the width we have always constructed the main roads and all others.
- 28 May, 1895. 541. Do you find the gravel or metal in this kind of soil sink in very much? One of the difficulties is that the foundation is so yielding. It takes a long time to consolidate.
542. Have the Department ever considered the desirability of brushing it? That is done sometimes in very soft, swampy places—on what we call rotten ground—but it is not used generally.
543. It is proposed, if a line of railway is constructed along this road, that it will be what is called a surface railway, with the sleepers placed on the surface, with little or no ballast; the sleepers are to be placed on the soil, which is scooped up from the drains on either side;—do you think sleepers so bedded in that scooped up material would be likely to sink in with heavy locomotives going over them? I would rather not give an opinion on that subject, because I have had nothing to do with railways for thirty years. The practice now is quite different from what it was then.
544. But seeing that you put down the brushing under metal in bad places, and seeing that the metal sinks considerably, would it not be a saving of expense if the whole of the roads were made in that way? I do not think it would be desirable in all places. The result of experience has not shown that. It is only in swampy rotten ground that we use it. In some instances, in the black soil, it has been used rather frequently and has been found to be a mistake. The objection to it arises a good deal from the want of proper material. If we could get ti-tree, or such material as that, no doubt it would be a good thing, but that is not available in many places, and the ordinary scrub in the bush is not suitable. The sticks are too crooked, and too large as compared with the leafy portions.
545. How about pine scrub? Fine pine scrub would do very well, but that grows where there has not been much road-making done, and where there is really no road material.
546. How is the repair of the roads carried out—by contract or by day labour? By day labour, as far as the straightening and raking in of the metal is concerned, but the metal is supplied by contract.
547. Would this length of road be under the supervision of one road officer or more? It is under one at the present time.
548. *Mr. Davies.*] Does Mr. Mullens, the local road superintendent, include in his estimate the longer distance you spoke of? No, he took the 39 miles.
549. What portion of your estimate differs from that of Mr. Mullens for a gravel road? It is chiefly in the quantities. Mr. Mullens, in his estimate, allowed for only 1 cubic yard to the yard run, and I have allowed for $1\frac{1}{2}$ cubic yard.
550. What is the meaning of this:—
Total at 2 cubic yards gravel per yard of road £16,170?
If you refer to the first portion of the estimate you will see that I say:—
Add $\frac{1}{2}$ cubic yard gravel per lineal yard of road to be put on either during construction, making a total of 2 cubic yards per lineal yard, or as maintenance material almost immediately after completion— $\frac{1}{2}$ cubic yard at 3s.—£132 per mile..... £2,904.
551. Would that apply to the whole length of the road? Yes.
552. In what other particulars does your estimate vary from that of Mr. Mullens, for a gravel road? It does not vary in the detailed prices, but in the quantities to be used.
553. You have the same estimate as Mr. Mullens for clearing? Yes; that is in the latter estimate—not in the first estimate.
554. I want to know how the discrepancy between his estimate of £24,000, and yours of £32,000, occurs? You will find that the £24,000 is not made up by Mr. Mullens, but by me from his prices and quantities; but as I explained a short time ago, that estimate of £24,000 was made up rather hurriedly, and the estimate which we give in now is £32,409, which includes supervision, and which was not included in the estimate of £24,000. The cost of supervision is £1,500. The estimate for £32,000 is a more carefully got-up one than the estimate for £24,000, and contains the additional quantity.
555. I understand you prepared the estimate of £32,000 yourself? Yes.
556. The other was a hurried estimate prepared by you upon information supplied in a hurried manner by Mr. Mullens? Yes.
557. And which you regard as unreliable? His information is quite correct.
558. But his estimate is unreliable? Yes.
559. You state that you would not recommend a road for that district—even a gravel road—at a cost of £32,000? No; I would not recommend a gravel road under any circumstances with that traffic.
560. Supposing a railway is constructed between Temora and Wyalong, what annual saving, including the capital cost of the road, will be effected by your Department? If the railway is not constructed I take it that we should have to construct a road of some sort or other, or rather we should have to construct the worst portions of the road almost immediately. In fact, there will be a large expenditure. The whole of that expenditure will be saved by a railway.
561. What proportion of the road will have to be constructed in the event of a railway not being constructed, and what will be the probable annual cost of maintaining the road so as to carry the traffic? That is a matter for the consideration of the Minister as to what money should be granted for the road, but if the traffic is to be kept up there, I think we should want £3,000 or £4,000 a year for it.
562. Then there will be an annual saving of £4,000 a year to your Department if the railway is constructed? Exactly.
563. Would it be fair to credit the railway with £4,000 a year, as a saving to your Department if it were constructed? Yes; I think so.
564. There is no direct revenue derived from your roads? No revenue whatever.
565. But there would be a revenue derived from the railway? Exactly, although there might be a total loss upon it.
566. We will take the other estimate you have for a metal road. Who supplied you originally with the estimate of £69,000? I made that estimate up.
567. Upon information from the same officer? No; I was going on general lines then. We had little or no information then. The only thing I ascertained was that we could probably get metal at an average of 8s. a cubic yard throughout, and upon that, the estimate was made up, principally.
568. It was not upon information supplied by the local officer? No.

569. You now, after careful examination of all the circumstances and prices, come to the conclusion that it can be done for £46,000? Yes; that is keeping in mind that it is 6 miles shorter than we took it to be at the time.
570. That is one item which makes up for the difference between the £69,000 and the £46,000? Yes.
571. In the absence of a railway, would you recommend the construction of a road from Temora to Wyalong, a distance of 39 miles, of metal instead of gravel? Yes.
572. Even if it cost £46,000? Yes.
573. Would it be necessary to construct that road in the absence of a railway? I should not recommend that £46,000 be given at once to construct it; but that we should proceed on the usual lines and obtain £50 a mile for the road year by year. That is the usual course all through the colony.
574. And how many years will it take you to complete that road? Fifteen or 20.
575. Then when you got to the end of it you would have to start again? Unless it had been properly maintained. Maintenance would have to be taken out of the £50 a year. You start with the road with no work upon it. You take £2,000 a year. We do 3 miles the first year. The next year we want some of the annual grant of £2,000 to keep up that 3 miles.
576. Then you would go on for fifteen or twenty years constructing the road? Yes; doing the worst portions.
577. Supposing you spent £46,000 on a new metal road, would it effect a larger saving to your Department than would the construction of a gravel road of £32,000? The saving, of course, would be in the lesser cost of maintenance. After a little time we should have a good road, whereas if you constructed a gravel road you would never have a good road.
578. Would there be a difference of £5,000 a year to the Department if you were to construct a metal road, for its maintenance and capital cost on construction? No; because the construction and maintenance of a metal road would only be from £3,000 to £4,000 a year.
579. It would be absolutely less than a gravel road? The cost of maintenance of a metal road would be less than the cost of maintenance of the gravel road.
580. But there would be a difference in the capital cost? Yes, a difference of £13,000.
581. Then there would be a saving of at least £4,000 a year to the Department if the railway were constructed, and it would give greater facilities for the carriage of produce and other traffic, than would a road? So far as I can see.
582. That would be the position of affairs? Yes; that is assuming that the railway were a paying concern.
583. *Mr. Lec.*] Is the road from Temora to Wyalong a scheduled road? It is at the present time.
584. Has your Department placed the worst portions of that road in fair order? No.
585. If any other branch of a public Department has stated that the Works Department has placed the worst portions of the road in fair order, is it correct? It is certainly not correct, because we have made very little expenditure on the road.
586. But is the road at the present time in such order as to carry the ordinary traffic? I understand it is during the present dry weather.
587. And if there is a heavy rainfall you anticipate it will be cut up? Yes; as bad as it was before.
588. How much money have you spent on this road? I think about £3,425.
589. Is that since the discovery of the gold-fields? No; that expenditure has been going on for some years between Temora and Barmedman.
590. But has there been any special vote since the discovery of Wyalong? A special vote of £500 between Barmedman and Wyalong.
591. Is that the only one? I think so. There might have been a small vote of £50 or £100 for a special purpose there.
592. But no large amount? No.
593. And the small grants have been for particular spots? Yes.
594. So far as the road is concerned, then, if it be made at all it will have to be made properly from end to end? Yes.
595. And so long as the weather remains fine the road may be passable for traffic? Yes.
596. *Mr. Molesworth.*] In the event of a railway being constructed, what kind of road will require to be maintained from Temora to Wyalong? I take it that there will be very little road required unless it is here and there for approaches to the railway stations.
597. But would not a road be required to be maintained for vehicular traffic? Some little expenditure will be necessary to keep the road open.
598. What do you think will be a reasonable expenditure? £400 or £500 a year would be quite sufficient.
599. Supposing the railway is not constructed, what class of road will be required to meet the requirements of the traffic? I think £50 per mile per annum should be given.
600. Do you think an expenditure of that kind, without a large sum to put the road in order, would be sufficient? I think under our present arrangements it would suffice, because we never get more than £50 a mile for any road. That is the maximum, unless the Minister chooses to give special grants for special purposes.

P. Scarr, Esq.,
M.I.C.E.
28 May, 1895.

WEDNESDAY, 29 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Percy Scarr, Esq., M.I.C.E., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and further examined:—

- P. Scarr, Esq.,
M.I.C.E.
29 May, 1895.
601. *Mr. Chanter.*] Will you tell the Committee what would be the annual cost of maintaining a road, if it were made right through from Temora to Wyalong? For the first two years about £90 to £100 per mile. I stated that yesterday.
602. But yesterday, were you not dealing with the construction of a part of the road and not the whole? It will make very little difference. The rate per mile will be about the same whether the whole or the part is constructed.
603. Would there be very much difference in the cost of maintenance if the road were constructed of gravel or metal? A very great deal of difference.
604. Which would be the least costly? The metal road would be the least costly to maintain.
605. Although it would be more costly to construct in the first place, it would be less costly to maintain afterwards? Yes.
606. What class of gravel is to be found in the neighbourhood? I could not say. Mr. Mullens has not stated that in his report.
607. However, there is a class of gravel which would make a first-class road? I think it is ironstone gravel along that part of the country, and in some cases it makes a very good road.
608. And it is a very fine gravel? Yes, usually.
609. It could not be compared to the gravel used in the Moama district—the screened gravel from the Bendigo mines? A different sort of thing altogether, I think.
610. A small pebbly gravel? Yes; ironstone gravel usually is.
611. As far as your knowledge goes, there would be no other class of gravel in the locality? Not so far as we have any information.
612. And that is of a crumbly nature in comparison with the quartz gravel? It is not usually soft.
613. The reason I ask this question is because the quartz gravel taken from those mines has made as fine a class of road as possible? Under a certain class of traffic.
614. A heavy traffic? The tailings from the mines at Bendigo can hardly be called gravel.
615. It is classed as screened gravel? Yes; but it is really quartz boulders.
616. Would there be any chance of getting that class of gravel from the mines at Wyalong? I could not say. I have no information on that point.
617. If you got that kind of gravel, would it not be possible to materially lessen the cost of the road? Possibly; but I have not heard that there is any quartz of that kind.
618. In the Parkes district, the roads are made from the so-called metal from the mines at a very cheap rate? Yes, from the tailings.
619. Would it not be possible to decrease the cost of this road if that class of covering were used? I do not think so, because the cost of gravel on the Wyalong Road would be 3s. to 3s. 6d. per cubic yard.
620. And the metal 5s. 6d. per cubic yard? Yes.
621. What would be the cost of laying down a corduroy base of pine, wattle, or box saplings? That depends upon the nature of the timber there, independent of whether there is any pine there.
622. Can you obtain that information? There is some information in Mr. Mullens' report as to timber for bridge purposes, but I do not recollect any information about pine for corduroying. He says there is some very good ironbark to be had there.
623. I notice that the clearing is set down at £44 per mile;—what width of road do you clear? A chain usually.
624. That is wholly cleared? Yes, stumped.
625. Is it burnt or placed on the side of the road? Burnt usually.
626. Is the timber between Temora and Wyalong of a heavy description? I have not been beyond Barmedman.
627. How does that country compare with the Riverina, Berrigan, and Moama country? My recollection of it is that it is more heavily timbered, and that there are more large trees in it.
628. Very much heavier? I should say there is a good deal of difference.
629. The reason I ask this question is because in what I conceive to be similar country the municipal bodies are getting their roads cleared at less than half the cost you estimate? I could not speak about that.
630. The farmers and others who are clearing for cropping purposes think it excessive to pay £2 10s. per acre—your estimate is really about £5 per acre;—would it not be possible to reduce that very considerably? I do not think £5 is a very excessive estimate for clearing down there.
631. With regard to the formation, what is the estimate of 1s. per lineal yard based upon;—is it based upon work of a similar description previously carried out and paid for? Yes.
632. Is it not possible to reduce that? It might be. It might be that when tenders were called they would be under that amount, but not very materially.
633. You are aware that in many parts inland they are using what are termed the American graders? I know there are such machines, but I am not aware that they have been very generally used. We have not used them.
634. Some of the municipalities have used them with marked effect, and have decreased the cost? Yes; the reports are very favourable to the machines.
- 635.

635. Evidence was given in connection with the Berrigan to Jerilderie line that the cost of the formation of the roads there was about 2½d. per yard, as against 1s. ? Quite so. If the testimonials furnished to us by the owners of that machine, Carroll & Co., are correct, it would reduce the cost at least 50 per cent., but we have not yet had an opportunity of trying it. We are arranging for a trial next month near Sydney, in order that we can see what the machine is really worth. P. Scarr, Esq.,
M.I.C.E.
29 May, 1895.
636. For the first two years the maintenance would cost about £90 or £100 per mile? Yes.
637. After that period what would be the average cost of maintaining the road? About £60.
638. That would be a charge for all time? Yes; that is to maintain the road in good order, with a good surface upon it.
639. I take it that you do not see your way clear to materially decrease the amount of your estimate for this road? No; the principal item is the metal. If the items of formation and clearing were reduced by one-half it would not amount to much. One item is £748 and the other £1,496, so that there is not room for very material reduction in the estimate there.
640. *Mr. Hayes.*] Is not the clearing and formation always done by open tender? That is our practice.
641. The cost of that work has been reduced of late years? It has been reduced very materially during the last two or three years, since the depression commenced.
642. When Mr. Mullens went over the road did he have instructions from you to see whether a better and sounder road could not be found? Yes. In his report he does not indicate that there is much chance of a better route.
643. Not by means of some deviation? Some small deviation, but it would not amount to very much. The Temora to Barmedman road is already fixed. The road is cleared, and his report is that it could not be materially improved, and beyond that, with the exception of one place, I think no material alteration could be made.
644. You could not alter it so as to get sounder ground? Not to any great extent.
645. Looking at the present population of Wyalong, do you think it is sufficiently large to justify the construction of a metal road? Throughout?
646. Yes? Certainly not. I do not think there is any chance of a metal road being constructed right through—not at one motion.
647. What class of road do you usually form where there are similar populations in other parts of the country? They have to wait until a road can be formed and metalled by degrees, in the same way that all the main roads have been constructed. They have been done mile by mile, as the money was available.
648. Have you been over this road yourself? Only as far as Barmedman. Wyalong was not in existence when I was out there.
649. I suppose the character of the country is about the same? So I understand.
650. Is it a fair road in summer? It is reported to be in very good order now, but that, I take it, is owing to the dry weather.
651. What is your experience on other soft roads when heavy traffic occurs, and the roads become puddled up;—does not that, as a rule, make the roads much sounder afterwards? I do not think they ever get so bad again as they do the first time they are puddled up.
652. They form a hard crust? Not that exactly. The ground seems to get into firmer consistency—more solid.
653. If a railway is not constructed, will a large expenditure on a road to Wyalong be required? I think not. I should not recommend any unusual expenditure upon it.
654. *Mr. Gormly.*] Has Mr. Mullens sent a sample of the gravel? No.
655. Does his report contain any information as to whether stone for metal would be found near the line? Yes; he gives full information on that point.
656. Would the stone be found close to the line over the whole distance? Between Temora and Barmedman the stone is not so plentiful. There it would cost 8s. per cubic yard. From Barmedman to Wyalong it would cost 5s. per cubic yard. In view of those prices, I take it that the stone between Temora and Barmedman is somewhat distant from the proposed line, whilst beyond there it is fairly close.
657. Is Mr. Mullens an officer of experience? He has had a good deal of experience, and he is a very capable man.
658. *Mr. Hoskins.*] In the event of a railway not being made between Temora and Wyalong, and we determined to construct a road, what amount per mile will be allotted from the Road Vote per annum for making it and keeping it in repair? Under present circumstances I should not recommend more than £30 or £40 per mile. Certainly not more than £50.
659. *Mr. Humphery.*] Can you say how much was expended upon the road between Cootamundra and Temora before the railway was constructed? Not without going through the books.
660. Do you know what the condition of that road was? Very bad at times.
661. How much was allowed for the maintenance of that road? There was a pretty heavy grant at one time, about £50 per mile, but I could not be sure of that without referring to the papers.
662. *Chairman.*] What is the amount the Department votes on a first-class road? Fifty pounds per mile.
663. You mention £40 as being a reasonable amount to spend on the road? At the present time I think that would be quite sufficient under the circumstances.
664. Is it your view that the importance of Wyalong does not entitle it to connection with Temora by what is known departmentally as a first-class road? I think not at present, as far as we can see.
665. Therefore, your branch of the Public Service would not recommend the expenditure of £45,000 to build a road? Certainly not.
666. It is not justified in the interests of the country? I think not.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and examined:—

667. *Chairman.*] Are you acquainted with the route of the railway under consideration, and the country it is intended to develop? Yes. J. Harper,
Esq.
29 May, 1895.
668. You recently made an inspection of the country, and will be able to give the Committee the most recent information? Yes.
669. *Mr. Humphery.*] Do you remember the evidence you gave when before the Committee in May, 1894, on this line? I have a general recollection.

J. Harper,
Esq.
29 May, 1895.

670. Has the result of your recent visit to the district led you to alter the views you then expressed? I expressed a number then upon different subjects, but so far as the permanence of the goldfield is concerned, I am in no better position to answer that question to-day than I was then.
671. I refer chiefly to the question of traffic? Yes; that is, with the known lines of traffic which are on the surface.
672. When did you make your inspection? On the 15th of March last.
673. Did you report to the Commissioners the result of your inspection? Yes.
674. When? On 15th May.
675. Have you a copy of the report with you? Yes; I have it with me, and will read it to the Committee:—

Proposed Temora to Wyalong Railway.

New South Wales Government Railways, Goods Superintendent's Office, Sydney, 15 May, 1895.

In April of last year when reporting on this projected extension it was pointed out by me that the character of the population was of such a character that it was impossible to give anything like a reliable estimate based on the then existing conditions. I consequently prepared an estimate founded on an assumed permanent population of 1,800 as far as supplies and passenger traffic were concerned, and credited the line with the possible carriage of known quantities of wool in the district. During the interim between the date of that report, and the end of December of that year instructions were given to have the traffic carefully watched for the purpose of arriving at a closer estimate of its value. On 7th February, Superintendent Day furnished me with the attached report, which was supplemented by a return of wool coming from the district concerned furnished by the station-master, Temora. The return given by Mr. Day represents about 1,500 tons of goods per annum. An estimate of 1,700 tons was given in my previous report. The wool return gives 4,716 bales, but as some selectors' wool has not been taken into account, and several clips not included which would have been influenced by the construction of the proposed line, I think this may be safely increased to 8,000 bales. In my estimate 10,000 bales were allowed, but it was distinctly stated that this included all that were likely to be carried, and possibly more. Early in March last I again visited the district. There had been extensive developments of mining properties since the line was inspected by the Commissioners, and eight batteries had been erected. The official estimate of population was 4,000. The total production of gold during the twelve months the field had been open was 7,328 oz. I mention the latter fact as illustrating the limited character of the earnings of the field. It is true that owing to want of water a great deal of ore remained unoperated upon, but this probably did not exceed the quantity from which the gold had been extracted. Selection had taken place to a limited extent only, and the area under crop had not been materially increased, so that the estimate for carriage of wheat remains practically unaffected. Action had been taken by the Roads Department to improve some of the worst portions of the track, and the rate for carriage had consequently been materially reduced, ranging to 15s. per ton from Temora to Wyalong. The whole of the circumstances which came under my observation were such that although the population is at present larger than that upon which my estimate was based, I do not feel justified in increasing it, especially having in view the improved conditions of the road, and the possibility of the extension to Condobolin affecting the volume of wool and other traffic. I therefore submit my estimate of April last, as being the extreme amount I expect the line to return as matters are at present.

676. Is it your opinion that in the event of the line being constructed to Wyalong it should be extended to Hillston? No.
677. What are your reasons? I think I have previously expressed the opinion that the best extension of a line to Hillston would be by the Lachlan, through Condobolin.
678. That is an extension of a line which has already been dealt with by the Committee? Yes.
679. Then you would regard the proposed line simply as an extension from Temora to serve Wyalong only? Yes.
680. And regarding it in that light you think it would be an unprofitable line? My opinion is that it will not realise more than I estimate—probably less.
681. That is making a full allowance for the probable population? No; I simply allow for what is on the surface. Of course it is very hard for me to say what is below the surface. As my report indicates, during the twelve months which elapsed between my previous visit and the time of my last visit 7,000 oz. of gold have been produced. Arguing from that, if a population of 4,000, which is the officially estimated population, were able to subsist on a production of 7,000 oz. of gold, all I can say is that it must have subsisted very poorly, or a lot of money must have come into the field for the purpose of keeping the population there.
682. Do I understand that your opinion is that the future population of Wyalong must necessarily depend upon a further development of the field? Yes; decidedly.
683. And that pending that development, it will not be wise to construct the extension? That is my view.
684. Did you travel between Temora and the Lachlan in March last? Yes.
685. What was the condition of the road between Temora and Barmedman? It was rough in places—rough probably 3 or 4 miles between Reefton to Barmedman. Outside that it was a good country road, and there was no difficulty in travelling about 7 miles an hour in a buggy.
686. And between Barmedman and Wyalong? There was no difficulty in travelling at the same rate. I may mention that I left Barmedman by moonlight at 3 o'clock, and arrived at Temora at a quarter to 6 in the morning.
687. Have you travelled the road during wet weather? Yes.
688. Can you speak as to the general condition of the road? It was a very good back country road in dry weather. The big gilgai holes have been remedied by means of a corduroy road made over them.
689. As the result of a recent expenditure of £500 by the Roads Branch? Yes. There are several other gilgai holes which require the same treatment. There are one or two places which are exceedingly soft, but there is also a lot of comparatively sound ground, which would not require any special treatment.
690. Have you formed any opinion as to what would be the cost of making a road practicable for traffic? I should think that if one-fourth of the road were improved it would be a good carrying road during wet weather.
691. Improved in what way? I cannot indicate to you how it should be improved, but it could be improved upon its present condition. I may say that the corduroying which has been done has been most effectual on the worst parts of the road.
692. Is a portion of the road out of Temora towards Barmedman metalled? Yes.
693. For how many miles? I should say 7 or 8 miles at least.
694. What is the condition of that portion of the road at the present time? It was very good when I drove over.
695. Is it good enough for the present traffic? Yes. The evidence of that is the fact that the traffic is being carried as low as 15s. per ton for 40 miles.
696. *Chairman.*] You state that the carriers charge 15s. per ton? Yes. 697.

697. For doing that service, what would the railway charge? My estimate, I think, is 13s. Of course you would have to strike an average practically, because there is a certain class of traffic that I have estimated at 13s. per ton, and some at 6s. 6d. per ton, so that, probably, 10s. per ton would be a fair average rate. J. Harper,
Esq.
29 May, 1895.
698. Therefore, if a railway were in existence, it would mean a saving of 5s. per ton on goods going to Wyalong? No; we should simply deliver at the railway terminus, and accept at the railway terminus. The people who are carrying now would carry from store to store. You would probably have to add 2s. 6d. per ton at each end for cartage to and from the railway station.
699. The rates you mention are those you propose to charge on the railway? Yes. I may mention a matter which is often lost sight of, but it is one we feel very keenly in connection with the present road competition, and that is the fact that teams haul up alongside the stores, and deliver and receive their goods. It means all round a difference of 5s. per ton. We will suppose, for instance, that Dalton Bros., of Sydney, are sending goods to Orange, as they do frequently by teams. The teams go up alongside of their stores, and are loaded. They save 2s. 6d. a ton cartage to the Darling Harbour station at this end. They deliver to Dalton Bros.' store at Orange. They save 2s. 6d. per ton cartage between the railway station and their stores, so that you require to add that to the railway rate.
700. Then that 5s. on the Temora to Wyalong line would make the railway rate equal to the road rate? About the same.
701. Are we justified in believing that a railway from Temora to Wyalong would not save the people much? It would probably during the winter months, but under the conditions which obtained when I was there, I am satisfied they would not save much.
702. You say it would not be any great saving to the people? No.
703. *Mr. Humphrey.*] You mentioned that one class of goods will be carried at 6s. 6d. per ton? Yes; by us.
704. And the other at 13s.? Yes.
705. Would the class of goods you propose to carry at 6s. 6d. be carried by teamsters at 15s? No; the probabilities are that the railway would be left to carry that class of goods.
706. You did not refer to that class of goods when you replied to the Chairman? No; I was striking an average between the two. It often happens that in making up teamster's load, they have to put in what we call low-grade traffic—that is, in order to complete a load they will have to put some traffic for which they would have to pay 6s. 6d. per ton if carried by rail; but the bulk of it would be carried by us.
707. If you got a class of goods for which you would receive 6s. 6d. per ton carriage, you would conduct that traffic at a loss? Yes; practically. If the railway were constructed the profitable proportion of the traffic would go to the teamsters, and the unprofitable portion to the railways. That is what we have reason to expect.
708. Therefore, when you estimate the returns at £2,674, including the traffic for which you would get 13s. per ton, it is quite probable a large portion of that would not go to the railway? It is quite probable it might not come to us.
709. Are you quite satisfied that you have made an ample estimate of the earnings of the railway when you put them down at £2,764? Yes, I am satisfied.
710. That is based upon the probable population, unless further developments take place? Yes.
711. *Mr. Davies.*] Can you give the Committee a statement showing the return of traffic on the Temora-Cootamundra line, and comparing the months of September, October, November, December, 1893, with the corresponding months of 1894? I could give you a comparative statement so far as wool is concerned.
712. You have the gross traffic? The position was this, so far as the gross traffic is concerned. Inwards to Temora, which would of course imply supplies sent to Wyalong and elsewhere, the tonnage in May was 744 tons; in June, 718 tons; in July, 507 tons; in August, 496 tons; in September, 486 tons; in October, 531 tons; in November, 539 tons; in December, 518 tons; in January, 383 tons; in February, 494 tons; in March, 530 tons, and in April, 542 tons. I might explain that that is entirely misleading. When I was through that district they were obtaining chaff from all round the district. They were obtaining chaff from the Hay line and other places. As a matter of fact all the local chaff had been exhausted, and large supplies of chaff and forage were coming into Temora for the purpose of taking it to Wyalong. Of course that is a class of freight upon which practically there is no profit at all.
713. You have stated that trade has fallen off? Yes.
714. And the only reason you assign is that the gold-field has not been so reproductive as was anticipated? Yes.
715. When you were before the Committee on a previous occasion I think you and the Commissioners based your calculations on a basis of population of 1,600 or 1,700 persons? Yes.
716. You are aware that there is now a population of 5,000? Four thousand is the official estimate.
717. Who gave you that estimate? The officer in charge of the police at Wyalong.
718. Take a population of 4,000 as against 1,700—do you see any reason to alter your opinion? None whatever.
719. Would not the larger population of 4,000 as against 1,700 give you a better result in the shape of passenger traffic? I might point out that my estimate of the passenger traffic was not absolutely based upon a population of 1,800. It allowed for a floating population such as would be incidental to a field of that character, and, in my opinion, it is too high an estimate for a population of 1,800.
720. That is to say, your former estimate is too high for a population of 1,800? Yes.
721. And in view of the population being more than double your estimate on a previous occasion, do you see any reason to alter your opinion? None whatever. I have a return of the passenger traffic at Temora. The total passenger traffic at Temora for the twelve months ending April this year, which embraces all the earlier period of the rush, from May up to April was 5,200. My estimate was 2,000 for Wyalong.
722. How do you obtain that result? You have to deal with a population in the Temora district of over 2,000, and must anticipate a large amount of local traffic there which must be deducted from the total for the purpose of showing the quantity which went to Wyalong.
723. But would not those numbers be a much larger proportion than what you anticipated when you first made your estimate? No.

- J. Harper,
Esq.
29 May, 1895.
724. You based your calculation upon a population equal to that which existed at Temora? Yes; the field started in April, but it probably continued attracting passengers three or four months afterwards. The total passenger traffic from the beginning of May, 1894, until April of this year was 5,200.
725. That is just twelve months? Yes; I have credited the Wyalong line with 2,000 passengers.
726. Then you take 3,200 for Temora? Yes; and as being incidental to the rush, which is now practically over.
727. Can you tell what has been the proportion of people travelling between the points you have mentioned? No; it would be impossible to tell that.
728. You think 2,000 passengers travelling between Sydney and Wyalong would be a fair estimate for a population of 5,000? No; I do not say for 5,000.
729. Say 4,000? No; I do not deal with them as 4,000 people. My estimate is based upon a permanent population of 1,800; but I am speaking now of facts which relate to a population which is at present there of 4,000, and I am well within the estimate when I say that with a population of 1,800 there will be 2,000 travellers. Our experience is this: that with a population supposed to be 4,000 we have had 5,200 people travelling to Temora.
730. At Temora, the population is estimated at about 1,800? Yes.
731. And you have given Temora, with a small population of 1,800, credit for 3,200 passengers? No; I have given them credit in my estimate for only 2,000.
732. Where do you get the other 3,000 from? As arising out of the population which I do not regard as permanent.
733. You give that number then to Wyalong? No; I quote these figures to show what the passenger traffic has been to Temora? My estimate, which I have laid before the Committee, is based upon an assumed population of 1,800.
734. That is the assumed population of Wyalong? Yes; but I say that with the population, which is known to us, of 4,000 at Wyalong, and with all the incidents connected with the new rush, the passenger traffic has been 5,200.
735. Taking that as a basis, would it, in your opinion, be sufficient to warrant the construction of a line of railway from Temora to Wyalong? No.
736. Would the district itself as a wool-growing and wheat-producing district warrant the construction of a line 40 miles long from Temora to Wyalong? I do not consider it would.
737. Does the fact of the Committee having recommended the construction of a line from Parkes to Condobolin strongly influence the opinion of the Commissioners against a recommendation for the construction of this line? It is hard for me to say what the opinion of the Commissioners may be.
738. You have stated in your report that the construction of the Parkes-Condobolin line will serve a large portion of the country which would be served if the Wyalong line were constructed? Yes.
739. And that is a strong factor in your objection to the construction of a line almost parallel to another? Yes.
740. In the absence of the extension of the railway from Parkes to Condobolin, would you hold the same opinion as you do now against the construction of a line from Temora to Wyalong? I think I would. I would hope that the country would consider the whole question before it committed itself to the construction of a line which would only partially serve the country.
741. Would you regard an extension from Wyalong to Hillston as preferable to an extension from Condobolin to Hillston? No, I would not; I would consider the river route would be the better one to follow.
742. *Mr. Lee.*] I understand that you have personally visited the district? Yes.
743. And I presume in the formation of your estimate of revenue, you have given the district the same fair play as you have given every other district? I have endeavoured to do so.
744. And the revised estimate you now submit has the additional security of some six or seven months actual traffic on the railway to Temora? Yes.
745. And notwithstanding that, only a slight difference can be made in your estimate of April last? Yes; if anything I think it should be reduced, especially in view of the action of the Public Works Committee.
746. At all events, after twelve months, you are now in a position to speak with more definiteness than you were when you made your first estimate? Yes; I may state our local officers at Temora have watched the traffic to and from the district with a view to ascertaining its volume.
747. I presume you have made fair allowance for traffic that might reasonably be expected to come to the line outside the Wyalong traffic proper? Yes.
748. That is wool and station produce? Yes.
749. Do you think the construction of the Condobolin line would attract any of that traffic? Yes; I fancy about 2,000 bales of wool which I estimated in connection with the Wyalong line would go into Condobolin.
750. Then your estimate will stand to be reduced to that extent? Yes; to the extent of about 400 tons of wool. It would reduce the estimate by about £200. Of course, there would be returns supplied, which I have not estimated, which would come in.
751. That is an item you feel pretty sure about? Yes.
752. And it is quite possible that there may be other items which you cannot estimate at present, which would go over the Condobolin line? I would regard them as rival railways to a certain extent outside the immediate district of Wyalong.
753. You have also had the benefit of seeing the result of a year's work on the Wyalong gold-fields? Yes.
754. What has been the result there—an increased or a decreased population? It has been practically stationary. If anything, I think a decrease. I think to the extent of about 1,000.
755. I presume that during that time the heavy materials incidental to the forming of batteries have been imported to the field? Yes.
756. Do you think the field is of such a character that there is still a larger development to take place, thus necessitating the importation of heavy goods and machinery? That, of course, I cannot say, but at the time of my visit a number of batteries were idle, and they say they were short of water, and probably they were idle on that account. There were eight batteries on the field altogether, and I think only three of them were employed at the time I was there, but I think that was largely due to the want of water, because there was plenty of stone at grass.

J. Harper,
Esq.
29 May, 1895.

757. Are we to understand that the uncertainty of the water supply will always operate against the district? That I cannot say.
758. It happened to be a dry season when you were there? Yes.
759. Do you think we could take the traffic which has passed over the line from Cootamundra to Temora as a guide to what would go to Wyalong? No.
760. But would not all the Wyalong traffic go to Temora? Yes; but the district between Cootamundra and Temora is a much better district than that between Temora and Wyalong.
761. Before the outbreak of the gold-field there was, comparatively speaking, good traffic from Cootamundra to Temora? Yes.
762. And, notwithstanding the opening of the gold-fields, the traffic has not perceptibly increased? No.
763. So that there must have been a leakage between Temora and Cootamundra, because that line had the advantage of the Wyalong traffic? I do not quite follow you.
764. According to the information we have from your Department the railway traffic has not largely increased between Cootamundra and Temora during the last twelve months. During that time the line has had the benefit of the Wyalong rush, and yet the revenue has not increased very much. Therefore, there must have been a leakage between Cootamundra and Temora? You can scarcely get a comparison. The railway to Temora was opened in September, 1893, and the gold-fields were opened in April. During the months of March, April, May, and June, there was a large influx of population to Wyalong. A very large number of people who are there now were carried, and they have not been carried subsequently. The machinery which was carried to Wyalong was carried in that period.
765. Your Department appear to view the proposed extension as one to a gold-field only? That is all.
766. I presume the Department view that as a dangerous experiment? We think so, because if the field were to collapse the railway would be left there, ending in nothing and nowhere.
767. Then you feel quite incapable of showing a sufficient return to justify the construction of the line, even under present conditions? Yes.
768. Supposing we take it for granted that we should get the wool and the freight from the various stations, and treble the passenger traffic to and from Temora and Wyalong, how would that affect your estimate? If you got treble the passenger traffic you would practically treble the goods traffic. You would require, therefore, to add the traffic which would be carried owing to the increased population.
769. What would you consider to be a fair estimate, under those circumstances? Supposing you were to treble the population, you would increase the goods traffic by about £2,000, because, leaving out woolpacks and ordinary station supplies, you must reckon on the supplies the ordinary population would consume.
770. Admitting that it is possible for the field to treble its population, which would be a very large increase, and admitting that that would bring at least £2,000 more revenue to the railway, that revenue, then, would amount to a total of £4,764 19s., as against the estimated interest on cost of construction and working expenses of £6,950, or an annual loss of £2,186? Yes.
771. So that, in short, the gold-field will have to treble its production, and it will have to treble its population and trade, and even then it will show a loss of over £2,000? Yes; as far as figures show.
772. Do you know how the railway from Cootamundra to Temora is paying at the present time? It is paying more than working expenses, but not interest.
773. At the time that line was constructed the question of extending the line from Parkes to Condobolin was not under consideration? No; but the line from Molong to Parkes was under the consideration of the Public Works Committee about five years ago. I remember giving evidence in connection with the Cobar line down the Lachlan.
774. Having in view at that time the probable extension to Condobolin, upon what line of policy was the railway from Cootamundra to Temora constructed? I do not know.
775. What was supposed to be the probable extension of that line? I think there was an idea of its probable extension to Hillston.
776. Then you cannot find sufficient traffic to justify you recommending the construction of the line? No.
777. *Mr. Molesworth.*] I understand you have been over the proposed route of the proposed line two or three times? Yes.
778. And you are thoroughly acquainted with the locality? Yes.
779. You know exactly what traffic would be likely to be drawn to the line? Yes; we know that from our books and from a reasonable knowledge of the district.
780. Would a line from Temora to Wyalong tap any traffic which is not enjoyed by the present railway? No. As a matter of fact I have given the line credit for one or two stations which last year sent their produce to Hay and down the river. They took advantage of the lower competitive rates on the south-west line. I may also say, that the proprietor of Bygalorie told me the other day that assuming the two railways were constructed he would prefer to send his wool to Condobolin.
781. And that is also one of the stations you have credited to Wyalong? Yes. Again I credited Uabba station to Wyalong, which is very doubtful. It is probable it will go down the river the same as Merri Merrigal and Naradham.
782. Then you do not think there is any material traffic which will be lost to the railway if the line to Wyalong is not constructed? No. I have included in my estimate Euglo, and all the selectors upon it. As a matter of fact their distance is rather in favour of Condobolin.
783. Is there sufficient population in the Wyalong district to justify their being served by a railway in the hope of future settlement? I have expressed the opinion in my report that there is not.
784. You stated just now that there would probably be no further extension of the line, if constructed to Wyalong, in consequence of the Condobolin line serving the Lachlan district? Yes. The distance to Hillston would be shorter by the Condobolin route from Sydney.
785. Will you give the Committee the figures? The distance from Sydney by way of Parkes and Hillston would be 429 miles. To Hillston by way of Wyalong it would be 448 miles, a difference of 19 miles. The distance to Cargellico by way of Parkes would be 381 miles, and by way of Wyalong 400 miles.
786. Then Cargellico would be better served from Condobolin? Yes; by a difference of 19 miles.
787. Supposing Parliament declined to sanction the construction of a railway from Parkes to Condobolin, do you think the Railway Commissioners would then favour an extension from Wyalong in the direction of Hillston? I do not think they would be so shifty in their policy. I fancy they would go for what they considered the best line in the interest of the country.

J. Harper,
Esq.
29 May, 1895.

788. Supposing Parliament refused to sanction the construction of the line referred to, would not the Commissioners attempt to recommend an alternative route by way of Wyalong? It is scarcely for the Commissioners to dictate the railway policy to a Government. It is for them to express an opinion.

789. Coming to the question of the natural features of the country, which line would be most satisfactory to construct? The Condobolin line.

790. You think the features of the country from Condobolin to Hillston are better than from Wyalong to Hillston? Yes, a line down the Lachlan would best serve the general interests of the country.

791. *Chairman.*] In other words, if the traffic is going to Victoria, you would complete the Wyalong to Hillston line. If going to Sydney, you would build the other line? No; I should say in any case build the shorter line, for the purpose of bringing the produce to market, and I think there are more possibilities in the district of Condobolin than there are in the district of Wyalong—that is, outside the gold-field.

792. *Mr. Molesworth.*] Then I understand that even if the construction of a line from Parkes to Condobolin were not sanctioned it would in no way improve the position of the proposed Wyalong extension? Not a bit.

793. *Mr. Chanter.*] In giving your evidence before the Committee last year, you stated that the district was only comparatively well settled? Yes.

794. Now you have made a more recent visit? Yes; if you will read the evidence you will find that Mr. Hoskins asked me this question:—

I suppose you have, on many occasions, travelled between Cootamundra and Temora? Yes.

Is that country pretty well settled? Only comparatively well settled—there is not much population there.

795. Can you tell the Committee the character of the settlement between Temora and Wyalong? There is absolutely none except mining. There are about half a dozen selectors on the road.

796. Have they been there any length of time? Five or six years, I think.

797. What is the character of the country for agricultural purposes between Temora and Wyalong? Some of the soil is good; the only thing is that they suffer from a dearth of rain.

798. What is the rainfall? Eighteen inches, I think, is the most favourable record. As you go north-west it falls off. Barmedman is about a central point, and a seven years' record shows 18 inches there.

799. You say the land is comparatively suitable for agricultural settlement? Yes; when I say comparatively suitable, I mean this—there is no doubt there is a lot of good mallee land, the question is whether, under existing conditions, that is suitable land—whether people will be anxious to go upon it.

800. Do you know how the land between Temora and Wyalong is held? In the district of Barmedman, which extends 24 miles west, 15 miles in the Wyalong direction, 10 miles towards Temora, and 14 miles towards Young, there are 2,386 acres under cultivation, of which 1,494 were under wheat last year, and the grain production was 9,376 bushels.

801. *Chairman.*] You have an area of 28 miles by 25 miles? Yes.

802. Out of that there is an area of 2 miles each way under crop, and there were 137,000 sheep carried in addition? I might explain that a good deal of this cultivation lies to the north-east of Barmedman, and would find its way into Temora under any circumstances.

803. *Mr. Chanter.*] According to the plan, it would appear that the line goes through leasehold;—can you tell us how many pastoral leaseholds it runs through? I think there are about four.

804. In travelling from Temora to Wyalong, did you take any particular notice of the description of timber? Yes.

805. How does that country compare with the Berrigan district? It is entirely different. There is a different class of timber altogether.

806. Is it more heavily timbered? Yes, with scrub.

807. But not with large timber? There is some large timber. There is some ironbark there, but it is a different class of timber altogether.

808. I am speaking more particularly of the route itself? Yes; I should imagine it would take twice as much to clear it, as it would in the Berrigan district.

809. In the estimate given for the cost of construction you do not detail the cost of clearing the track? No.

810. What track would have to be cleared? I should think 3 chains would be ample.

811. How much per acre do you think it should cost to clear the land? I do not know. I need hardly tell you that the conditions of labour vary so much that an estimate obtained, say, three months ago would have to be varied to-day by reason of the different conditions.

812. Did you take any notice of the class of stone which could be used for the road and ballasting purposes? Yes.

813. Is it a good class? I think so. I think it would make a good road.

814. Is it contiguous to the proposed line? Yes; in several places where I broke off into the bush I met with ironstone and gravel ridges.

815. Then with the exception of two or three selectors there is practically no settlement between Temora and Wyalong? No.

816. Do you see any prospect of any increase of settlement? I do not under existing conditions.

817. And, if the lands held under pastoral lease, are to be held for another five years, there can be no increase of settlement? No; I will give you an idea of what has been paid for some of the leasehold areas there. On Upper Wyalong No. 3—Mr. Amos has paid 1d. an acre for 19,000 acres. Upper Wyalong No. 2 for 18,000 acres 1½d.

818. *Chairman.*] At what would a similar area of land near Temora be rated;—of course it would depend on the class of country near Temora? There is one station—Mimosa—between Temora and Cootamundra, for which the Bank of New South Wales have paid 3½d. an acre.

819. *Mr. Chanter.*] When previously before the Committee you were asked:—

If the line were extended to Wyalong, would it attract wool which now goes to Carrathool and Whitton, and thence down the Murrumbidgee to Echuca and so to Melbourne? I do not think so.

—Are you still of that opinion? Yes.

820. You were also asked:—

Are you of opinion that if the Temora line were extended to Hillston *via* Lake Cargellico, the wool from the district you have just mentioned would make use of that extension instead of going into Victoria? No; I think that the bulk of it would still go down the river.

If

J. Harper,
Esq.
29 May, 1895.

If a line of railway is extended from Parkes to Condobolin, and thence on to Hillston, would it not have the same effect? I do not think it was ever contemplated to use that as a main line of railway. The idea, I think, was to have a branch to Hillston and to continue along the Willandra Billabong to the Darling at some future time.

821. According to the wall map, the Commissioners' idea was to carry it from Condobolin, Cargellico, and Hillston, and thence on to Menindie? That was never the Commissioners' idea. The idea was to come down to Uabalong from Condobolin, and then to have an extension down to Hillston, and running the line along the Willandra Billabong.

822. Would it have any different effect, as far as obtaining the produce of that district is concerned, whether you carried the line from Condobolin to Hillston, or from Wyalong to Hillston? Yes; it would have a great effect, because there are a number of stations, which if intercepted by a railway along the Lachlan would probably send their produce to Sydney. At present it is sent to Hay or Carrathool to go by river.

823. Then the only way of intercepting that traffic would be to extend the line *via* Condobolin? Yes.

824. I gather, that with the view of an ultimate extension into the Lachlan country, you do not favour the line from Temora to Wyalong, and thence on to Hillston? No.

825. But you do favour an extension *via* Condobolin? Yes. I would not say that at the present time I favour an extension from Condobolin. I would not say the time has arrived for that.

826. But if an extension is made, in your opinion it should go by way of Condobolin rather than by way of Wyalong? Yes, and down the river.

827. Then your estimate of the probable traffic from Wyalong shows that traffic to be entirely a local traffic? I have included the traffic from Uabba.

828. What distance is that from Hillston? Eighty or 90 miles, and it is very doubtful whether it would come in.

829. From your knowledge and research then you are of opinion that the construction of this line would not be justified at present. That is my opinion.

830. *Mr. Hayes.*] When before the Committee on a previous occasion you estimated the goods and coaching traffic at £2,764? Yes.

831. You also stated that you had included the traffic from stations right out on the Lachlan? Yes.

832. Do you consider that the amount of traffic you then estimated would not be realised? I do not. I consider especially, if the Condobolin line is constructed, that it will not be realised. I think it is exceedingly doubtful whether the traffic of two of the stations would come in.

833. You anticipate, then, that the estimate you have made would not be realised? Yes.

834. Is it a very full estimate? Yes.

835. You also stated that you did not make any allowance for teamsters interfering with the traffic? Yes. Of course, circumstances have entirely altered since then. I found when I went up there this time that team carriage had been reduced by 50 per cent.

836. That will also interfere with your former estimate to a considerable extent, and reduce it? Yes.

837. *Mr. Roberts.*] We have it in evidence that about twelve months ago, within 5 miles of Wyalong, there was a population of about 5,000 people? Yes.

838. Will you explain why you form your estimate for 1894 upon a basis of population of 1,800? If you read my report on page 3 of the Minutes of Evidence on the railway from Temora to Wyalong, you will find it will explain the whole matter. I regarded it as a floating population, which could not be used as a basis of an estimate for a railway. At that time it could not be regarded as a permanent population. The then existing population of Temora was taken as the basis of a field equal to that at Wyalong.

839. Is it a fact that since you have made that estimate the population has fallen to 4,000? Yes; 4,000 is the official estimate.

840. And that appears to justify to some extent the estimate you formed last year? Yes; especially taken in conjunction with what I have given as to the yield of gold from the field, which does not indicate that a population of 4,000 people could be sustained upon it.

841. But if there are 4,000 people there now, it is hard for me to understand why you should only reckon for 1,800? For the simple reason that we have seen so many of these gold-fields come and go.

842. You base your estimate on previous experience? Yes.

843. Is not the population of Temora 1,800? Yes.

844. Would it not be fair to assume that if a railway fairly paid to Temora, with a population of 1,800, one would be likely to pay to Wyalong with a similar population? No. The districts are entirely different.

845. Is it more fertile about Temora? Yes; there is a greater rainfall. There is more agriculture going on. The land is more suitable for cropping, and it has the advantage of being closer to market.

846. Is there any population about Barmedman? Yes; there is a population of 250 in Barmedman itself.

847. Assuming that the Committee could not recommend the extension from Temora to Wyalong, would there be any justification in recommending a continuation of the line from Temora to Barmedman, seeing that it is already at Temora? No. I should think the Committee would be better justified in going to Wyalong than to Barmedman.

848. In other words, there would be no advantage whatever in going to Barmedman? None whatever.

THURSDAY, 30 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. JAMES HOSKINS.
The Hon. JOHN DAVIES, C.M.G.
The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.
JOHN MOORE CHANTER, Esq.
CHARLES ALFRED LEE, Esq.
JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Rev. John Milne Curran, Lecturer in Geology, Technical Education Branch, Department of Public Instruction, sworn, and examined:—

- Rev. J. M. Curran.
30 May, 1895.
849. *Chairman.*] You hold a semi-official position in connection with the Department of Public Instruction? Yes; an official position. I am Lecturer in Geology to the Technical Education Branch.
850. Which position takes you to all parts of the country, and enables you to form a definite opinion with regard to their mineral resources? Very often.
851. Do you know the Wyalong country? Yes; I spent six weeks or close on two months in the district this year. I visited Temora, Wyalong, Reefton, Barmedman, Yalgogrin, and surrounding districts. I have been over the country from Temora to Wyalong too. I returned from there on Monday last.
852. Do you know the country going in a northerly direction from Wyalong across the Lachlan, towards Euabalong? Yes; I came down there from the Cobar side some years ago. I think I know its resources pretty well. I worked down from Cobar to Condobolin, through Euabalong, many times years ago—in fact it was an old travelling route of mine.
853. And you know the country intimately? Yes; pretty well.
854. *Mr. Davies.*] You have made several visits to Wyalong? Yes; more than one.
855. What is your opinion as to the permanency of the field? I consider the field is permanent, inasmuch as the word permanent applies to any gold-field. It is not a thing which is to end next year or the year after, but if you mean by permanent that the field is to go on developing, and the population is to be added to, I cannot agree with you. I think there are as many people in Wyalong now as there ever will be.
856. Then you regard the present population as large as it is likely to be? Yes; with the mineral resources I know of.
857. With the mineral resources at present in sight? Yes.
858. Do you regard it as a poor man's field? Certainly not. So far it has been, and it will be for the next twelve months, but after that some of the greatest questions dealing with the winning of gold will have to be dealt with.
859. Do you know the total amount of gold that has been raised? I cannot go into that question now. I think I should be in a position in a day or two to give a fairly accurate figure as to what has come from there.
860. Have you furnished a report to the Department? It is in preparation now. It is complete except as to some analyses of minerals and rocks.
861. I suppose you have learnt that about £40,000 worth of gold has been raised? Yes; I have heard so.
862. Do you regard that as a fair index of a permanent field, taking into consideration the number of miners employed in connection with the various reefs? No; I should not take that as an index of a permanent field. At the same time I do regard Wyalong as a permanent field.
863. Will you give the reasons why you have come to that conclusion? So far, the gold has been won from reefs in contradistinction to alluvial gold, which works out very rapidly. There has been no alluvial gold won there so far. The gold which has been got we know has been won from the reefs; it is not gold which has been transferred there. More than that, the gold has every appearance of having been derived from pyrites, which we find *in situ* at the lower level. The quality of the gold which has been won differs in no way from the quality which remains in the ground in exploratory shafts and drives which have not been touched. The character of the stone near the surface is in keeping with the character of that at the greatest depth which has been touched, excepting that one is oxidised and the other is in its natural condition.
864. Do you find the reefs growing in richness as you get to greater depths? On the contrary, quite the other way. In addition to what we might conclude from examining the rocks, we know for a fact that the gold is not getting richer. More than that, in eighteen months' time very different methods will have to be resorted to to get the gold, provided work goes on continuously.
865. To extract the gold? Yes.
866. What is the general character of the quartz reef? Up to a depth of 150 to 190 feet the gold occurs as what we call free gold mixed with sulphides. Below that depth there is very little free gold, as far as our knowledge up to date goes; but there is gold combined with pyrites, both iron and arsenical.
867. Take the greatest depth of claim at Wyalong;—what would be the width of the reef, and what would it be likely to yield per ton? I do not think I could answer both sides of the question with one reply. So far, the stone crushed has to my own knowledge yielded on an average 2 oz. to the ton.
868. That is taking the whole field? Yes; that is naturally the richer ore. In a certain sense there is what we might call surface concentration there. Some thousands of feet of country have been removed, and as the country has been removed a good deal of the gold has dropped back into the reefs, because wherever water will go gold will go.
869. As the claims follow the reef down, they become troubled with water? It is a fortunate trouble. They have struck water on every deep shaft on the field, which I consider a fortunate thing.
870. And they will not be able to work the claims without some appliances for pumping? Certainly not. That is one of the reasons why I have said I do not consider it a poor man's field. Below 200 feet it will require capital to develop it. Certainly there was never a field so easily worked up to the present time, and, I may add, so badly worked. They have taken out the reef simply with a pick and shovel. The surrounding rock is so decomposed that it can be dug out.
- 871.

871. What are the walls? Of granite on Wyalong proper, sometimes slate, and often diorite on parts of the field. Rev.
J. M. Curran.
30 May, 1895.
872. What is the greatest width? I should explain with regard to the greatest width, that I saw no reef on the field that runs horizontally and vertically at a definite width. In slate country we find reefs run through, practically north and south, and run at an equal width; but in Wyalong the walls come together both horizontally and vertically, so that a man may have 200 feet of reef showing on the surface, but he cannot count on 200 feet of gold-bearing stone falling there. There is a lot of dead ground between the two points, where the reef will make, and the same principle holds with regard to depth.
873. Does the fact of the country being granite make it improbable that the reefs will continue? Certainly not. There is no reason why the reefs should not occur in granite, and be permanent. I may mention that Charters Towers is a gold-field which has a reputation, which seems to be going to last, and reefs occur there in granite.
874. Have you ever visited Charters Towers? No.
875. Is the country similar to that at Wyalong? Without visiting we know the character of the rocks. It is not at all unlike it.
876. I gather, then, that you are hopeful of a rich permanent field being established at Wyalong? I would rather leave out the word "rich." I have every hope of a permanent field—that is, mining will continue there for many years to come;—but that it will be a rich field, I have no evidence before me to show.
877. Are you of opinion that it is likely to be a payable field? Decidedly.
878. A payable permanent field? A payable field, say, until such time as mining under such conditions as an ounce of gold per ton in pyrites would cease to pay.
879. Then you are of opinion that at least an ounce to the ton would be realised? Yes.
880. And as they get to greater depths that will be maintained? We see no reason why the gold will not go to a depth. On the contrary, recent indications, up to the day before I left the field, all pointed in that direction. I saw some stone taken from below the water level, which is an important point to consider, and it was exceedingly well mineralised.
881. What level would that be? Over 200 feet.
882. Was that from the "Three-star" Claim? No; it is quite close to the Welcome Stranger,—on the Welcome Stranger line of reef. The stone is splendidly mineralised. It contains galena, which is considered a favourable sign for the occurrence of gold in a quartz reef; also, carbonates of lead, carbonates of zinc, carbonates of copper, and free gold alongside, not in the pyrites. The specimen is rather a unique one, and has gone to the Technical Museum.
883. And you regard those indications as a safe sign? Decidedly.
884. How do you regard the reefs at Barmedman? I am not in a position to speak so unreservedly about Barmedman. There is no active mining going on there. We could not get underground, and had to take everything on hearsay, which is not a thing to depend upon.
885. You are not in a position to express an opinion about Barmedman? No; but in trying to get at an estimate of what Barmedman was worth, I had occasion to find out what gold was sent from there through the banks, which is something to depend upon, and that is decidedly encouraging. Up to the day on which they stopped work there was gold coming from Barmedman. The water came in and caused the stoppage.
886. Do you know the total amount sent? I made no note of it, but it was sent continuously while operations were going on.
887. What area of auriferous country will there be on the Wyalong gold-field? If a man told me he had discovered a payable reef in a tract of country about Wyalong, say, 20 miles long by 15 miles wide, I should have no reason at all to doubt him. I should say it was quite possible; but from my own observations I think the paying reefs are confined to a very much narrower strip of country. I should think that 3 miles by 1½ mile, would cover all the good things there.
888. What number of miners would be sustained by a field of that extent? I do not consider the miners can maintain themselves at all there very shortly. The field will have to be worked by companies, and of course companies will work much more economically than will small parties of men.
889. That is to say, capital will be required to erect pumping-plant, &c. Decidedly; I do not think there is any prospect of the population being added to. On the contrary I think it will be the other way, even though the field should continue a remunerative one.
890. You do not think it is likely there will be a large increase of population? I do not; I do not see anything to justify it.
891. Are you in a position to express an opinion as to the condition of the road from Temora to Wyalong? The road was very good when I came along it, although I have not been there in wet weather. It was quite dry—in fact, too dry.
892. Was there much traffic upon it? Yes, there was a good deal of traffic. We passed eight or ten teams coming or going.
893. I understand that Reefton is included in your opinion as to the character of the field? No; it is a separate field with separate conditions, about 11 miles from Temora.
894. Is it a different character of country? Very different.
895. What is the character of the reefs there? The reefs there are really more like the reefs we are accustomed to—they are good quartz reefs in slate country.
896. Are they wide reefs? Yes; some of them are very promising. One or two of the crushings have been very good so far.
897. What has been the average? I do not think I should be far out if I say 2 oz. to the ton.
898. Then the average is quite as good as that at Wyalong? Yes, but the field is not so extensive.
899. What extent of auriferous country is there there? Not more than three quarters of a mile. I do not think there is payable gold all along the reef. Perhaps there will be five good properties.
900. Is the land that was available all taken up? Yes.
901. And it is being worked at the present time? Yes, in a desultory sort of way.
902. You have already stated that you do not think it is likely that the population will be increased? No; I think there are quite enough people at Reefton, even for a better thing than the Reefton people have got.
903. The same remark applies to Wyalong? Yes.

- Rev. J. M. Curran.
30 May, 1895.
904. Is there anything further you wish to state, with reference to the Wyalong gold-fields, including Reefton and any other portion of the district, which will contribute to a settled population? I think the country about Yalgogrin will contribute to a settled population.
905. How far is that from Wyalong? About 30 miles to the south.
906. Has gold been discovered there? Yes.
907. Are many miners at work there? I saw about forty or fifty men there making a living.
908. What is the character of the country there? Slate and granite. It is rather promising country. There is a crushing-mill there.
909. Has any alluvial been discovered there? No.
910. Taking all these different centres of auriferous country, you are still of opinion that they are not more than sufficient to maintain the present population? Yes; that is my opinion.
911. Unless some fresh discoveries are made, it would not be wise to base a calculation upon any greater population than that which is centred there at the present time? Not from a mining standpoint. Of course, I know nothing about what the throwing open of land may do in settling a place. As a gold-field, I think there are a great number of people working properties which are absolutely useless. They are hoping for better things and better times, which I do not think will come to them. They hope that new discoveries will be made which will absorb those people who are not getting a living at the present time.
912. Have you anything further to add with reference to the field? I have been giving a good deal of attention to the water supply there. From the start I committed myself to the opinion that there would be no difficulty about water.
913. Water for domestic purposes? No; the water is very mineralised—in fact, extraordinarily so.
914. You mean for batteries? Yes; it is first-class water for battery purposes, although very strongly mineralised.
915. Would it not affect the boilers? Certainly; it could not be used in boilers without special precautions. It could be condensed, of course. I am quite satisfied they will never be short of water for battery purposes, and when the tanks once get filled they will not be short of water for domestic purposes.
916. And you believe, as they get to a greater depth, they will get more water in the claims? All the shafts that have gone below water now cannot cope with that water. At Cox's battery in particular they put on a small pump, but cannot make any impression on the water.
917. Is that likely to apply to most of the claims? Yes; to most of them, not to all.
918. How are they going to work those claims, then? A mining pump can almost cope with any water supply.
919. I notice that Mr. Warden Clarke, in giving particulars of some of the deepest shafts, says:—
Three star, 180 feet; driven 57 feet; reef, about 2 feet; 207 tons crushed for 1 ounce per ton; water makes about 1,200 gallons per day.
? Yes; they are simply in a saturated country. They are not under water-level.
920. What claim did you refer to as making water so fast that they could not cope with it with a small pump? It was a shaft put down for water at Cox's.
921. *Mr. Trickett.*] You say you do not regard this as a poor man's field? Not in the future. So far it has been pre-eminently so.
- 922-3. At the present depth the material which they have to deal with is comparatively soft? I suppose they never had such a combination of favourable circumstances in the Colony before. As they go down they will get to the hard granite, and the process of treating the granite quartz will be of an expensive character.
924. Do you think the chlorination process will be necessary? We have made experiments on that head. We have tried chlorine and cyanide. We find there is no reason at all why chlorinating in open vats will not meet all requirements.
925. Will that process be necessary to deal with the gold at a deep depth? Yes.
926. Is not that about the most expensive process to extract the gold? No. In any of the conditions that may apply to Wyalong, it certainly is an expensive process, and I suppose it will cost £2 10s. a ton to treat it. £3, I daresay, will be the charge made by the people who will erect works to treat the ore.
927. And what is the cost of the amalgamation process? The present price is 17s. 6d. a ton; 15s. for large lots.
928. Then the expensive cost of treating is rather a handicap to the gold-field? When you look at it in the light in which it will be shown by and bye, I do not think so, because they will not have to treat every ton of stone in that way. They crush about 20 tons. They get all the free gold they can in the mill. The blanketings and concentrates will have all the difficult material, and the 20 tons will be reduced to about 2 tons, so that out of 20 they will only have to treat 2 tons practically, by chlorination. So far the difficult ore relative to the free ore would be 1 per cent.
929. During the time you were there, did you notice whether miners were leaving the ground or coming to it in any numbers? It would be hard to say they were coming to it. They certainly were not coming to it.
930. Were they going? I can hardly say they were going away. The men were leaving properties considered of no value, and trying others. There is plenty of ground there still. I do not think many were leaving the field; but I am certain very few were going to it.
931. What area do you think would cover the present discoveries at Wyalong? That is a very difficult question to answer. If I were asked whether all the good mines were close to Wyalong, I could answer easily. All the good mines close to Wyalong township, I should say, would be within an area of 3 miles by 2. All the good mines are certainly within 1 mile of the mining camp at Wyalong.
932. *Chairman.*] Still from the formation of the country, if, in 20 miles by 15, you were informed there were good discoveries, would you have any reason to doubt it? No; it is country where reef-gold may be found anywhere.
933. *Mr. Trickett.*] Does the same character of country extend as far as Cargellico to your knowledge? No, not the same character of country; but I may say I have had rather encouraging samples of stones sent in from a number of places out in that direction.
934. *Chairman.*] In the direction of Cargellico? Yes; the owners of the properties do not seem to care about encouraging prospectors. They send in the stone themselves, but they do not want it to be made public.

Rev.
J. M. Curran.
30 May, 1895.

935. *Mr. Trickett.*] But persistent prospecting would be required for this country to ascertain its character;—it is not easily prospected? I should think Wyalong would never have been discovered if it had not been for an accident. I think no men would have ever started to prospect for gold there. In fact, one of the methods of prospecting there in the early days was very primitive. They simply took a pick and drove it into the ground anywhere, and whenever they felt anything hard they thought it was a reef, and very often they were perfectly correct.

936. I understand that the character of the field is such that the seams thin out as you go down, and make again at intervals—it is patchy? Yes; both horizontally and vertically.

937. But do they vary? I have seen gold cross a reef 3 feet wide.

938. And you have seen one as small as how much? Threads. I have known it thin out to nothing horizontally.

939. What distance would that be? I found payable gold in one claim I know something about for 30 feet. It thinned out from 3 feet to nothing in a length of 30 feet. The walls came together—there was no reef. You follow the joint, and the reef makes again. I may say the miners do not consider it a hopeless case when they lose a reef there. As long as they have a joint they think they will be able to pick it up again, and so they do.

940. It is a field, then, which nothing but persistent and patient work will make permanent and payable? Yes; it is very different from the slate country we have in Victoria and parts of this Colony.

941. Where they have 100 feet of reef showing on the surface they can give an estimate of what there is 100 or 200 feet deep? Yes.

942. So far as your observations have gone you see no reason why down to 200 feet the reef should not be fairly consistent and remunerative? Yes; under the conditions I have mentioned—that we must allow for walls meeting horizontally and walls meeting vertically, so I daresay half the reef of every area will be what we call dead country.

943. How many batteries are there at Wyalong at the present time? There were four in full swing when I was there, and a prospecting battery, and a thirty-head battery was being erected, with all the latest appliances for gold saving.

944. We had evidence from Mr. Pittman, twelve months ago, that there were three batteries then erected;—is it not rather a slow development of crushing-plant to have only four batteries now? It is indeed, considering how easy the stone is got; but in explanation of that, I might say that there are more people employed mining there, who have not been mining before, than I have ever seen in other parts. They are men who have left other positions and who have taken to mining.

945. Did you see many claims lying idle? I did not see any mine where work was suspended. But it will strike anyone going to Wyalong that when four men form a party and work for twelve months and bring so very little stone to the surface, it is a shocking state of affairs.

946. Almost indicating that the land was largely taken up for speculative purposes? I would hardly say that, because I happen to know some of these parties, and they seem bewildered. They do not know what to do; the conditions are so different to what they have been accustomed to. Many of them have never been accustomed to any of the conditions of mining, and because they cannot see gold in every stone they take out they become frightened. I think they have a shrewd idea that they will not be able to work the claims themselves by and bye, and they cannot send the stuff to a crushing-mill as at present. Under all the circumstances I should think many of them would be very glad indeed to sell out.

947. With regard to the mines which are being vigorously worked, is there much stone at grass, or is it all pretty well crushed? No; there is stone waiting all over the field for machinery. It is waiting everywhere to be crushed, and it is a stone which I consider will do very well; so that the next twelve months of Wyalong, I think, will be its most prosperous time if they get water.

948. Did you examine any stone at grass? Yes; we brought half a ton to Sydney. It was selected from all over the field. It was collected from various parts of the fields as specimens for the Museum.

949. Are the batteries fully employed? Yes; they are doing all they can.

950. Then I suppose it is really want of capital which has kept back the erection of further batteries? I hardly think so. I think the difficulty has been water. There is plenty of capital forthcoming, in fact; I know of people now waiting to put up mills there, but water is the difficulty, or it has been in the past. This thirty-head mill is going up, and that will soon run through a lot of stone. I do not think many people will be waiting for crushing if they have, say, 2 inches of rain next month.

951. Is a company putting up this mill? No; it is the property of Nicholas and Reymond, from Forbes. They have had mills on the fields in the western districts for many years.

952. Do you think this is a field on which a miner, with ordinary experience, would be able to get a fair living if he could get his stuff crushed at one of the local batteries? Certainly; there is no question that a number of people there have made money as it is, and by far the greater number have stone at the surface good enough to sell or crush. They are merely waiting for it to be treated. But you must remember they have taken twelve months to get it.

953. Then you think that the reason certain people are not doing so well is because of their want of experience in mining? Decidedly. It has come to my knowledge that people there have left properties which are very good. I might state that the Technical College agreed that I should take down an assay plant and an assistant, and, in many instances, we were able to assure the people that the stone they were throwing away was really worth an ounce of gold.

954. Do you think a distance of 39 miles from a railway is an excessive or inconvenient distance for a gold-field, as regards the carriage of gold from it, and material and food to it? I do not see how it could hurt it very much to be 39 miles from a railway.

955. Especially if a fair road were constructed? I cannot see how it could hurt the field in any way. The stone must be treated on the field. It takes 1½ oz. of gold to send it to Sydney and treat it here.

956. That distance then would not be a great detriment to the place as a gold-field? I do not think a railway would either make the place or the absence of one mar it.

957. *Mr. Lee.*] When did you visit the place first? Early in February this year.

958. When was the discovery first made? About eighteen months ago. I would not be sure on that point, but it is certainly under two years.

959. Were you there between February and your last visit? Yes; I remained there for three weeks for that time, and I remained there for three weeks part of last month and this month.

- Rev. J. M. Curran. 30 May, 1895.
960. Those were your only two visits? Yes.
961. What was the population when you first visited it? I do not think the population has altered; it is about the same.
962. You spent several weeks there on each occasion, therefore you were in a position to see everything connected with the field and its commercial requirements? Yes.
963. Did it occur to you that the ordinary necessities of the people were fairly met by the distribution of supplies? I really think it is as cheap to live there as in Sydney.
964. That is to say, they have no difficulty in getting their supplies from the various stores on the spot? I never heard of any difficulty.
965. Did you take particular notice of the route between Temora and Wyalong? Yes.
966. In what condition would you consider it for an ordinary bush road? For an ordinary bush road of course it is capital.
967. Was it able to carry the ordinary dray traffic? When I saw it, certainly it was. It was carrying teams.
968. Do you think the development of the field is being retarded in consequence of the people not being able to get machinery there quick enough by the ordinary dray traffic? Certainly not; two days cannot make any difference.
969. Do you think the present means of communication sufficient to supply the field with machinery and everything else required? I cannot say I felt or noticed the absence of anything.
970. Was the present means of communication a cause of complaint? I never heard any influential person there saying that the railway was wanted. I heard people say that the fact of Wyalong having been discovered should alter the designs of whatever Department or authority has the constructing of lines, and that now that Wyalong exists the line should go from there to Cargellico.
971. But, so far as you were able to judge, the residents of Wyalong were suffering no disability for the want of a railway? I never noticed anything of that kind.
972. And, as a matter of fact, if the railway were built to-morrow it would not increase the development of the mines? I cannot say that it will.
973. Is the town of Wyalong permanently or temporarily built? There was nothing really permanent, so far as I could see. I think there is only one brick store built.
974. It is chiefly a mining town? Yes, in every sense of the word.
975. And it differs very little, I suppose, from other mining townships at the same stage? It differs in no way; but it is a little more comfortable than most fields.
976. You know Peak Hill? Yes.
977. What is the distance from Peak Hill to the nearest railway station? I do not think the Parkes line was opened when I had anything to do with it. Dubbo used to be the nearest, and that was 42 miles away.
978. About the same distance as Wyalong from Temora? Yes.
979. Was there not a large population at Peak Hill? Yes.
980. And large machinery erected? Yes.
981. That was all carted over the ordinary road? Yes.
982. And that field, like most others, has diminished in numbers? We could always see that Peak Hill would diminish quicker than Wyalong. Wyalong is better than Peak Hill.
983. As a matter of fact, the prospects at Peak Hill have not been sufficient to maintain the population? No.
984. Is it not the history of nearly every gold-field in the Colony, that at their early stages they attract a large population? Yes; there is more gold to be got at the beginning.
985. And as the field proceeds in development the population fines itself down—in other words, it is a case of the survival of the fittest? Nearly always.
986. The field of Wyalong, with its present fair prospect, I presume, has no conditions different to what we have had in other fields in the Colony;—there must come a period in its history when it must be worked out? Yes; but all the same, the conditions are very different from any other gold-field I ever saw. I never saw a gold-field before where you could stand in the centre of the camp and see payable properties so plentiful around you, say, within a distance of 1 mile.
987. Was not that supposed to be the case at Gulgong and Hill End? No, certainly not. Hill End was problematical, because there it was hoped to strike shoots; but at Wyalong they have actually got them.
988. But they found very rich deposits? Yes; and they were hoping to find others which they did not, and they had no surface indications of those deposits.
989. Is it not a fact that after a few years the number of paying claims in connection with any gold-field thins down? Decidedly.
990. And the population gradually decreases? Invariably.
991. There may be some mines which will work for many years, but the majority gradually thin out? Certainly.
992. Under those circumstances, if a railway were built to Wyalong at the present time, what would be its prospects of paying, say, five years hence? Five years hence, as far as I can inform the Committee, a great number of the properties will be amalgamated. People trying to work small areas of ground will find it necessary to amalgamate with those alongside of them, and after five years time I should say, that if there are five companies getting payable gold in Wyalong they will be very fortunate.
993. That would mean a decrease of population? Yes; that would mean a population certainly not what they have now.
994. In your many travels I suppose you have satisfied yourself with the important part mining has played in the settlement of this country? Yes.
995. Many of our inland towns are due almost entirely to those discoveries? Yes.
996. Do you think the conditions are such in the vicinity of Wyalong that there is likely to be a town of any permanent importance springing up? Yes; there will always be a mining town in Wyalong. It will be a more important place, say, than Peak Hill, and certainly more important from a mining standpoint than Gulgong is to-day—we do not know what it is going to be to-morrow—and quite as important a mining town as, say, Drake.

997. Is there, in your opinion, land of quality sufficient to induce such an amount of settlement round there as would go to support the town? I can speak from experience as to the quality of the land. There is certainly no better. The land at Wyalong is ideal land. The rainfall, I fear, is the trouble there. I do not think they have as good a rainfall as they have at Temora, but I think the soil is very much better. It is undulating soil; it is partly alluvial and partly decomposed granite.

Rev.
J. M. Curran.
30 May, 1895.

998. And you think it is probable that it might happen there, as everywhere else, that the miners after making a little rise would take up land, settle upon it, and make the nucleus of a fair town? The land will be taken up when thrown open.

999. You are aware that mining townships very soon die out unless there is something at the back of them? Yes.

1000. There must be land to carry population? Yes.

1001. Do you think that is likely to happen in this case? I do; it is very good land about Wyalong. Anyone who has been in the back country for a length of time will know that the Wyalong country will all be taken up.

1002. And for some years there is a prospect of a fair population earning sufficient to keep them? Yes; there are decidedly encouraging prospects.

1003. *Mr. Molesworth.*] I understood you to say that in some of the shafts where they have gone below 200 feet there is a great inflow of water? Yes.

1004. And that water might be largely utilised for mining purposes? Yes; from the experiments we have conducted so far, we find that it is first class for mining purposes, exclusive of boiler use, of course. It does not hurt tables, or interfere with mercury, and it does not prevent the gold from amalgamating.

1005. Do you think that quantity would be sufficient and permanent? Yes.

1006. For all the mining purposes of the field? Yes; that is my opinion.

1007. I understand you to say it would not be capable of being used for domestic purposes? No; we are making an analysis and we have almost completed it, and we find it is unfit for drinking purposes.

1008. Is there no treatment by which it could be rendered fit for domestic purposes? No. I presume you refer to the fact that some hard waters can be rendered soft. This is a mineralised water absolutely.

1009. And it cannot be treated so as to render it fit for domestic purposes? This is so mineralised that it could not without being distilled.

1010. How, then, do you expect the permanent water supply is to be obtained for domestic purposes? Well, if it all came to all, water could be condensed; there is plenty of wood, and it is cheap. I believe, however, that country will hold water very well. The tanks have only been excavated a few months, and there has been no heavy rain. My experience in Cobar and Bourke leads me to believe that when the tanks are once filled they will not go dry for many years.

1011. Then the people will have to depend on the tanks for their future water supply? Yes.

1012. Did you notice whether there was any prospect of minerals, other than gold, being discovered in payable quantities? No; on the contrary I do not think there is any prospect of other minerals. I look upon this purely as a gold-field.

1013. *Mr. Chanter.*] You think the field can only be retained by the investment of capital and incorporation of the present claims? That is my opinion.

1014. That will materially lessen the number of hands employed to develop the mines? Yes.

1015. And must seriously decrease the population as compared with the present population? It will decrease it, but I hardly think seriously. Of course I am always making allowances for new discoveries.

1016. I understand from you that when the water-line has been struck no attempt has been made to develop the reef below it? Practically none.

1017. Would it require very costly machinery to draw the water from the mines in order to develop the reefs below? I do not think it would require exceptional machinery. Ordinary pumping appliances would do.

1018. I suppose it would be so costly as to put it out of the power of the present proprietors to obtain it? Yes; they do not grant leases there, but simply claims. It is a "four men's" ground, and it is out of the question that four miners can put a pumping machine to draw water 200 feet.

1019. Have you had anything to guide you in arriving at the conclusion that the reef is likely to penetrate to a considerable depth below the water-line, or is there any geological formation to prevent it. There is nothing to prevent it. There is only one rock, and that is granite. The reefs fill fissures in the granite, which we have every reason to believe go down to great depths.

1020. The greater the depth the greater the probability of an inflow of water? I do not think that at a great depth there will be more water to contend with than there is at 250 or 300 feet. I think a great deal of the water is really surface water, although it is very much mineralised. It is not flowing water underground.

1021. At about what average depth from the surface is the water struck? 200, 210, and 220 feet.

1022. And there would be sufficient water from the mines to treat the ores? Yes; I committed myself to that opinion when no water had been struck there.

1023. *Mr. Warden Clarke* states that you recently visited the field and expressed the opinion that "it had come to stay"? Yes; those were the words I used.

1024. I also take it that you were then of opinion that alluvial would be found;—did I not understand you to say a short time ago that there were no alluvial indications? I could hardly hope for any alluvial. In one instance I recommended people to try for it, and before they had tried for two days we saw it was out of the question.

1025. Then the statement that you were of opinion that alluvial would be found is not quite correct? It is not.

1026. You travelled along the road in dry weather? Yes; only in dry weather.

1027. Was the character of the soil such as to induce you to believe that after a heavy fall of rain it would become impassable? I think if the road is used as it has been, and is being, it will take a good deal of rain to render it impassable.

1028. Would a road formed of earth and light gravel carry the ordinary traffic? I should think so; although I know very little about roads.

1029. You think the soil is suitable for settlement for agricultural purposes? Decidedly; there is no question about that.

- Rev. J. M. Curran.
30 May, 1895.
1030. And there is a desire on the part of the present inhabitants to obtain land? Yes; a good many people are waiting for land.
1031. Have you noticed, in travelling through that country, that those who hold the land as freehold or conditional purchase land, are putting it to agricultural purposes? No; there is no agriculture around Wyalong. The nearest agriculture I saw was near Reefton.
1032. It would be a fair assumption that if the remaining Crown lands were occupied, the occupiers would not desire to use them for agricultural purposes? I hardly think so, because the people who would take up land now would be more inclined to go in for agriculture than the present holders.
1033. But is there not a number of selectors in the vicinity of Wyalong? There was no object for them to go in for agriculture. A selector living a long way from Temora had no object to gain by putting in a crop, because he had no market for it.
1034. But would not the existence of a township at Wyalong induce them to do so? But Wyalong did not exist. The present holders have only had one season since Wyalong was discovered in which to put in a crop, and that season has not been a good one.
1035. You did not notice any indications of land being prepared for cropping? No; but I heard on various sides that people would put in crops as soon as they got rain. It would have been out of the question to put in a crop anywhere about Wyalong up to a month ago. They were starting to plough as I came down last week.
1036. On the whole, you see no prospect of the mining population increasing in the future? No.
1037. But it must, for the reasons you have given, to a certain extent decrease? Yes; although more gold may come from it. Even though the population may decrease, we may get more gold.
1038. *Mr. Hayes.*] But would not that be due to a better system of mining being carried on? No; the system which has been carried on, if they had only had water, would have given more gold. There is nothing wrong with the system of mining there; but an uncertainty has possessed the miners. I could count thirty parties who have never been on a gold-field before.
1039. If the field were in the hands of experienced miners they could get through more work, and naturally get more gold? On condition that the batteries could go ahead and take the stone, these men could supply the batteries if they could take the stone.
1040. Can you give any estimate as to what number of working miners can be fairly employed on the field as it now exists? I think there are more men on the field now than employment can be found for.
1041. In looking to the future of Wyalong where do you think the extension of the gold-field will take place—in the direction of Yalgogrin? Yes.
1042. The prospects are in that direction? Yes. There is a place called Fifield between Cargellico and Wyalong, where they get gold and platinum and other minerals which are sent to us constantly, and which are very promising.
1043. What distance from Wyalong? About 60 miles. There are about 200 miners there.
1044. Your examination was practically confined to mining around Wyalong, Yalgogrin, and Reefton? Yes, and Barmedman and Temora.
1045. And you think there is a prospect of new discoveries being made in the future between 20 and 25 miles of Wyalong? Yes.
1046. And that may to a large extent keep the present population employed? Yes, that is much as I could hope it would do. They will be very fortunate if they do keep the present population going, because I know of so many mines which must be abandoned.
1047. There has really been no alluvial mine discovered there yet? No.
1048. And you think there is no prospect of one? No.
1049. Have you examined along the range between Wyalong and Yalgogrin? Yes; I have been along it.
1050. Has that been examined for alluvial to any large extent? No; all the same, the prospects are not encouraging there.
1051. *Mr. Roberts.*] What is the average yield of gold per ton at Wyalong? Close on 2 oz.
1052. That is irrespective of picked stone? Yes, taking the stone all through.
1053. Would not that pay very well for the investment of capital? It would if it would last, but we do not expect it to.
1054. Why not? For the reason I have already referred to—that for the first 70 and 100 feet there is what I call surface concentration. The richest stone is near the surface invariably, and even if there is as much gold in the stone below it will cost more to get it. It will cost more to mine it, and more to save it when you do mine it.
1055. Is not proper machinery there to deal with the stone? So far the machinery there is quite suitable for any ores they have sent to the mill. I may say I saw a parcel of stone there which would yield about 20 oz. to the ton from arsenical pyrites.
1056. Does there appear to be any lack of capital there for the proper developments of the reef? Yes; at the same time there is no prospect of capital coming. I have known investors come there, and directly they find a small area they will not touch it. An English investor came there to buy some properties for those whom he represented, but when he found he could not have a lease granted to him, or that it would take twelve months to put it through, he went somewhere else.
1057. Is not that owing to a defect in the mining law? They will not grant leases there. It is not a defect in the sense of an oversight. I do not think the Department of Mines mean to grant leases there.
1058. Does that prevent the introduction of capital into the district? In that one instance it has prevented it.
1059. I gather that you do not think there will be much improvement in Wyalong in the near future? Not in the number of people.
1060. Are you aware of any new capital being about to be invested in the district by way of mining? No.
1061. *Mr. Gormly.*] Can you give an opinion as to whether the reefs are likely to go any considerable depth below the water level? One's opinion does not go for much. I believe the reefs are just as permanent below as above.
1062. And likely to go a considerable depth? Yes.
1063. *Mr. Humphery.*] When you were at Wyalong how many claims were on payable gold? Between sixty and seventy. "Payable gold" is such a wide term that one person would call gold payable which another

another person would not. I have seen places which would give payable gold on the surface, but I could not advise anyone that it would continue. If you went round the claims and numbered those who had payable stone at grass in quantities of over 5 or 10 tons, I should think it would run close up to 100 claims.

Rev.
J. M. Curran.
30 May, 1895.

1064. Assuming there to be about 100, how many men would be employed on each shaft, on an average? Four and eight, as a rule.

1065. Taking the average at six, there would be employment for about 600 men on what might be regarded as payable gold? Yes; that would be very close to my estimate.

1066. You have spoken of reefs in the immediate vicinity of the camp? Yes; there are six lines of reef.

1067. Do they run parallel? Yes, pretty well.

1068. Those are the reefs, I presume, which would come within the area described as 3 miles by $1\frac{1}{2}$ mile? Yes.

1069. Beyond that area, how many shafts within 8 or 10 miles of the camp would be upon payable gold? Not more than seven or eight.

1070. And employing about how many men? About forty.

1071. Would the gold be more expensive to win after reaching a depth of 200 feet? Yes.

1072. Did you examine any deep shafts? Yes; I examined Gorman's, which was close on 200 feet.

1073. Did you examine Neill's? Yes; but they have not got that distance down yet.

1074. Was Gorman's the deepest? The deepest was the shaft put down for water away from the reefs.

Hugh Giffen McKinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines, sworn, and examined:—

1075. *Mr. Lee.*] Have you any knowledge of the country from Temora to Wyalong? I know [it pretty well.

H. G.
McKinney,
Esq.
30 May, 1895.

1076. Have you been to Wyalong since it became a gold-field? Yes, several times.

1077. Have you been carrying out any works there for the conservation of water? Yes; on a comparatively small scale. We have constructed two tanks, and have resumed some others, which we have been fitting up.

1078. Are they sufficient to furnish the residents with water for domestic use? They are, under existing conditions.

1079. Has it not been very dry for some months? Yes.

1080. And they have carried a sufficient supply for domestic use? Yes.

1081. You do not profess to find water for mining purposes? No.

1082. Have you in contemplation the erection of any further works? Nothing has been proposed yet.

1083. Does your Department look upon the population of the field as such for which provision must be made in the shape of water? We did; but the evidence we have is to the effect that the population is rather too great for the existing conditions of the field. That is the opinion of Mr. Slee, and he should know pretty well the value of the mines.

1084. But you designed the tanks and constructed them? They are only ordinary tanks.

1085. What did they cost? One of them about £500, and the other £400. They are ordinary excavations.

1086. Have they been found to give a sufficient supply of water during the last four or five months, when it has been very dry? Yes. The supply did not run short, although the strain was very severe.

1087. Then, I presume, you do not contemplate adding to those works? There is nothing at present to justify further works.

1088. Have you any work in hand at present for the extension of those tanks? Nothing, except fencing them in, and making some drains, and matters of that kind.

1089. But not to make any more tanks? There is nothing contemplated at present.

1090. Is there any demand from the people for more tanks? There has been an agitation there for some time, but, as a matter of fact, they did not make the best use of the supply they have got. In several cases the tanks were contaminated by the people; in fact, they allowed cattle to go into them, and in some cases they used the tanks for baths.

1091. What view is taken by the Department as to the future? We consider that the arrangements are sufficient for the domestic supply, but we have made no attempt to meet other requirements.

1092. That is so far as the quantity of the water is concerned, but has not the quality been very bad? I do not think so.

1093. Has there not been a lot of typhoid there? The water has undoubtedly been bad at the White Tank, but we found it impossible to keep the people from contaminating it. A very strong report was given by Dr. Ashburton Thompson, in the early days of the field, about the way the water was contaminated. It was so bad that he recommended that that tank should be filled up.

1094. What did you do? We proposed filling it up, but immediately an agitation against that was started, and the people said they were determined they would not have that tank interfered with.

1095. Have you taken any steps to cleanse the tank? Yes; some time ago it was cleaned out, and the Government contributed half the cost of doing it.

1096. Will not the tanks be liable to be contaminated in the future? We have been fencing them in, and have two caretakers there to try and prevent them being contaminated.

1097. The fencing would only keep the cattle away? We are putting up wire netting too.

1098. How do you consider the contamination of the water took place? One of the most recently resumed tanks there was one called Bolte's. On the last occasion I was there I found it was full. The water up to that time had been in good condition. It was full up to the brim, and would have been a valuable supply, but when I was going to it with one of the Wyalong Progress Committee we were asked a question whether we were going to make any attempt to stop people bathing in it. I suggested then to the members of the Progress Committee that it would be a good thing if the Progress Committee would try to do something. At that time that tank was only partly fenced in. I was told that the people there made a practice of going to the tank and bathing in it and occasionally swimming their horses in it.

1099. Could that water be contaminated by drainage from the surface of any portion of the town? No; the only tank in any serious danger of being contaminated is the White Tank. In fact it is the only one which is seriously contaminated.

H. G.
McKioney,
Esq.
30 May, 1895.

1100. Are you quite satisfied that is the only source from which contamination can come? No doubt, to a certain extent, as population increases, they would become liable to contamination.
1101. Is there any means by which you could give the people a better supply? The only good source I know of which would be likely to be utilised is Lake Cowal and that is a long distance away. I scarcely think the population on the ground would justify the pumping of water from there.
1102. How far is it from Wyalong? Twenty-five or 27 miles.
1103. Are we to understand that so far as the present population is concerned the present water supply is considered to be sufficient? Yes; for domestic purposes.
1104. Have you conserved the water in sufficient quantities for the field? I think so.
1105. Is there any other source of supply from creeks or waterways? No.
1106. They have to depend entirely on the water from the tanks? Yes.
1107. That being so, it will not be necessary to build a railway to convey water to the field? No.
1108. Take a radius of 20 miles from Wyalong—Is the country well watered or badly watered? Naturally it is badly watered.
1109. If there is any large settlement there in the future, the settlers will have to depend on the surface water, which they may conserve? Yes; there may possibly be some soakages which they may get a moderate supply from.
1110. But are there any permanent creeks there? No.
1111. There is no permanent water nearer than Lake Cowal? No.
1112. What is the supply like at Barmedman? They have some springs near there. I believe they were sufficient to carry them through a long drought, but the supply from them is comparatively small? I think it is sufficient to carry Barmedman through a difficulty, but it would not be sufficient for Wyalong.
1113. Are there no permanent creeks at Barmedman? I do not think there is any permanent flow. They have some small permanent springs.
1114. Are there any wells there? I am not quite sure. I know they have good supplies of mineralised water there.
1115. There is nothing permanent then about Barmedman? They have a very good supply of water there of an inferior quality in one of the shafts. It is mineralised more or less.
1116. Is the supply the result of surface water, or is it spring water? It is not surface water.
1117. Is it not a fact that they have also obtained spring water by sinking on the reefs at Wyalong? They did obtain water in moderate quantities.
1118. Would not that go to prove that there is great possibility of obtaining water anywhere by sinking for it? It is quite possible they may obtain water. So far as I have heard, there was no water of good quality obtained in that way.
1119. But water sufficient for railway purposes? I think that is quite possible.
1120. For instance, if a railway is made to Wyalong, how are they going to get their water supply? If there is a railway made, they can conserve the water in tanks. There are good catchments in many places.
1121. Or they could sink for it? Yes.
1122. *Mr. Hayes.*] The water supply you have at present is tanks at Wyalong? Yes.
1123. Are the people settled upon the drainage areas which supply the tanks? There is a large number settled upon the "White Tank."
1124. There is no water in the new tanks you are putting up? No. On those tanks there is practically no settlement on the catchment areas.
1125. Has any provision been made to reserve the catchment areas? Yes; we have had reserves made on each of them.
1126. And you think the supplies at those tanks will not be polluted? I think so; we find great difficulty in keeping the people off the catchment areas.
1127. *Mr. Gormly.*] Have you examined the dividing range? No.
1128. Have you any information which will lead you to believe that there are suitable gullies for making tanks and dams near the range? I believe there are.
1129. If an excavation were made there, could a considerable amount of water be brought down by pipes to Wyalong? There could; but I did not hear of any place where a large expenditure would be justified. I did not hear of any large catchment area, where any good supply could be conserved, which would justify the laying of a line of pipes to Wyalong.
1130. Was much of the country explored for the purpose of finding a suitable catchment for forming a tank? Only within 4 or 5 miles of the town.
1131. If water was conserved in the gullies a distance up, would it be likely to be pure and suitable for domestic purposes? Yes.
1132. Better than the present source of supply? Yes.
1133. Have you explored the country about Barmedman Creek? No; we had an exploration made in the neighbourhood of Trungley.
1134. Is there a suitable place there for a tank? Yes; we selected one specially to supply Reefton, and we kept possible railway and travelling stock requirements in view.
1135. Could a sufficient quantity be conserved to supply Wyalong if it were found that the levels would bring it down by gravitation? I am very doubtful about that. The evidence we have rather goes to show that there would not be sufficient.
1136. What is the depth of the tank you have made at Wyalong? Eighteen feet.
1137. How much per yard does it cost to make them? The contract price for one was 10d. or 11d.; in the other place the contractor failed to finish his contract, and we had to finish it by day labour.

FRIDAY, 31 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Hugh Giffen McKinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines, sworn, and further examined:—

1138. *Mr. Davies.*] How many thousand gallons of water will the dam, which has been constructed at Wyalong, hold? The White Tank, West Wyalong, has a capacity of 3,100 cubic yards. That is the one which Dr. Ashburton Thompson recommended should be filled up.

1139. Is that now full? No, but some water was put in by the recent rains.

1140. Is it used for domestic purposes? I believe it is still.

1141. How many gallons does it hold when full? Something over 500,000.

1142. Is the capacity of the dam the same to-day as when it was first excavated? Yes; if anything it is greater, because it was cleared a few months ago.

1143. What proportion of that 500,000 gallons of water is in the dam at the present time? I do not think there is more than one-fourth or one-fifth of that quantity.

1144. For what length of time would that supply the population of West Wyalong? I could not be sure of that, because I do not know that a separate statement of the population of West Wyalong has been made out, but I think it may be taken at 1,200 or 1,400 people. At 10 gallons per head per day that would mean that there would only be about a month's supply for the population.

1145. How far is the site of the dam from the surveyed line of railway? I am not quite sure. I fancy the dam at West Wyalong is the place where the gold-field first started.

1146. You have not made provision in that tank for supplying the railway with water for their engines? No; the requirements of the railway were not taken into account in any figures we have put down.

1147. Then you would not regard the supply, even for 1,400 people, as adequate? Certainly not, in that tank.

1148. Does your Department contemplate making any better provision for supplying the district of West Wyalong? They have lately completed a large new tank of 1,200 yards, within $1\frac{1}{2}$ mile of West Wyalong.

1149. Is that nearer to the surveyed railway line? It is somewhat nearer.

1150. Is the White Tank the one which was contaminated by the residents swimming their horses and bathing? No; but it is the one Dr. Ashburton Thompson recommended should be filled up.

1151. Did you take any steps to fill it up? The question was raised; but as soon as it became known in Wyalong the people protested.

1152. What action did you then take? The mining warden attempted to keep the people off the catchment area, but on account of the camp being so close to the tank that was practically impossible. The fact is, the position of the tank for that township is entirely unsuitable, and without going to a great deal of expense I think it would be practically impossible to keep it from being contaminated.

1153. Has there been any drain cut around the banks to prevent the drainage from the surface into the tank, other than the rainwater? I do not think there has. Not unless it has been done by the people themselves, and I do not think that probable.

1154. What did the clearing out of the tank cost? I think the contribution of the Department was not more than £30.

1155. Has Dr. Ashburton Thompson reported upon the character and nature of the water since the tank was cleared out? No.

1156. What area of catchment would there be to supply the tank, and what would be the fall? I cannot say precisely. A complete survey of the catchment area has not been made. The fall too is very slight. There is a gentle fall from three sides of the tank, and also from the township itself.

1157. It is sufficient for the water to flow towards the tank? Yes.

1158. Have the necessary precautions been taken to prevent water becoming polluted outside this catchment area? Yes; we purposely selected a site $1\frac{1}{2}$ mile away from West Wyalong. We also got places which were thought not likely to be much interfered with by prospectors. We have also reserved a piece of land, so as to be in a position to protect it.

1159. That would give, if full, a four months' supply for the population of 1,200 or 1,600 people? About that.

1160. What was the cost of that tank? About £500.

1161. But in making the tank you had no idea of supplying the railway locomotives? No.

1162. What other tanks have you put up? The only other one we have actually constructed is about a mile from the Government township of Wyalong.

1163. Is that near the railway line? Yes; within $\frac{1}{4}$ of a mile of it.

1164. What is its capacity? 10,000 cubic yards.

1165. Would there be sufficient provision there for supplying locomotives with water? We did not take that into account.

1166. Have the Department of Railway Construction communicated with your Department with a view to making provision for water supply for engines? No; they made inquiry as to what we have done about the construction of tanks and the resumption of new ones. They have not made any arrangement, but I think they assume that they will be able to make use of that tank I spoke of near the Government township. There is an old tank besides that with a capacity of nearly 2,000 cubic yards.

1167. Do you believe the Railway Department will make use of the new tank in the township? I think that is the intention. From the way Mr. Deane spoke to me about it, I understood he had some idea of doing so.

H. G.
McKinney,
Esq.

31 May, 1895.

H. G.
McKinney,
Esq.
31 May, 1895.

1168. Would it not be necessary to enlarge the carrying capacity of the tanks if they are to supply the railway engines? I am not in a position to speak, because I am not sure of the extent of their demands. Our provision is simply for the domestic purposes of Wyalong.
1169. *Mr. Gormly.*] The tanks may not fill for several months? That is quite possible.
1170. What is the batter of your tanks? The two we have made are $1\frac{1}{2}$ to 1.
1171. Therefore they expose a considerable surface? Yes, pretty considerable.
1172. And the evaporation in the summer months would be considerable? Yes, undoubtedly.
1173. What is the depth? Eighteen feet.
1174. Have you estimated what the evaporation of such a tank would be in four of the summer months? I have made no experiments.
1175. What quantity might evaporate if the water were not used during the four of the hottest summer months;—would it be one-third of the quantity? No, I do not think so. I think the evaporation in that period would not be more than 3 feet at the outside.
1176. *Mr. Hoskins.*] Have the Water Conservation Department inspected the district of Wyalong with a view to ascertaining whether there is a possibility of obtaining artesian water? Yes; we have had inspections on our own behalf, and we have also got the geological reports.
1177. What is the nature of them? They are altogether averse to the idea of artesian water being obtained anywhere in the neighbourhood.
1178. Have any bores been put down? I have heard of none.
1179. What would be the cost of putting down a bore 500 feet? If no lining were required it might be put down at £200 or £300.*
1180. I believe artesian water has been found in this Colony in places where there is no cretaceous formation of rock—that is, in unlikely places? Yes.
1181. Looking at the number of persons who would probably be congregated at Wyalong for some years, and the fact that the climate is dry, do you think that the Conservation Department would not be justified in recommending the Government in putting down an artesian bore in the most likely place they thought fit? They would not be justified in putting it down anywhere within a good number of miles of Wyalong—not within 8 or 10 miles at all events—and probably not within 20 miles. The country is intersected in all directions by quartz-reefs, and the formation of the country is about as unfavourable for finding anything in the way of artesian water as it possibly could be.
1182. I suppose you know that some of the claim-holders at Wyalong have struck water when they have gone to a depth of 200 feet? Yes.
1183. Do you not think, seeing that the residents of Wyalong will have to be dependent on the rainfall, that it would be advisable for the Department to sink a deep well through that water—which they say is mineralised—and might they not find below that strata of water better water suitable for drinking? The only sinking I think worth while doing in the neighbourhood of Wyalong would be in places where there is good reason to believe there are deep soakages. There must be valley lines there which are more or less filled up, and it would be worth while sinking on some of those. I made inquiries about them, and I found there were places where there seemed to be a considerable natural soakage within a few miles of Wyalong, but I do not think by any deep sinking anything would be found, because you come to granite and other igneous rocks.
1184. Have you recommended that sinking should be made in the places you speak of? No; for this reason, that it was not contemplated to spend more than a moderate sum on water supply; and it seemed to me, at all events for a time, that the cheapest way was to put down the tanks.
1185. But in the event of there not being any rain there for months—perhaps half a year—even though you may have tanks, there may be no water, and the people may have to abandon the place? Of course there is a risk if there is a very long drought.
1186. Do you not think, in view of the physical features of the country, it would be advisable to have one or two deep wells sunk on the soakages you speak of? I think it would be advisable. It is surprising the people have not done it for themselves yet.
1187. How far are those soakages from the centres of population at Wyalong? I think the nearest place which seemed a good one to sink at was 4 or 5 miles away.
1188. Do you believe the water in those soakages would be mineralised? There would be quite a possibility that water not mineralised would be found.
1189. Do you think it would be advisable to recommend the Minister to incur some expenditure with the view of ascertaining whether such water cannot be obtained? The only reason I did not recommend that was because I was under the belief that the tanks we had would be sufficient for the water supply of the existing population. But if there is any risk in regard to the supply, I certainly should be disposed to recommend it. Personally, I did not think there was any such risk.
1190. Considering that the last rainfall was very limited, do you not think it is worth while to take the matter into serious consideration? I think the matter is well worth considering.
1191. *Mr. Gormly.*] Have you known of artesian water being got in granite formation? No; not in solid granite.
1192. Have you seen artesian water procured in such a country as Wyalong? No.
1193. Would the soakages you refer to be soakages from the surface? Yes.
1194. And if that went through mineral country would the water be likely to be mineralised? Yes; but what I thought possible was that in the natural valley lines, which in the course of time will gradually be filled up, we may find places where there is shingle or sand at the bottom, and the water may be working its way in that under the ground.
1195. In fact you would have to go down to a drift before you got permanent water? That would be the best formation to get it in, and it would be more likely to be pure.
1196. Is there a probability of a drift being found at some considerable depth from Wyalong? I think there is within a moderate distance.
1197. Although Wyalong is on level country, still it is at a considerable elevation over the valleys of the rivers? Yes, from Lake Cowal to Wyalong it rises about 130 feet.
1198. Then there may be a probability at 200 or 300 feet of getting water? Possibly; but I do not think it is likely any large quantity will be obtained.

1199.

* NOTE (on revision).—This would be the approximate outlay if a plant were on the ground.

1199. Have you taken into consideration whether a cheap gravitation scheme can be got from the Yeo Yeo Creek? No.

1200. Do you know what is the fall of the Yeo Yeo Creek? No.

1201. But a scheme could be carried out by tapping the creek high up? Yes, but I am afraid it would be necessary to go a very long distance from Wyalong.

1202. And therefore it would be impossible? Yes.

1203. *Mr. Hayes.*] Are there any surface indications at Wyalong of any of the valleys being filled up? There are one or two places where, in depressions, the grass keeps much greener than in other places round about, and remains boggy longer. The only instance I saw of water being tapped in that way was on a very small scale during a rainy time, and we found that there was an undoubted underground flow in that case.

1204. Are not those indications caused by the rock coming near the surface? It is simply a matter of the soil being very porous, and the water getting down on the higher ground and getting into what are really continuous drifts and flowing into them, instead of on the surface.

1205. Are you aware that several attempts were made in Wyalong some time ago to find water? No.

1206. Did you make inquiries? I asked about wells around Wyalong and could not ascertain that there were any.

1207. *Mr. Chanter.*] What is the average rainfall of the Wyalong district? Something over 20 inches, but I could not say exactly.

1208. What is the aggregate capacity of the three tanks? Something over 4,000,000 gallons.

1209. That would give a supply to the present population of the field for how long? Reckoning the population at 5,000 it would mean eighty days, reckoning 10 gallons per head per day—but the whole field does not draw from those tanks. There are nine tanks altogether for the field to depend upon. We have constructed two, and the Government by resumption or otherwise has acquired seven others.

1210. *Mr. Deane* states that, in the event of the railway being constructed, the supplies for the locomotives would be taken from your large tanks? That is the one, no doubt, near the Government township.

1211. Would any arrangements be made by the Railway Department with your Department for payment for use of the water? I think so. In a number of other cases the Railway Department has made an arrangement not with our Branch but with the Harbours and Rivers Branch. If the Railway Commissioners obtained a supply they pay according to the quantity they received.

1212. Do you think it is possible your tanks could supply the population of Wyalong and the railway locomotives? I think it is quite probable they would, because as a matter of fact the people are beginning to draw on other sources of supply. We make a charge for the water taken from the tanks, and we know there are at least two private tanks from which the people are drawing. In some cases they are using the water from the shafts. We know, too, that in several cases they have large underground tanks.

1213. Is there any disposition on the part of the residents to construct private tanks? Several of them have good underground tanks. There are two instances of open tanks that I know of.

1214. Do the owners sell the water? They were selling it before the rain came.

1215. You state that part of the supply might be yielded by the water in the mines? I know that on the pine ridge near the Government township they have water which is not very good, but still they consider it quite fit for use. I think they struck it first at 60 or 80 feet.

1216. And that would be a surface soakage? It is, I believe.

1217. *The Rev. J. M. Curran* has stated that the water in the mines is altogether too highly mineralised to be used for domestic purposes unless condensed? I believe that is so.

1218. Then in your opinion the supply cannot be increased except by the excavation of more surface tanks and the sinking of wells in some of the soakages 5 miles distant? That is the simplest and least expensive way of doing it. Of course a permanent supply could be brought from Lake Cowal, but that would be an expensive matter.

1219. Too expensive to undertake for a limited population? I fancy so. I have been told that some of the people there contemplated doing it as a private enterprise.

1220. What distance is Lake Cowal from Wyalong? Twenty-two or 25 miles.

1221. What is the elevation of Wyalong over Lake Cowal? Over 100 feet.

1222. It would require expensive machinery to force the water up that elevation? Yes.

1223. Have your Department received any applications recently from the residents of the field for increased water supply? No.

1224. Then it is to be presumed that the people are satisfied with present prospects? They have not lately made any statement to the contrary.

1225. Do you know the features of the country between Wyalong and Yeo Yeo Creek? I cannot say I do.

1226. Then you do not know whether a supply could be obtained from there? I could not say whether it could be obtained by gravitation or not. I believe it could be obtained from there, but it would be at a heavy expense.

1227. Do you know the elevation of Wyalong over the nearest point of the Yeo Yeo Creek? No; but I should imagine it would be considerably above the nearest part of the creek.

1228. I suppose your Department have done all they deemed necessary up to the present? Yes; all that is required to meet existing demands. There has been no attempt at a comprehensive supply. The whole object was to avoid expensive works on a field which we regarded as being on its trial.

1229. What would be the cost of a test bore 500 feet? It would be difficult to say. I fancy contractors would be inclined to ask for high rates, on account of the prospect of going into solid ground at a moderate depth.*

1230. *Mr. Hoskins.*] What is the superficial size of Lake Cowal? It is a very large sheet of water about 15 miles by 4 miles.

1231. Has it a good depth? Only at one end; the greater part of it is liable to go dry. A minute was lately sent to me to go into the question as to whether the lake could not be drained and the land converted into a labour settlement.

1232. Is the water good and suitable for drinking? Yes; it is not mineralised. It can all be drained except the south-eastern end.

Arthur

* NOTE (on revision) :—I have made inquiry about this matter from an experienced contractor for artesian boring. This contractor informed me that in view of (1) the expense of taking the necessary plant to the ground (2) the improbability that further boring would be done, and (3) the practical certainty of meeting with very hard rock at no great depth, he would not care to put down such a bore for less than £2 per foot.

Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, sworn, and examined:—

- A. J. Stopps, Esq.
31 May, 1895.
1233. *Chairman.*] You produce a map of the county of Gipps, which has been prepared under your directions? Yes.
1234. *Mr. Molesworth.*] I suppose the colourings on that map are the same as are usually used to characterise the different holdings? Yes. The red colour represents the freehold land; the blue represents the conditionally purchased land, and conditionally leased land. The reserved lands are indicated by a green tint. The gold-field reserved from conditional purchase is shown by green hatching. The white portions indicate Crown lands held under pastoral lease or occupation license.
1235. What is the area of the Crown lands within a radius of 20 miles of the proposed line? 435,590 acres.
1236. How much alienated land is there? Freehold, 115,910 acres; conditionally purchased and conditionally leased land, 445,950 acres; the reserves are 269,240 acres.
1237. Does that include the mineral reserves? It includes everything.
1238. According to your plans, I think there are no alienated lands interfered with by the proposed line? I think no alienated lands are interfered with. The few private lands which exist on the line of railway are not separated or intersected by it.
1239. Does the line run along the public road, or along the travelling-stock routes? For the greater part of the way it does. It is quite possible it might go through a smaller area of land under occupation; but the map does not show that clearly.
1240. Can you localise the proposed deviation at Kangaroo Hill? Yes; it would go through a conditional purchase of 40 acres.
1241. With the exception of that deviation, you are satisfied that the line would not pass through any alienated land? Yes.
1242. *Mr. Chanter.*] Did you say that the Crown lands adjoining the railway line were not under lease? It will just pass through one or two holdings of leasehold.
1243. What pastoral holdings does the line run through? Through a part of Barmedman leasehold area, Wyalong, and Mandama.
1244. *Mr. Davies.*] Has a reserve been made within a certain radius of the proposed railway of a mile on each side? No.
1245. Is it usual to make reservations of that character? When we are solicited to do so; but it is not general to make applications of the kind. They have been made, and the reservations have been made accordingly.

TUESDAY, 4 JUNE, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH FRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Tcmora to Wyalong.

Charles Launcelot Garland, Esq., sworn, and examined:—

- C. L. Garland, Esq.
4 June, 1895.
1246. *Chairman.*] What are you? An investor.
1247. Have you a knowledge of the mineral resources of Wyalong? Yes; a fair knowledge.
1248. And of Barmedman? Not so much of Barmedman.
1249. Your evidence will be primarily in regard to Wyalong? Yes.
1250. Would you like to make a statement? My knowledge of Wyalong has been acquired chiefly through my association with Mr. Climo's chlorination plant in Sydney. I think it was Mr. Climo who first gave information to the miners of Wyalong, who were crushing at the local batteries, which led them to believe they were losing a large portion of their gold. As a result of that information they have sent a great number of parcels of stone to Mr. Climo's chlorination works at Darling Harbour for treatment, and we have found that through the stone being of peculiar character, ordinary crushing, and amalgamation with quicksilver, could not possibly save the gold; so that the results which have been published of Wyalong, giving an average, I think, of something like 2 oz. to the ton of ore treated locally, does not by any means represent the richness of the field. I take it that the question of the value of the field will come into consideration with you gentlemen, who are to decide about a railway going there. We found, at our works, where we made an assay of everything that came in, that the tailings from the various batteries were carrying almost as much gold as the crushings at the local batteries produced, and in order to lay the facts before the Committee, I have carefully taken out from our books the assays of samples of tailings that have been sent from the field. I find that of forty-five bulk samples, the average is 2 oz. 2 dwt. 18 gr., which gives a value of £9 1s. a ton, which is now being practically wasted.
1251. *Mr. Molesworth.*] That is the tailings—not the original crushings? Yes. That is after treatment at the local batteries.
1252. *Mr. Gormly.*] What do you mean by bulk parcels? We have asked the miners who have had crushings, in every instance to take a fair average.
1253. What is the bulk from which you have obtained your results? They may have been 50 tons or 100 ton piles.
1254. *Mr. Lee.*] Have you treated tailings in bulk? Yes; but these figures represent samples sent from the field. We have treated tailings in 5-ton and 10-ton lots, and have extracted 4 oz. of gold to the ton from them.
1255. *Chairman.*] Do you wish to make a statement with regard to the various operations? Yes. When we ask a miner for a bulk sample of his tailings, he goes through his pile and takes an average of it. Then

Then he sends us a sample. It may be a 10-lb. lot or a 10-oz. lot. We assay that, and then estimate the value per ton, and we buy upon that estimate after verification by re-sampling. Forty-five samples have averaged 2 oz. 18 dwt. 2 gr.; and value, £9 1s. per ton. I should like to mention that there is a lot of gold going away at Wyalong in the "slimes"—that is, in the very fine suspended matter in the water. The water is very thick there. We have only had, so far, three samples of the "slimes" from Wyalong, and those three samples averaged 3 oz. 2 dwt. 2 gr., or a total value of £12 8s. 4d. per ton. As the result of those assays we have had bulk samples of tailings and of blanketings sent to our works. I have taken from our books all our assays of tailings and also of rough blanketings, and the blanketings, I need hardly say, average very much higher. I have a list of thirty-six samples of blanketings from different mines at Wyalong, and they run from something under 1 oz. to 20 oz. to the ton; but the average of the thirty-six samples is 5 oz. 13 dwt. 21 gr., and the money value is £22 15s. 6d. per ton. Those, I need hardly say, are waste products from the local batteries. In addition to that, I have a list of sixteen bulk samples which have been absolutely treated at the works—that is, we have bought them on the assay value. They run from 1-ton to 20-ton lots. The average of those samples of bulk lots was 5 oz. 5 dwt. 7 gr. That would seem to bear out very approximately the value of the tailings and the value of the crude ore; because the average of the batteries on the field is a little over 2 oz., and the average of the tailings is another 2 oz. That would mean a little over 4 oz.; but our average is 5 oz. 5 dwt. 7 gr.

1256. *Mr. Lee.*] That is bulk stone? Yes; that is a total value of £21 1s. 3d. per ton. Then we have also had a large number of bulk samples of ore for assay, where miners wanted information as to whether their ore was worth sending to Sydney for treatment or not. Those samples run all the way from about 8 dwt. 4 gr.—that is the lowest I have, and there are twenty-seven different samples—to 41 oz. 1 dwt. 20 gr. The average of the twenty-seven samples is 8 oz. 4 dwt. 5 gr., and the total value per ton is £32 16s. 10d. Hitherto I have only been dealing with what we term oxidised ores—that is, ores existing above what is supposed to be the water-level of the field, and there can be no doubt that at Wyalong, in a country composed of granite, when once the water-level is reached, the country will become hard and composed; it will become an ordinary granite country, and the nature of the veins there will totally change—or rather the nature of most of the veins. Most of the veins are composed largely of oxide of iron on the surface, right down to the water-level; and from the water-level down, no doubt, that oxide will change into a sulphide of iron—in other words, pyrites ore will come in. But the oxidised ores themselves are difficult to treat, inasmuch as the oxide coats the gold, and when it comes into contact with the quicksilver, with which it is supposed to amalgamate, the coating of oxide of iron prevents it from amalgamating, and it passes on into the tailings. But those particles of gold which are free from the coating of oxide of iron amalgamate immediately, and are caught in the quicksilver, and are recovered; but when the water-level is reached, and the upper levels have been worked out, a very different proposition will present itself. The batteries will not be able to cope with stone of that character, although they are probably saving nearly 50 per cent. of the gold in that ore now; but when it becomes a dense sulphide, quicksilver will sicken at the sight of it, so that some new method of treatment will have to obtain at Wyalong, just the same as it has had to obtain at Mount Morgan, where chlorinating is carried on exclusively. There it was found that with oxide of iron, quicksilver amalgamation could not save the gold. Now they chlorinate 6,000 or 7,000 tons of ore a month there, and Wyalong is just one of those fields which will require that system of treatment. In connection with the works with which I am associated, we have made several visits to the field, and have inspected the mine, and we are quite satisfied that there is ample scope, for a start, for a chlorinating plant to work 50 tons a day. That will represent the largest public chlorinating plant in Australia. We purpose going on with that plant at once—in fact, the contracts are already let.

1257. *Mr. Trickett.*] Is it a larger plant than the one at Mount Morgan? It is the largest public chlorinating plant. The plant at Mount Morgan is a private one, and treats something like 2,000 tons a week. With this plant for a start, we propose to treat 50 tons a day of the ore, crude from the mines, and any concentrates which may be made by the batteries, and any tailings which may contain sufficient gold for chlorination. I should like to tell you that we have not gone into this matter hurriedly. Mr. Climo, who is operating our works, is a chlorinator of thirty years' practical experience. He has visited the field, and is thoroughly satisfied that there is ample work for a plant of that kind for many years to come. Mr. Walter Sully, a gentleman who has put a large amount of capital into the enterprise, who is one of the oldest miners in Australasia, who was one of the pioneers of the Thames gold-field, and also the late chairman of the Broken Hill Proprietary Board, also visited the field with us, and he is perfectly satisfied with regard to its future,—so much so, that he is prepared to put something like £8,000 into this plant to carry it to a success. As I have already stated, he is a man of great mining experience, so that in recommending the construction of this line, I may say we are prepared to put our own capital and energy into the field. I presume, however, that what the Committee would be chiefly interested in inquiring, is, as to what amount of revenue, if the line is constructed, would be derived from a work of this character. I have made out a careful estimate of the quantities of supplies which these works would require. In the case of chlorination, we crush the ore dry, and then subject it to a chloridizing roast in a large revolving furnace. The furnace we shall use up there will be a cylindrical wrought-iron one, brick-lined, 40 feet long by 6 feet in the clear, and we calculate it will roast about 50 tons per day of ordinary Wyalong ore. In roasting this ore we shall use about 8 per cent. of salt—that is, about 4 tons of salt per day. We shall also manufacture chlorine gas and dissolve the gold in the ore, or render the gold soluble in water; and in manufacturing this we should use large quantities of sulphuric acid and manganese. All these supplies will have to be got from Sydney, and will have to travel over the railway. We shall use annually, if we are running at our full capacity, 1,440 tons of salt,—that is, for chloridizing the ore. Then in the manufacture of chlorine gas we shall also use salt; and we shall use about 180 tons of salt a year in manufacturing the chlorine, and about 72 tons of sulphuric acid, which makes a total of 1,672 tons of carriage.

1258. *Mr. Davies.*] What about your fuel? We shall use wood obtained locally. In addition to that we shall have to use coke in the assay plant, and various chemicals in a small way, and there may be a certain amount of carriage in the shape of repairs. Salt, however, will represent the chief item of carriage. In connection with this work we propose to have a thorough analytical department. Our present idea is to make Wyalong the metallurgical centre for the whole of that part of the country. By the process we should adopt we could treat any class of gold-ore, no matter how refractory, which requires solvent treatment. We do not propose to go in for smelting works, but to treat any ore which is suitable for solvent

C. L. Garland,
Esq.
4 June, 1895.

C. L. Garland,
Esq.
4 June, 1895.

solvent methods, so that these works would obviate the Government erecting a plant in a locality like that for public treatment. It will be a thoroughly comprehensive plant, and we shall be able to buy any kind of gold ore which may be in the market.

1259. What is the total amount of capital proposed to be invested? We are getting our materials very cheaply; I think it will run us into between £8,000 and £10,000. If we were to erect the plant new—that is to buy new engines and boilers—it would run us in to a much larger sum than that; but we can get second-hand power very much cheaper than we can get it new. The most attractive feature about the assays we have had from there is that the mineralised ore—that is the pyrites ore, which is coming in at the lower levels still carries gold. I think there was some question about the mines being valuable or otherwise at a depth.

1260. *Mr. Lee.*] That is as to their future permanency? Well, we are quite satisfied on that score, or we would not venture to put up a plant of this kind, because at present we should have to compete with the local batteries for all the oxidised ore, and no doubt if they could crush for 15s. a ton, and we charge £3 a ton, they could afford to lose a good deal of gold, and still give better returns than we could. We are, however, looking to the future of the field. Wherever a mine has come down to the water level, and has got ore below that level, we have found that the ore has been a thorough base pyrites ore which the batteries could not touch at all, and wherever we could get samples of that we have had them sent down from the various mines. I am going to give you certain figures—I am not going to say that those figures will be equalled, or anything like equalled by future results; it may be an accident that all the sulphide ore we have got from there happens to be much richer than the average of that above the water-level; but it shows that gold is going down—that when the water-level is reached and the pyrites comes in, the gold is still in that ore. We have only been able to get six samples from there, and they assay as follows:—33 oz. 9 dwt. 16 gr.; 13 oz. 14 dwt. 9 gr.; 5 oz. 14 dwt. 8 gr.; 138 oz. 6 dwt. 20 gr.; 30 oz. 18 dwt. 14 gr.; and 32 oz. 14 dwt. 23 gr.—an average of 40 oz. 16 dwt. 11 gr.;—and the value per ton is £163 5s. 10d. Those figures are phenomenal, and I do not suppose for a moment that the sulphide ore is going to average more than the oxidised ore. It may be that these samples happened to be obtained when sinking in a shoot of ore, and that they have got it particularly rich just below the water-level; but this is sufficient to satisfy us that the gold carries down below the water-level, and that is what we are chiefly going upon in constructing this plant—to treat such ores as those. I do not think there is any more information I can give you in regard to the returns. They have been carefully compiled, and taken indiscriminately from our books.

1261. *Chairman.*] Do you think the railway must look for its returns to the supplies going to Wyalong. There will not be much carriage from Wyalong to Sydney? Not at present, but judging from the nature of the country I should think it would be a country which a gold-field would ultimately settle. I have seen gold-fields in New South Wales settled in parts of territory which were not nearly so good as Wyalong, and settled permanently. It appears to me that the soil is very rich and very good, and that it simply requires the miner, as a pioneer, to open a country like that to permanently settle it.

1262. You do not expect any great body of stone to go from Wyalong? I do not think when once we have started works of the character I have described on the field—works which will be suited for the most modern treatment of refractory ores—that there will be much ore going from the field; but I expect we shall have to largely increase the capacity of the plant, and that the supplies I have mentioned will probably be doubled before long.

1263. *Mr. Chanter.*] You have had considerable experience in regard to the Wyalong field? Not in regard to the field. I have only visited it twice, but I carefully inspected it both times I was there.

1263½. You have given evidence in regard to the extracting of gold by means of the present appliances on the field, and also in regard to the amount of gold wasted or lost? Yes.

1264. Did you obtain those samples yourself, or were they forwarded to you by mine owners? They were forwarded to us by mine owners.

1265. Then you have no positive guarantee that they were fair samples of the bulk? No, beyond this: that the mine-owners have written us asking us for advice with a view to sending their ore for treatment. We have told them how to proceed to take samples and to be careful to take bulk samples, otherwise it would not pay them to pay the freight down and our charges; and whenever they have sent stone to us we have been able to give them returns equal to the samples.

1266. Where are your chlorinating works situated? At 25, Matthew-street, Darling Harbour. I may state that these works erected by us in Sydney are small works capable of doing only 12 or 14 tons of ore per week; but the idea of erecting them was to take samples from mines where refractory ore occurred in any part of the country, and by treating those samples and giving the returns to induce the owners to put up plant, adopting the methods which we are using, and training men to send out to those plants to operate them.

1267. What is the cost per ton to the mine owners of Wyalong to send the tailings to your works? We charge them £4 per ton and we pay them for 90 per cent. of the fire assay of the ore for gold.

1268. Do you pay the carriage from the field? No; they pay it. It costs them about £6 a ton.

1269. Would that cover the carriage? It would cover the carriage, but it would not cover bagging.

1270. What would be the entire cost, including your charges, to the miner, in forwarding the tailings to your works at Darling Harbour? About £6 per ton.

1271. Then, according to your estimate that there are over 2 oz. to the ton of tailings, that would leave them a clear profit of about £2 a ton? Yes; the estimate I have given is the average of all the assays we have made.

1272. Have you had any large quantities of tailings sent for treatment? No; but we have had concentrates—that is, blanketings. We have had, I think, fully half a dozen bulk samples, running from 3 or 4 tons up to 10 or 12 tons.

1273. In the event of your proprietary not establishing these works at Wyalong, what would the mine owners do with the tailings? Since they have ascertained their values they are carting the tailings away from the local batteries and stacking them on their own mines in a hope of future treatment—in the hope of some plant going up there suitable for the treatment of the tailings.

1274. In the event of your plant being established there, what length of time would be occupied before you were in a position to treat the ore? We are trying to get the plant established within four months. I think it will probably be about five months before we shall be in full operation.

1275. And you would still keep the works at Darling Harbour? Yes; those are more than fully occupied now. In fact, we are refusing ore almost daily from different parts of the country, in order to try to do the best we can for the Wyalong mines. C. L. Garland, Esq.

1276. The carriage, as far as the railway is concerned, you estimated at about 1,690 tons per annum? That would be about what we would require in full work at Wyalong. 4 June, 1895.

1277. How many hands would you employ in your works? Very few, in view of the capacity of the plant. In order to do what we propose to do, and what we have agreed to do—that is, to treat the ore there as cheaply as in any part of Australia—that is £3 a ton for chlorinating—it is necessary for us to design all the labour-saving machinery we can. We are cutting out all labour as far as it is possible for us to do so. We do everything, as far as we can, automatically.

1278. Then the traffic to the railway, consequent on the establishment of your works, would be particularly in regard to the carriage of goods for those works? Yes; and stores and supplies.

1279. If your works are established there, would the mine-owners treat the tailings as at present, or would they send the ore altogether for treatment? They would send crude ore direct from the mines. They have now undertaken to do so.

1280. And would your plant—treating about 50 tons a day—be sufficiently large to treat the ore coming from the various mines at Wyalong? I do not think so. I hope we shall have to double that plant. It is a big enterprise to go into, and we have to compete with the batteries which are crushing there for 15s. a ton, and which may crush for 12s. 6d. a ton, so that we do not want to establish a plant which will be too big for the amount of stuff which we should get.

1281. Then the success of your chlorinating works would mean the stoppage of the batteries at present in existence? Not necessarily. There will always be low-grade mines on every field. For instance, a mine which will average half an ounce of gold per ton and where they have a large body of stone. That half an ounce would not pay our charge for chlorinating; it is only worth about £2, and our charge is £3—that stuff might go to a battery, and if they only save 50 per cent. it might pay them very well.

1282. But would not the same loss of gold apply to the tailings in that case as in the other? No; there would not be so much to lose. If there was 50 per cent. loss in half an ounce, that would leave one quarter of an ounce in the tailings, which would mean about £1 per ton.

1283. You have spoken of stuff obtained from under the water-level, it appears to give extraordinary results;—how far below the water-level was it taken from? You mean how far below the water-level does the pyrites come in? Generally speaking, it is at the point of the water-level in the mine. Above that the ore is of a more oxidised nature, which gradually changes into the sulphide when it reaches the water-level.

1284. Were those samples taken by yourself, or forwarded to you as in the case of the tailings? It was all forwarded.

1285. Were they taken from one or a number of mines? From different mines on the field.

1286. Can you state what mines they were sent from? I have not a list with me, but I could name a few of them from memory.

1287. The value per ton, according to the results obtained by you, in that case would be considerably over £100 sterling? Only with the sulphide ore; but we have not treated any of the sulphide ore except by assaying.

1288. I am speaking of the ore treated from under the water-level? Those are assays. They are only assays.

1289. *Chairman.*] Not much ore has been raised from under the water-level? No; they have only just touched the water-level. The moment they touch it they stop, because they have no facilities for pumping, and they have plenty of oxidized ore overhead to work at; but in these cases we have been able to get samples from the water-level of the dense sulphide.

1290. The base of the country under the water-level is considerably harder than that at the surface? Yes, much harder.

1291. Would it be likely that at this particular portion there would be a greater concentration of gold underneath? It is quite possible that at the junction of the level there may have been some concentration of gold; but at the same time it must be remembered that the whole of that ore was once of the same composition as it is under the water-level—it was of dense sulphide, and it is only by changes through the oxygen operating on the higher levels that the ore has become oxidised.

1292. Would there be any excess of cost in treating the sulphide ores under the water-level compared with that of treating the oxide ores above the water-level? In chlorination?

1293. Yes? Only to us.

1294. Would it not necessitate a corresponding charge in your treatment? No; we have undertaken to do it for a certain price all through. The cost to us would be greater.

1295. Much greater? Not much. There would be a greater cost for roasting and for leeching out the basic salts; but the cost would not be so great that it would necessitate an extra charge to them. I might say that both zinc, blend, copper, and arsenic occur in the sulphide ore below the water-level, making it very difficult for battery treatment.

1296. Have you any data to go upon as to the probable results of gold-bearing stone being found at any considerable depth below water-level? Nothing beyond this—that the veins appear to be continuous and strong; and there is no geological reason why, in a granite country, whether decomposed granite or otherwise, the lode should not continue in depth and carry gold.

1297. We have had evidence already from a scientist, that the lodes or veins at Wyalong are not continuous—that there is a considerable break, and an absolute loss even with a distance of 30 feet, both horizontally and vertically? That is so. That is the case in all granite country. The lodes are lenticular, that is, they make and break; but the channel is there, and where you can open a very narrow vein of ore you follow it, and it widens out again into a bunch of ore. They find that in the upper levels, all through the mines, and that phenomena will be found as far down as they go on these lodes; but then they take the average of the vein. They have to take the thin portions with the thick portions. That is so, not only in granite country, but in many other classes of country.

1298. The evidence tendered by those who are responsible for their statements is to the effect that the surface area of the gold-field of Wyalong is rather limited—about 3 miles by 1½ mile,—does that correspond with your opinion? No. That was about the extent of it the first time I went to Wyalong; but on the last occasion I went out a number of miles and found that they were developing the reefs in every

C. L. Garland,
Esq.
4 June, 1895.

every direction, that the field was extending very largely, and that there was a good deal of prospecting going on outside that area. Even inside that area new reefs have been found.

1299. Were those reefs of a similar character, as regards richness, to the others? Yes.

1300. The following question was asked of the Rev. J. M. Curran:—

What area do you think would cover the present discoveries at Wyalong? That is a very difficult question to answer. If I were asked whether all the good mines were close to Wyalong, I could answer easily. All the good mines close to Wyalong township, I should say, would be within an area of 3 miles by 2. All the good mines are certainly within 1 mile of the mining camp at Wyalong.

? That is so; but there is such an excess of surface soil that it is difficult to prospect. As the miners go out they are opening up new veins, and I should not be surprised to see Wyalong a very extensive field after a few years.

1301. *Mr. Chanter.*] The character of the country between the surface and the water-level is very soft? Yes, exceedingly soft; very easily worked.

1302. And can be operated upon by ordinary labour? Yes; without explosives.

1303. But, judging from your own evidence confirmed by that of others, it will be a much more costly matter to mine under the water-level because of the nature of the country? Yes; it will be much more expensive.

1304. Then it is safe to presume it can only be worked by companies with a certain amount of capital at command? Not necessarily. I have seen mines worked by miners in a country very much harder than is likely to be got at Wyalong.

1305. It has been stated that it will be necessary, in view of the cost of working below water-level, to amalgamate the present companies? Yes; I should think better results would be got by the amalgamation of various companies and sinking main shafts, with pumping and winding plants.

1306. Would not that have the effect of reducing the population on the gold-field? No; that would rather have the effect of increasing the population.

1307. In what manner? Because if main shafts were sunk and levels opened out on mines like these they would be able to employ a greater number of men than they do at the present time. There would be room for many more men to work in a mine which was properly opened out with levels and machinery.

1308. You have a pretty good knowledge of agricultural country? Fair; I do not know very much about it.

1309. You expressed the opinion a short time back that the soil in the locality of Wyalong was insufficiently fertile to induce miners to settle there continuously for other purposes than mining? The soil itself, as far as I could judge, is excellent, but I am doubtful about the rainfall being sufficient. I have no doubt that if that country could be irrigated it would grow anything.

1310. Is there not sufficient rainfall for the growth of wheat? The rainfall is pretty uncertain. I do not know exactly what it is, but judging by the scarcity of water for mining purposes, I should think the rainfall would be rather too precarious for agriculture.

1311. Is there any other class of settlement between Temora and Wyalong than a mining settlement? From the road very little is observable. I did not go off the road to any extent to see what the settlement was about there, but I should hardly think the country is thickly settled.

1312. Do you think the population at Wyalong is likely to increase or to decrease? I think it is more likely to increase than to decrease—I am speaking of the permanent population, not an ordinary one; I think the permanent population will be more likely to increase than to decrease.

1313. What number do you think the mining field at Wyalong will sustain permanently? It is a difficult question to answer.

1314. At present there is about a population of over 4,000? I think it could sustain a bigger population than that. I have no doubt that there will be an immediate increase in the population if the miners get their ore crushed, because many of the mines working now are simply shepherding. They have large piles of ore at grass, and there is no earthly prospect of getting it treated. They argue in this way—that it is no use expending labour to take the ore out of the ground when there is no prospect of getting any return for it.

1315. Would your works require a large supply of water? Not so large as a battery treating the same quantity of ore. We crush dry.

1316. You are aware that the water supply is the severest drawback to the field? Yes, we use less water than an ordinary battery. We are now taking out a 12,000 yards surface tank.

1317. Would it be possible for you to use the mineralised water from any of the mines? We could use the mineralised water for some purposes, but not for others. We could not use it in boilers, but we could use it for leaching ore—that is for washing the gold out when once the gold is soluble, but we prefer the fresh water.

1318. How many permanent hands will your works employ? Probably, directly in connection with the works—I do not include timber-getters or fire-wood men—about twenty.

1319. What will be the cost to your proprietary of the carriage of the 1,690 tons from Sydney to Wyalong, if a railway is constructed? I cannot say; I do not know what the rate is.

1320. Salt, is carried, I believe, at a specially low rate? I am making inquiries about the matter, and I have not yet received the information.

1321. Could you supply the Committee with that information later on—as to what your company would be prepared to pay the Railway Commissioners for the carriage of your goods? Yes; that could easily be ascertained by adding to the rate to Temora, the mileage rate between Temora and Wyalong. I suppose they will charge about the same rate per mile. I think the present rate for machinery an excessive and disastrous rate to all enterprise in the country. The rate to Temora is something like £4 10s. per ton from Sydney. It will cost us something like £650 for freight alone to get our machinery on the field.

1322. The carriage from Temora to Wyalong by road, at present, is about 15s.? It is about 25s.

1323. Is 25s. per ton a special price for machinery? No; 25s. is about the ordinary cost for carriage. It runs from £1 to £3 a ton according to the nature and character of the road.

1324. You are speaking of the team carriage? Yes.

1325. But we have received evidence to the effect that the teams carry all classes of goods at one rate per ton, and therein lies the difference between railway and team carriage? They carry all at the same price; but according to the character of the road the freight varies from £1 to £3 per ton. If the road is very bad they charge as high as £3.

1326. You are taking an average of the whole of the year? No; at the present time the roads are pretty good, and the carriage now is 25s. C. L. Garland,
Esq.

1327. That is rather different from the evidence we have received on that head? I obtained that information, to-day, from Wright, Heaton & Co. I was making inquiries as to what they would charge to take our stuff from Temora to Wyalong, and they said it could not be done for less than 25s. 4 June, 1895.

1328. Are your opinions of the prospects of the field such as to lead you to believe it will be a permanent field? I think so.

1329. And that it will sustain as great a population or greater than at present? Yes.

1330. And that the prospect of the continuance of rich gold-yielding ore underneath the water level is very good? Yes; I think the ore will be very good under the water level, but it will be more difficult to treat.

1331. And that the soil in the locality is suitable for settlement, contingent upon the water being supplied by irrigation or otherwise? Yes.

1332. Then I need scarcely ask you, from your replies to those questions, whether you are of opinion that Parliament would be thoroughly warranted in recommending the construction of the line? I think it would. I think that Wyalong, as a gold-field, is the most promising for permanency and extent of any I have seen in the Australasian colonies. I may say that I never knew a field except the Thames, in New Zealand, where there were so many mines of payable gold within so small an area; and I have every reason to believe that if ever the Government were warranted in building a line to any mineral field in New South Wales, Wyalong is that field.

1333. You are aware that under the law at present, Parliament has to take into consideration the fact that a line should not be constructed unless there is reasonable evidence adduced to show that it will pay working expenses and interest on the cost of construction? I was not aware of that.

1334. Taking into consideration the probable cost of the line—£2,300 a mile—would the population of Wyalong, and the carriage of goods to and from Wyalong, be sufficient to pay working expenses and interest on the cost of construction? A great deal depends in answering a question of that kind as to the policy of running a line of that character—I mean of operating it. No doubt the people of Wyalong would like two or three trains a day on the line if they could get them. In that case the working expenses would be infinitely greater than the line would earn—at any rate in its earlier stages; but if it were run on purely commercial principles—that is, if it were worked cheaply, I think it would pay more than would cover the interest on the cost of construction. But, unfortunately, in most of these cases the people clamour for so many trains a day, and for expensive platforms and stations, and the result is that a loss is shown which is prejudicial to the extension of railway lines. If they ran this line as they do some in America, without platforms or stations as all these pioneer lines should be run—I have no doubt it would pay very well.

1335. This is called a pioneer line. We have evidence before us from the Secretary to the Railway Commissioners that an increased cost between a daily train and running a train three times a week is not very material, as the staff has to be paid all the same; that applies between Temora and Cootamundra, and it would also apply to Wyalong;—in order to contribute to the paying capacity of this line would your company be prepared to pay a special rate for the carriage of your goods between Temora and Wyalong—higher than the rates on the line from Temora to Sydney? I could not say without consultation with the other members of the company.

1336. Can you express an opinion as to whether you think they would? Individually I would just be as pleased in the interests of this enterprise that there should be no line constructed to Wyalong, for this reason, that the handicap of heavy road freight charges is all in our favour. If the railway were constructed the Wyalong mine-owners would have the choice of any plant in Australia—in other words, they could escape the 25s. per ton of road carriage, and get their ore to Sydney at a very low rate. So far as our enterprise is concerned, it would suit us much better if the line were not constructed, because it would practically pay the miners infinitely better to treat their ore on the field than to take their stuff to Wallaroo, the Clyde Works, or any other works which they would have access to if they had a line. I am not advocating the construction of the line in the interests of our works at all but in the public interest.

1337. *Mr. Gormly.*] The Rev. J. M. Curran was asked this question:—

Do you find the reefs growing in richness as you get to greater depths? On the contrary, quite the other way. In addition to what we might conclude from examining the rocks, we know for a fact that the gold is not getting richer. More than that, in eighteen months' time very different methods will have to be resorted to to get the gold, provided work goes on continuously from this time to that.

Are you of opinion that the quartz will be equally rich under the water-level? There is no reason why it should not be—possibly richer. What Father Curran says regarding the difficulty of extracting the gold is perfectly true. It will require a different method. That is why these works will be established. But there is no reason why the gold should not be equally as rich. In fact, when I was on the field Father Curran himself made an assay of pyrites ore from under the water-level, and the assay, if I remember rightly, was 13 oz. to the ton.

1338. What was the size of the parcels of ore which your company had assayed from below the water-level? Any samples we have had from below the water-level have been only assay samples.

1339. About what size? If they got out a ton or half a ton of ore they would thoroughly mix it up, take a sample out of it, and send it to us for assay. We have not treated any stuff from below the water-level at Wyalong—in fact, they are not mining stuff from below the water-level. It would be absolutely useless, because they could not get it treated.

1340. Would you require any large quantity of fuel? Yes; we should use large quantities of firewood.

1341. Would that employ many persons? Yes; it would employ a great number of men.

1342. I suppose when in Wyalong you examined the timber for the purpose of seeing whether fuel could be procured? Yes.

1343. And that would be one of the reasons why your work should be carried out successfully? Yes.

1344. Did you find that fuel was plentiful? Yes; otherwise we would not be able to chlorinate at the price I have mentioned.

1345. Is it a suitable class of timber for fuel? Yes.

1346. What class of timber would you be likely to use? Generally white box.

1347. Would mallee be suitable? I do not know much about the qualities of mallee, but anything which would generate steam or which would have good heating properties would do for us.

- C. L. Garland, 1348. You would want solid wood which would give out a large quantity of heat? Yes.
- Esq. 1349. Can you estimate the number of men the works would employ procuring firewood? We should probably use 30 tons a day of firewood.
- 4 June, 1895. 1350. That, I suppose, would employ several men in procuring and carrying the timber? Yes.
1351. I suppose you have had a good deal of experience on the different gold-fields? Yes.
1352. And you have seen permanent settlements established around gold-fields or where gold-fields existed? Yes; almost invariably.
1353. Have you had a knowledge of such districts as Parkes since gold was discovered there? I know nothing of its early history.
1354. For how many years have you known it? Only for the last ten or twelve years.
1355. Did you find the population of that district increase? Yes.
1356. From your knowledge of quartz reefs more particularly, have you seen many fields which had as great a show of permanency as the Wyalong field? I do not know of one field.
1357. You do not know of one field which has such a show of maintaining a population as this? No; I do not know of one field.
1358. Is that because of the number of reefs which exist and the depths they are likely to go? Yes; the number and the area over which auriferous veins extend. I know a field where there is one main line of reef—a larger reef—but where only two or three mines could possibly operate; but in Wyalong, within a rifle-shot of the centre of the town, there are no less than six main lines of reef, and they are discovering others almost weekly.
1359. Have you made gold-mining your chief occupation for a number of years? Since I was 15 years of age.
1360. I suppose you have given particular study to the development of gold-fields in order to carry on your business? Yes; from the first.
1361. And in consequence of the company with which you are connected being about to establish the works you have referred to, you have given the Wyalong field your attention? Yes; we gave the field particular attention before we conceived the idea of starting these works, and it is the only field in the colony I know of where such works are warranted.
1362. You say you have visited Wyalong on two occasions? Yes.
1363. Did you give the gold-mining country about Wyalong particular attention? Yes; I visited every mine of any importance which was opened up.
1364. And carefully inspected them as far as you could? I went down a number of the typical mines, but not all the mines; but to one who has had experience of that class of country a visit to one mine is practically a visit to the lot. They are all of a similar character.
1365. Are they of such a similar character that the field might be a very extensive one? Yes; as far as I can judge that particular class of decomposed granite country extends for many miles around Wyalong, particularly north, and I anticipate seeing some great developments north of Wyalong.
1366. The Committee have been told that it was difficult to discover the indications of gold in that country, that it was only by removing the surface that the reefs were likely to be found;—did you find that to be a case from your observation? Yes; that is so. There is very little to indicate the presence of reefs, and the only way the country can be prospected successfully is by sinking shafts and cross-cutting at some considerable depth below the surface.
1367. There is a clay formation over the reefs? Yes, usually.
1368. Therefore excavations have to be made to find the reefs? Yes.
1369. Have you any knowledge of the finds about Yalgogrin or any of the places where gold has been found in the neighbourhood of Wyalong? I did not visit Yalgogrin, but Pine Ridge is a very promising field. That is several miles out of Wyalong; but from all I can learn from Yalgogrin, and judging from the crushings there, it appears to be a field of considerable importance.
1370. Is there a need of a permanent water supply in Wyalong? I think in time, as tanks get sunk there upon a large scale and once they are thoroughly full, the community can fairly depend on the catchment area; but there would be no doubt that the field would receive very great assistance if any such a scheme as the bringing of water from an adjacent lake could be carried out.
1371. From Lake Cowal? Yes.
1372. From your knowledge of other gold-fields have you found that, when there was a number of people about those fields for some time, the country became so hardened that water would run quicker into the tanks than it would before the population centred there? Yes; it is almost invariably the case. The ground absorbs so rapidly without settlement and population.
1373. Therefore, a smaller rainfall would fill the tanks? Yes.
1374. Do you think such a thing as that is likely to occur at Wyalong? I should judge so, and I should also think that at a certain depth the mines would develop considerable quantities of water which would be useful for many purposes.
1375. Do you think it would pay to condense the heavily mineralised water from the low levels for the purpose of a local supply? I do not think that would be necessary. I think there would always be a sufficient quantity of water for domestic and steaming purposes.
1376. It would be of service to the Committee if you would state, in your own words, whether there is a certainty of your company establishing these works at Wyalong? There can be no doubt about our establishing the works, inasmuch as we have entered into agreements with the chief mine-owners there. We have entered into signed contracts to treat their ore, and the work of construction is already going on. Our tank is now being excavated, and we have imported one of our machines from San Francisco. The other two will be here within three weeks. The engines and boilers will be sent up next week.
1377. To Wyalong? Yes; we are absolutely committed for the scheme.
1378. And you look upon it as a certainty that the works will be established? Yes.
1379. Have you any reason at all to think that anything may occur to prevent the works being established? Nothing that I can by any possibility think of.
1380. Then you look upon the establishment of these works as a certainty? Yes; we are fully committed to it.
1381. And you have entered into contracts with the mine-owners to crush stone, and you have procured a portion of the plant for the works? Yes; we made an offer to-day for an engine and boiler, and portion

C. L. Garland,
Esq.
4 June, 1895.

portion of the plant is now lying in Sydney Harbour waiting for the duties to come off. It is a plant which we could not possibly get in the Colony. The duty would simply be a tax on the industry, because the patent rights are held in the United States, and it is machinery which has never been introduced into this country before, so that the question of the local industry does not come in.

1382. You have stated that you are in communication with Wright, Heaton & Co., as to their charges for conveying goods from Temora to Wyalong? Yes.

1383. Of a portion of your plant? No, the whole of it.

1384. Then you are entering into communication with carrying agents for the purpose of getting the plant carried from Temora? Yes. We are getting contracts from each of the carrying agents to ascertain the lowest price for which we can get it to the field.

1385. Is any of the plant likely to go within a short time? Yes, the plant will go forward at once.

1386. And that which you have in bond will be ultimately sent up? Yes. We have two other machines also coming. If the tariff is not removed there will be a tax on those three machines alone of £100.

1387. *Mr. Roberts.*] What period elapsed between your first and second visit to Wyalong? About four months.

1388. When were you last there? About four weeks ago.

1389. Did you see any great change in the state of mining affairs generally on the occasion of your second visit? Yes; in the development of the mines at the lower levels. We were so satisfied with the development of the mines at the lower levels that we felt that we were justified in going into this enterprise.

1390. When you speak of the lower levels, what depth do you mean? The water level there comes in from 160 to 180 feet. The majority of the mines on my first visit had not touched the water; but on my last visit many of the mines had gone down to the water where the dense sulphide ore came in, and it was through the developments at the lower levels, showing that the reefs continue down, that we were settled on the idea of building the works.

1391. Were you impressed with the idea that Wyalong would be a permanent field? Yes; we are fully satisfied on that score.

1392. Did you go up with the object of reporting for your brother directors as to the probabilities of the permanency of the field? We all visited the field with the determination of making a thorough inspection to ascertain whether we would be warranted in spending the money on the plant.

1393. Who else went besides yourself? Mr. Climo, a very old mining-man and a metallurgist, and Mr. Walter Sully, Broken Hill, our partner, who is finding the chief amount of money, and myself. We made an inspection of nearly every mine on the field.

1394. Are we to understand that you were so favorably impressed with the prospects of Wyalong that you determined on purchasing machinery to the value of £10,000, and placing it at Wyalong forthwith? Our machinery will not cost us that amount, but we are so satisfied with the prospects of the permanency of the place, that we felt justified in starting works which before we get any returns from them at all will probably stand us in £10,000.

1395. Is it a crushing machinery? Crushing, roasting, and chlorinating.

1396. And treating the peculiar ores found at Wyalong? Yes; for instance, we have a contract out now for the ironworks of the furnace, which alone amounts to £580. It is being done in Sydney. It is a wrought-iron revolving furnace. It has been three weeks in course of construction.

1397. Has the field at Wyalong been developed as fully as you would expect or is it suffering from the want of capital? The amount of development work done at Wyalong exceeds that of any other fields I have ever visited in the limited time there has been since the discovery of gold there; but the reason is that most of the country is remarkably soft, being all decomposed and easily worked. A couple of men could drive, probably 12 feet, in a shift, if they liked to work, and that does not occur in many fields, so that the development has been very great, but not nearly so great as it would have been had there been facilities for the treatment of the ore when it was found.

1398. Am I right in assuming that there is a great want of pumping machinery there to deal with the water? The necessity of dealing with anything under the water-level has not yet occurred, inasmuch as the oxidised ores have been very rich and easily got, and the surface levels are not by any means worked out; I suppose the miners think "that sufficient unto the day is the evil thereof." They have taken out the ore they can get easiest and which is more amenable to treatment, but ultimately the proposition of dealing with the ores under water will have to be tackled, and it will require pumping and winding machinery.

1399. Are you aware that the population of Wyalong has decreased to the extent of 1,000 during the last twelve months? I am not aware of it, but I should not be at all surprised at that, inasmuch as it is the case of every gold-field; I know of no exception.

1399½. Do you anticipate further decrease? No; I think there is more prospect of a further increase than a decrease.

1400. On what ground? To every new rush large numbers of men go, who are not in any way qualified to prospect, and who are merely camp followers—if I may use such an expression—and when the country is pegged out, and the field does not extend to their expectation, and matters become dull, they invariably leave. The practical men who remain who settle to hard work gradually develop, and if the field is any good at all they soon prove it, in which case other men who are competent and practical are attracted to it, and further prospecting of a legitimate character goes on. I think you will find that has been the history of nearly every field in the colonies.

1401. Do you think the interest of Wyalong is suffering for the want of a railway? I cannot say that that is the case to any great extent. The construction of a railway would mean this advantage, that the cost of developing the field would be very much less; but not only that, the chances of the capitalist putting in the necessary money to develop the field as it should be developed would be greater.

1402. Is there not a good road from Temora to Wyalong;—there is no difficulty in reaching Wyalong? There is no difficulty in reaching Wyalong just now. The road happens to be good just now; but there are times when it becomes almost impassable, and the coach takes two days to do the 40 miles.

1403. *Chairman.*] That is in wet weather? Yes.

1404. *Mr. Roberts.*] Are there any difficulties in getting supplies to Wyalong? There have been in the past. I hardly think there will be in the future—I mean in regard to provisions; but it might happen within the next week that all our machinery might be stuck up, if rain should fall.

1405. The carriage from Temora to Wyalong is very reasonable, is it not? Very reasonable when the roads are good.

C. L. Garland,
Esq.
4 June, 1895.

1406. Have you any knowledge of the mines about Barmedman? No, I did not inspect any of the mines about there; but they have a very good history, and below a certain level—although I am given to understand the gold carried down—there has been no work done because of the lack of pumping machinery.

1407. Do the reefs increase in richness the lower you go? So far as we can ascertain from making a great number of assays of stone from Wyalong that apparently is the case.

1408. Have you had samples from below the water-level? Yes; the six samples to which I referred, averaging 40 oz. 16 dwt. 11 gr., are from below the water-level. I do not, however, put that forward as being anything like an average below the water-level. The probability is that it would not be a bit richer below the water-level than above it.

1409. But it was the richness of ores below the water-level which so favourably impressed you, and decided you in going in for the purchase of £10,000 worth of plant? Yes; that is what finally decided us. It would not be worth our while putting up a plant like that if the gold at Wyalong did not continue below the water-level.

1410. And you feel satisfied it will prove a remunerative investment? I think so.

1411. *Mr. Humphery.*] Have you any idea how many tons of payable stone are at grass at the present time awaiting treatment? As far as I could tell from inspecting all the piles of the chief mines, there would be about 3,000 tons of stone at grass when I was there.

1412. Stone which would be worth treatment? Yes; of payable stone, but numbers of the mines are not raising stone for the very simple reason that it costs money to get the stone out, and there would not be the slightest chance of getting the money back, inasmuch as the stuff cannot be treated.

1413. Do you think that presently the claims can be worked without assistance in the way of capital? No doubt of it. Many of the claims can be worked without any capital whatever, although machinery is required.

1414. Can they be worked at depths below 200 feet? It is very difficult with whip or whim below 200 feet. After that it becomes economy to equip a shaft with winding engines and drums, and then if water becomes at all plentiful it can easily be raised; but I do not think there will be any water at Wyalong which will beat the miners. There will never be a heavy influx of water in those mines.

1415. I suppose you were referring a short time ago to the Fiery Cross Mine at Barmedman? Yes.

1416. Can you say why operations were not proceeded with there after the water came in? The water is very much heavier at Barmedman than it is ever likely to be at Wyalong.

1417. Was any attempt made to provide machinery there? I believe they did put, not pumping machinery, but machinery to bail tanks with. I do not think they ever had a proper pump in the mines there. They had some difficulty in beating the water there and when they did beat it they had no capital to go on with.

1418. Was not that regarded as a very good claim? Yes; the history of the claim shows it to have contained very good ore right down.

1419. Was not that claim abandoned solely on account of want of capital to deal with the water? I understand that the first owners of it divided their money as they got it until they got to the water-level, and there was a necessity for machinery, when they could go no farther. The mine was idle for some years, and subsequently a small syndicate of Victorian capitalists was formed and they put in just enough to keep the water down. Then they had no further funds, and the men were not paid, and the mine closed down again. Since then nothing has been done.

1420. Do you think it is probable that that will be the history of many mines at Wyalong? I think there will never be the same water difficulty.

1421. Will you explain why there would not be a similar difficulty at Wyalong? It is a different nature of country.

1422. *Chairman.*] It is only an inference—you infer the water is worse at Barmedman than at Wyalong? Yes. I do not know of any place in granite country, especially in flat country such as that in the vicinity of Wyalong, where there has been any serious water difficulty in mines.

1423. Is the stone at Wyalong of a different description to that at Barmedman? Yes; as far as I could judge.

1424. *Mr. Trickett.*] I suppose you do not propose to treat all the stuff with the plant you propose to put up, as it comes straight from the mine? Yes; what we claim is this: That in the Wyalong ore there is more going away in slime, in suspension, and in tailings, than would cover the balance between the cost of crushing in the ordinary way by quicksilver-amalgamation, and chlorinating, and it would pay the miners better to pay £3 a ton, and get 90 per cent. of their gold, than to pay 15s. a ton, and get under 50 per cent. of their gold.

1425. The chlorination process is a very expensive one—it is about four times as expensive as the amalgamation process? Probably, according to local circumstances.

1426. Then, if by adopting the amalgamation process in the first instance you can get a lot of gold out, and treat the remainder by the chlorination process, is it not a waste of money to treat the whole lot with the chlorination process? Yes; if you can do that. But there are certain classes of ore which will not yield up their gold to ordinary crushing and quicksilver-amalgamation. That class of ore pays better if you extract the whole of the gold in the one operation. In ordinary crushing there is the cost of crushing. In chlorination there is only the cost of crushing up to that stage. I mean that it is cheaper to take an ore which will not yield up its gold to ordinary quicksilver-amalgamation; it is cheaper to take it crude from the mines and to chlorinate it direct, because you get in one operation that in which otherwise you have to employ two to get.

1427. I asked you that question because when I was examining the Rev. J. M. Curran on this phase of the question, I asked him if the expensive cost of treating by the chlorination process is a handicap to the gold-field, and his reply was—

When you look at it in the light in which it will be shown by-and-by, I do not think so, because they will not have to treat every ton of stone in that way. They crush about 20 tons. They get all the free gold they can in the mill. The blanketing and concentrates will have all the difficult material, and the 20 tons will be reduced to about 2 tons, so that out of 20 they will only have to treat 2 tons practically, by chlorination. So far the difficult ore relative to the free ore would be 1 per cent.

? That is so in some ores.

1428. But he is speaking particularly of the ores at the Wyalong gold-fields? He is speaking without that intimate knowledge of the ore which we have been enabled to acquire by actual treatment of the stone.

stone in bulk. Always in an ore like that a lot of slime goes away in suspension, and the slimes, we have tested, as I have pointed out, carry an average of £12 8s. 4d. per ton in value—that is 3 oz. 3 dwt. 2 gr. The Rev. Father Curran evidently does not take that into consideration. By ordinary crushing these slimes are irrevocably lost, and it is only the washed tailings which are got, or the blanketing. We have always found the slimes assay as rich, in many instances, as blanketings, and the gold which is fine and held in suspension like that is the very first gold which gives itself up to chlorination. The finer the particle the quicker it is rendered soluble by chlorine gas. That gold is always recovered. The only chance of losing gold in chlorinating is where the particles are so coarse that the chlorine gas will not resolve them into chlorides and render them soluble in water.

C. L. Garland,
Esq.
4 June, 1895.

1429. The principal part of your treatment will be in reducing everything to a fine powder? Yes; we lose nothing, beyond that gold which is locked up in particles of silica that the chlorine gas cannot get at to dissolve it, and the recovery of that is governed by the fineness of our crushing. What we have undertaken to do in our agreements at Wyalong is to pay the miners 90 per cent. of the fire assay of their ore, so that whether we extract that percentage or not we should have to carry out that contract.

1430-1. We were told that a great difficulty in the development of this field, with regard to the erection of machinery, is the want of water, so that if that difficulty does exist how do you make out that there is going to be a large development of the gold-field. You cannot have any of those expensive processes in running machinery without a good supply of water, and that is what has kept the erection of batteries and so on back. How is that difficulty to be got over? On every field in the interior of New South Wales that same difficulty has cropped up, and in every case it has been overcome. I think, with Wyalong, it is only a question of the conservation of water which will overcome the difficulty. At Broken Hill the same difficulty occurred, but the mines were good, and that warranted the pumping of water from the Acacia dams, and subsequently the completion of the Stephen's Creek scheme, which is giving an enormous supply. If Wyalong is a permanent field there is no doubt there will be enterprise and capital forthcoming to bring water from the lake some 20 miles away. But apart from that I do not think that difficulty is [a permanent one. When sufficiently large tanks are sunk, and where there are good catchment areas, the water difficulty will be overcome.

1432. And they can use the water over and over again? Yes; in most instances.

1433. I suppose you will not, after a little time at any rate, regard Wyalong as a poor man's gold-field? If the field develops and extends—and there is no reason why it should not, judging from the nature of the country for many miles—there is no reason to suppose that miners will not be able to make a very good thing, wherever they get payable gold in the stone down to water-level—that is, down to 150 or 180 feet. Very often claims have turned out thousands and thousands of pounds worth of stuff down to that level, and if the miners are far-seeing enough to put by a portion of their profits resulting from the development of the cheaper ground, there is no reason why the mines should not continue to be worked by parties of miners. Unfortunately, they do not always do that.

1434. There is no doubt it is an expensive matter working when you get to the granite? Yes; the word granite would seem to indicate hardness, but granite country is not difficult mining country to work. There are far worse formations to work than granite. Granite is not very difficult to bore, and it shoots well. For instance, trap rock and other classes of rock are very much more expensive to work. Even below the water it will not be a very expensive country to work; it will require explosives.

1435. Then if there is ample crushing plant there it will still be a remunerative field to work the lower depths and have the stone crushed by your process? I think so.

1436. *Mr. Davies.*] You have stated that you know the claim known as the Fiery Cross at Barmedman? I have seen it and I know of it from hearsay, but I have not been down it.

1437. Have you ever examined the workings? No.

1438. Do you know if the walls following the reef are of the same character as those at Wyalong? I do not think they are. I think it is a different class of country.

1439. Do you know what gold was raised at Temora? No, not from memory, but I know there must have been a large quantity of alluvial gold raised there. It appeared to me that there was a large mineral belt of country running from Temora North, and the occurrence of a gold-field of equal richness to Wyalong would not surprise me.

1440. *Chairman.*] You mean between Wyalong and the Lachlan? Yes, running right north. It seems to me to be all auriferous country. It may be that some of the reefs are poor, but there will, no doubt, be payable reefs found all through that country. It has, however, been very little prospected, and Wyalong to-day, but for the fact that the whole of the country is decomposed would not have been of any importance whatever. It has only been because the country has been so easy to develop that its richness has been shown. I have a peculiar specimen here which shows the ore in all stages of decomposition. There is sulphide right in the middle of the stone and gradually extending outwards until the oxide of iron is shown. No doubt that piece of stone was at one time a dense sulphide, and as water-level is reached, so that stone remains in its original form.

1441. That is a refractory ore? Yes; it is called refractory.

1442. Do you know of any quartz-reef or any deposit of gold similar to that at Wyalong? No. I may say that I saw more gold showing in the paddocks of stone at Wyalong, visible to the naked eye, in the last two days I spent examining them than I have ever seen before; that is, more gold was visible in the paddock of the stone at grass, and it extended over a bigger area.

1443. It is usual to find gold practically in ironstone? The miners always look upon ironstone as being a good indication of gold. An old expression among miners is "the iron rides a good horse." Generally where you find ironstone in association with quartz you find gold. At Mount Morgan itself it was the same.

1444. Have you seen any in our own Colony? No; I do not know of any field in New South Wales where the ironstone predominates.

1445. And at present, down to the water-level, it is decomposed iron and granite? Oxidized silicious iron in a decomposed granite formation.

1446. Then you do not anticipate that the same trouble will occur at Wyalong as the miners get to a lower level as occurred at Fiery Cross at Barmedman? No; I do not think there will ever be a heavy influx of water; nothing that cannot be beaten by small water pumping plants.

1447. Are you of opinion that the stone will carry as much gold? I think so.

- C. L. Garland, Esq.
4 June, 1895.
1448. You are aware that at Fiery Cross? No; I do not know that the gold became poorer.
1449. I do not mean to say poorer in its commercial value, but the quantity was much smaller? Probably the batteries could not extract as much. Nearly all the mines in New South Wales have got poorer at the water-level for this reason: that by the ordinary methods of amalgamation the miners could not extract the same number of ounces or pennyweights per ton, but it does not follow by any means that the gold was not in the stone.
1450. But if they spent £20,000 in putting up plant and crushing appliances, would you concede that they had the best plant possible at the time? Yes; but it is only within late years that there has been any development of the science of dissolving the gold out of ores. Up to very recently all our chief mines have depended upon mechanical appliances for recovering gold. At that time probably the battery was the best machine they knew for extending the gold.
1451. Have you seen the plant at Barmedman? It is a very good battery, but not at all suitable to the treatment of complex ore.
1452. You think it is not of a sufficiently modern character to save the gold? For a battery it is a good one, and would save as much as any other battery; but when the ore becomes full of sulphur the battery will not save the gold. It requires a different process.
1453. That is in consequence of the character of the ore itself? Yes.
1454. But you and your partners have no misgiving as to a permanent field at Wyalong? No misgiving whatever, otherwise we would not go into it.
1455. You believe in a short time you will have to double your appliances? Probably, and I believe that within five months we shall be at work.
1456. It is stated that fully 1,500 or 1,600 persons are engaged in different occupations on the field? Yes; I should think so.
1457. And you have stated that the number is likely to increase? Yes.
1458. *Mr. Lee.*] Do you see any prospect of the population of Wyalong doubling or trebling itself within the next few years? I believe that with the erection of the plant we propose to put up, and the returns which that plant will give, public attention will be drawn to Wyalong, and there will be a large influx of capital with a view to purchasing the mines right out and amalgamating and developing them on a large scale. I do not know of any field in New South Wales where the average richness of the ore is as great as at Wyalong, and that must tell when the gold is extracted.
1459. Under those conditions you think that there is a probability of the population increasing instead of decreasing? Yes; I think so. It is more likely to increase than to decrease. I do not anticipate any decrease in the population.

WEDNESDAY, 5 JUNE, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Thomas Kennedy, Esq., surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- T. Kennedy, Esq.
5 June, 1895.
1460. *Chairman.*] Do you know the country between Temora and Wyalong? Yes.
1461. Have you made a survey of it? I made a survey of about 9 or 10 miles on the Temora side to Barmedman, just opposite the new diggings, known as Trungley, or Reef-ton.
1462. You know the route all the way through? Yes; I have been over it.
1463. Are you prepared to express a definite opinion about it from an engineering standpoint? I can only say it is an easy piece of country over which to construct a line.
1464. The only portion of the country about which you are able to speak in detail is the 10 miles which you have just particularised? Yes.
1465. But you have a general knowledge of the whole of the line? Yes.
1466. When were you there? In 1894.
1467. You have not been there since? No. I was there along with the Sectional Committee in connection with the previous inquiry.
1468. I suppose you have not seen the deviations to which Mr. Deane has referred? I do not know anything about those deviations.
1469. *Mr. Hayes.*] Do you know the line all through from Temora to Wyalong? Yes.
1470. Are there any engineering difficulties on the road? No; it would be very easy country.
1471. What is the ruling grade? I think 1 in 100 is the ruling grade.
1471½. And there would be no difficulty in constructing a line with that grade? No.
1472. Then, practically, it is a surface line of railway? Yes.
1473. *Mr. Gormly.*] What do you think would be the deepest cutting upon the line? I could not say, because some alterations are being made, but the cuttings would not be very great.
1474. We are told that it will be necessary to make some cuttings a little beyond Barmedman;—do you know anything about that matter, and whether there is a deviation there or not? I could not speak positively about that.
1475. The line has been re-surveyed since you were over it? Mr. Deane has made some amendments in the survey.
1476. *Mr. Humphery.*] What provision can be made for a water supply for railway purposes? I do not know anything about that. There is no permanent water as far as I know of on the line. I think tanks would have to be made, and the water stored in them.

1477.

1477. Is that the case at Barmedman? There is a good underground supply there, but I do not know whether it would be suitable for use on engines. It may be brackish, or it may contain minerals.
1478. *Mr. Trickett.*] I understand that it is proposed to take the line between Temora and Barmedman to a large extent on the main road? Yes.
1479. That is a road 3 chains in width? Yes.
1480. Do you think, if a railway line were taken out of that, ample roadway would be left for travelling stock and other traffic? I think 2 chains would be quite enough for travelling stock. Besides, there is a good deal of Crown land along the line, which would enable the road to be widened out if necessary.
1481. When you went from Temora to Barmedman, was the road metalled and formed? Small pieces of it—patches where the road had been very bad.
1482. Was that in the middle or on the sides of the road? It was more to the northern side. The line would just touch on the edge of some of the metal, or very close to it.
1483. I suppose that a line of railway along a road of that character would be kept well to one side or other of the road? Yes; on one side altogether.
1484. And in making a road of that character would you fence it, and also have a fence between the railway line, and the portion of the road which would be used for ordinary traffic;—would not that be necessary? I could not say what it is intended to do.
1485. But would not that be almost necessary. It would not do to have a railway tearing along a main road, alongside ordinary horse traffic, and mobs of travelling cattle;—do not you think that would be rather dangerous? I could not speak with any certainty about the matter.
1486. Is the portion of the country which you surveyed, country upon which a railway could be easily constructed? Yes, it is very easy country.
1487. Is it of a similar character to that over which we recently travelled in your company between Parkes and Condobolin? Yes, it is very much after that class of country.
1488. Then a surface line of railway similar to that which is recommended to be constructed between Parkes and Condobolin would do between Temora and Wyalong? I think it will be very nearly a surface line.
1489. Have you formed any opinion as to what you think this line of railway could be constructed for at per mile on that portion which you surveyed? No; we have nothing to do with the estimates.
1490. As far as you say, when you were surveying the line, could the gravel and metal used on the road be utilised for railway purposes? I think the railway would resume about half the metalled road where the small portions were gravelled or metalled.
1491. The half running the length of the road? Yes.
1492. The railway would absolutely go upon part of the metalled road? Yes. It is not very long. I do not know the exact length it is metalled. I do not know the details of the part where it is metalled. I only just staked the line out, but I do not think it would interfere with any great length of metalling.
1493. Do you know of any railway line in the country which has been constructed any length along an ordinary road? No, I do not.
1494. If this line of railway were formed along the portion of the road with which you are acquainted, and in view of the fact that there will be a large waggon and dray traffic, do you not think there would have to be a road formed for the purposes of that kind of traffic as well;—they could not travel on the soft surface very well in bad weather? They are travelling now on the soft surface. Light traffic would be all right, I think.
1495. You think then that the traffic would become light, because the bulk of the heavy traffic would go by train? I think so.
1496. Then you do not think the country would have to be put to the expense of a railway and a road as well? I should not think so.
1497. Have you the particulars of your survey of the portion of the line you refer to? No; they have all been sent in and plotted upon plans.
1498. Would the culverts and waterways on the particular portion of the line which you surveyed be of an extensive character? I could not say what waterways would be constructed. There is one creek, called Mandama Creek, which we crossed.
1499. Is that in the length you dealt with? Yes.
1500. Would that be an expensive creek to cross? No; not very expensive. The quantities for the crossing of that creek have been taken out, but I do not know what they are.
1501. In your report upon this railway, did you recommend the number of culverts or causeways per mile which, in your opinion, would be necessary? No; an officer was sent up specially to do that.
1502. Would you like to say whether five culverts per mile would be sufficient to drain this character of country? I think five culverts per mile would be quite sufficient.
1503. I understand you have not made any detailed estimate of the probable cost? No; that does not come in our work at all.
1504. *Mr. Davies.*] Following up *Mr. Trickett's* question with reference to stock travelling along the route of the proposed line, I wish to ask you whether, during the time you were engaged in the survey, you observed any large number of stock travelling on the road between the two points on which you were engaged? No; I did not notice anything. I do not think there were any travelling at all. It was winter time when I was there, and I did not notice.
1505. How long were you engaged on the survey? Three months.
1506. And during that time you saw very little stock on the road? Very little. I saw a very little stock—milching cows and so on, for local consumption, going up to Wyalong, and that was all.
1507. You do not apprehend any difficulty, in the event of the railway being constructed, from stock travelling on the road alongside the railway? I think the stock would get accustomed to the railway.
1508. You do not apprehend any difficulty or trouble? I do not think there would be any. I did not see much stock coming down.
1509. Did you see any stock coming down? No; it was all going for local consumption.
1510. Had you anything to do with the last deviation of the line from the original survey? No; I had nothing to do with the last deviation.
1511. What were the points which you surveyed? About 10 miles on the Temora side of Barmedman to Barmedman?

T. Kennedy,
Esq.
5 June, 1895.

- T. Kennedy, Esq.
5 June, 1895.
1512. You have had nothing to do with the deviation which has been made since? No.
1513. And as far as your survey between those two points is concerned, you say there are no engineering difficulties in the way of the construction of a cheap line of railway? No; it is practically level country.
1514. *Mr. Molesworth.*] Are we to understand that a great portion of the line is proposed to be taken along the 3-chain road? It was. I do not know what the amendments are now.
1515. When you had to do with the survey, however, the intention was to take a portion of it along the 3-chain road? Yes, as far as they could.
1516. Is there much fencing along that road, or is it open country? It is mostly all fenced; from Temora to Barmedman it is fenced.
1517. On both sides? Yes; and from Barmedman to Wyalong it was practically unfenced.
1518. Is the proposed line staked out? It was permanently staked, but it has been altered.
1519. Who staked it out? I did the portion to which I have already referred.
1520. Who did the remainder? Mr. Cumming and Mr. Powell.
1521. Did the officer now on the line have anything to do with the permanent staking in the first instance? No; he did the trial survey from Barmedman to Wyalong.
1522. Is there any flooded country to be provided for in connection with the construction of the proposed line? No; there is no flooded country.
1523. No flooded country at all? No; there is only surface water and rainfall.
1524. To what extent? Nothing of any importance.
1525. Nothing to interfere with the construction of the line? No.
1526. And nothing to prevent it being made a surface line? No.
1527. *Mr. Chanter.*] Do you know the whole length of the line? Yes; I have been over it.
1528. What is the character of the timber along the route? Generally box and pine.
1529. How does it compare with the timber along the proposed line from Parkes to Condobolin? I think it is very much similar timber country.
1530. Is it any heavier or denser than the country from Parkes to Condobolin? I think it is about the same.
1531. Did you take any particular notice of what they term gravel in that district;—do you know what class of gravel it is? Yes; you get good ballast about 3 miles on the Temora side of Barmedman.
1532. That would be a kind of metal, would it not? Yes; I think it is hard sandstone.
1533. We have it in evidence that there is a gravel called ironstone gravel;—did you notice any of that along the survey? I did not notice any.
1534. It would not be in your length, I suppose? No.
1535. Is the character of the country between Barmedman and Wyalong more stony than that between Barmedman and Temora? Yes; I think it is a little.
1536. Were there any creeks to cross in your length? The Mandama Creek was the only one.
1537. Is that of an extensive character? No; not very extensive.
1538. Did you make any observation when you were in the vicinity of Yeo Yeo Creek, as to the probabilities of a water supply being obtained from there for Wyalong? Yeo Yeo Creek is between Cootamundra and Temora.
1539. Did you see it? No.
1540. The timber, you say, is similar to that on the road from Parkes to Condobolin, and, in your opinion, is not any denser? No; it is about the same. You come into the mallee around Wyalong.
1541. Is there much extent of that? I could not say exactly.
1542. There is not a great proportion in comparison to the box and pine? No.
1543. How does the character of the soil compare with that between Parkes and Condobolin? I think it is slightly better between Parkes and Condobolin.
1544. Not impregnated with so much stone? Not so much stone, and the soil is heavier, and of a better quality.
1545. More suitable for agricultural purposes? Yes.
1546. Are there any settlers farming in the district at present, or were there any when you made your survey? Yes; there are settlers just outside Barmedman, a few of them growing wheat.
1547. Do they seem to be fairly well settled? I only drove through the farm. They seemed to have their places well cultivated.
1548. Do you think the proposed line should be constructed as cheaply as the one proposed to be constructed between Parkes and Condobolin? I could not say what the estimate is at all, because we never have anything to do with the estimates.
1549. But judging from the features of the country? I should say the earthworks would not be any heavier on the one than on the other—about a similar class of line.
1550. What is the greatest cutting on this line? I could not say, because the line has been altered since I was there.

THURSDAY, 20 JUNE, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Arthur James Stopps, Esq., Acting Chief Draftsman, Department of Lands, sworn, and further examined:—

1551. *Chairman.*] Your Department is surveying special areas near Barmedman;—can you give the Committee any information in regard to them? About 3,686 acres of land were surveyed with a view to their being made special areas. A. J. Stopps,
Esq.
20 June, 1895.
1552. Adjacent to Barmedman? Yes.
1553. What areas have you cut them into? I think the maximum area is 160 acres.
1554. What amount did you place on them as purchase money? The proposed price will be 30s. an acre; but it has not been definitely settled what is to be done with these areas as yet. I may say that it is proposed to create a population area of about 13,600 acres around Barmedman, and those lands which have been measured will come within that population area, and in all probability they will be made special areas subject to the residential condition; but that has not been decided as yet. The probability is that that is what will be done with them.
1555. That is the Departmental idea? Yes. There are two other special areas proposed, which lie to the south of Barmedman.
1556. How far to the south? Quite close to the suburban boundary of Barmedman. These are portions that were measured for auction sale; but they are now made up into two special areas.
1557. Of what extent? One embraces 123 acres and the other 118 acres; but they will be open to be taken up in areas of about 30 acres maximum, minimum 15 acres, approximately.
1558. Is there anything further that you have to say about Barmedman? That is all the surveying that has been done in that neighbourhood.
1559. Has the Department come to any conclusion with regard to the resumption of any leasehold areas about Wyalong? I am not aware of any proposed resumptions.
1560. And, as far as the Department is concerned, these lands will be held by pastoralists for another five years, under present occupation? With the exception of three areas.
1561. What are they? These will expire next month. One of them is Youngee Plain, comprising 12,700 acres. That lies to the north-west of Wyalong.
1562. How far from the township? From 10 to 15 miles. And there is West Brand Plains, an area of 5,915 acres. That is on the north-east of Barmedman.
1563. How far from Barmedman? It will be from 12 to 20 miles from Barmedman. Then there are Back Creek and Nobby's Lagoon to the north of Barmedman. Back Creek and Nobby's Lagoon are from 5 to 13 miles north of Barmedman.
1564. What is the area? 22,285 acres. These are the only three leasehold areas that run out this year.
1565. Then during the next five years there will be only 50,000 acres available within 20 miles of the proposed line? That is so.
1566. Do you know anything about the character of the country there? It is described by the surveyor as being of rather a poor character—clay soil, fitter for pastoral than for agricultural pursuits.
1567. These areas are regarded as only being suitable for grazing purposes? More suitable for grazing than for agricultural purposes. That is what the surveyor says.
1568. *Mr. Gormly.*] Has the *Gazette* notice been issued for proclaiming this land? No; it is now under submission to the Minister. I have here some information which Mr. Chanter asked for. I find that 159 conditional purchases, containing 52,045 acres, have been transferred to the pastoral lessees.
1569. In what district? Within the area presumed to be affected by the proposed railway.
1570. What proportion is that of the area taken up? It is very nearly half. I was going to give particulars in regard to the conditional purchases which have been transferred to other persons and the number of conditional leases that have been transferred to pastoral lessees. There are 43 conditional leases which have been transferred to pastoral lessees, embracing 32,000 acres, and 191 conditional purchases, embracing 60,967 acres, have been transferred to other owners, and 124 conditional leases, embracing 93,000 acres.
1571. Have you the number of conditional leases taken up? The total of those would give the number within that area.
1572. You did not tell us the number of conditional leases taken up, but only the number transferred? I have not got that. I have got only those which have been transferred. I have also particulars of the holdings that would be affected by the railway. The line will pass through those holdings.
1573. *Mr. Chanter.*] What are the names and the areas of those holdings? There is the Billabong holding, 41,874 acres; the Upper Wyalong, 19,809 acres; the Barmedman holding, 29,311 acres; the Mandamah holding, 21,000 acres; Temora holding, 18,462 acres.
1574. Can you inform the Committee when those leases expire? The leases of Billabong holding, the Upper Wyalong holding, the Barmedman holding, and the Mandamah holding terminate in the year 1900. The Temora holding is under preferential occupation license only.
1575. Will you hand in a list of all the holdings to which you have referred? Yes. [*Vide Appendix.*]

Hugh Giffen McKinney, Esq., Chief Engineer, Water Conservation Branch, Department of Mines, sworn, and further examined :—

- H. G. McKinney, Esq.
20 June, 1895.
1576. *Chairman.*] You gave some evidence, the other day, in reference to the White Tank, near West Wyalong? Yes.
1577. Have you seen that tank? Not for the last five or six months.
1578. Have you had officials up there for some time? Yes, whilst two new tanks were being constructed.
1579. Do you know the state of the White Tank at present? Yes; I have got reports within the last few days about all the tanks.
1580. What is the state of that tank? It is said to be dry at present.
1581. And clean? I assume that it is clean from the fact that it was cleaned out six weeks or two months ago; it ought to be clean.
1582. Do you know the state of the West Wyalong tank? Only from that report. I got a report stating that there was no water in it; and I know that we got a certificate some time ago that it had been cleaned out by the West Wyalong people, who sent in their account.
1583. Who furnished the certificate? Two members of the West Wyalong Progress Committee.
1584. Who vouched for it? One of the officers up there.
1585. One of your officers vouched for it, that it was cleaned out and in proper order? He said that there had been 3 feet of silt cleared out of it.
1586. Did he say it was sufficiently cleared? Yes, I understood so; but I have had a report since then stating that the rains which occurred some time ago had put some water into the tank, and I suppose it carried in some rubbish. The report may be quite correct notwithstanding what you say about it now.
1587. Do you know where the drainage into the West Wyalong tank comes from? The drainage of the township goes into it to a certain extent.
1588. Well, the drainage of a township like that, with so large a population—do you regard it as satisfactory that it should go into the tank? It is certainly unsatisfactory. But supposing we proposed to close the tank we should have indignation meetings on the subject at once.
1589. You are at the head of the Water Conservation Branch? Properly speaking that is not my work, but that place was made over to us as a special matter, and even then the idea was merely to make such arrangements as would carry things on up there for a time. There was no idea of constructing large works.*
1590. Are you in charge of the water supply at Wyalong at present? Yes.
1591. And you say that the drainage of the town finds its way into the White Tank? The drainage of West Wyalong.
1592. Still you allow it to remain as the water supply of that place? We did all we could to stop people from getting water from it, but we could not.
1593. But what must happen to West Wyalong people if this goes on? It is natural to suppose that they will have an outbreak of fever; but I do not know of any Act under which you can stop them from taking water from the tank. When I was there I spoke to them about the water being bad, and they said it was not so bad as we thought, and they objected to it being interfered with.
1594. Is it one's duty to stand by and see the sewage of a place washed into a tank and permit the people to use the water? I think that if we tried to get them into proper sanitary habits we should have an uphill task.
1595. You pay for cleaning out a tank which, when filled again, must be a fever-bed;—does it not strike you that that is about the position? It is; but the people do not admit that. They deny that there is any danger from the water, and they object most strongly to the tank being interfered with.
1596. Did the Government resume the tank? They did not formally resume it.
1597. Who owns the tank now? It really belongs to the station on which it is situated.
1598. Who put a fence round it? The people of West Wyalong.
1599. You stated in your evidence that you believed that no animals could get to it? There is no wire netting round it. Dogs were not kept out. They put a fence round it to keep the cattle out.
1600. Would you be surprised to learn that it is only a high toprail fence, and that cattle can get through? It was not so when I was there. But I know that the people of Wyalong have a habit of knocking down fences for the convenience of cattle. I might mention that Dr. Ashburton Thompson was up there, and gave a report on the state of affairs at Wyalong.
1601. *Mr. Davies.*] Under what Act have you constructed tanks? It is really under the Public Works Act. Any resumption that we do is under that Act.
1602. On what authority have you gone and constructed tanks and taken the control of tanks? Simply under Ministerial authority.
1603. How did you become possessed of the White Tank? As a matter of fact, we have not formally taken possession of it. The people of West Wyalong took possession of it.
1604. Did Dr. Thompson call the attention of the Minister and your Department to the terrible and disgraceful state in which that tank was? Yes, he did.
1605. Did you not then give instructions to have the tank filled up? No; the question was raised as to the filling up of the tank, but it was not sanctioned. When the information went abroad about the proposal to fill up the tank, the people of Wyalong protested against it.
1606. Is that the reason why you stopped? So I understand.
1607. Do you think that the White Tank is properly situated, when there are 150 cesspits within a short distance draining into it whenever there is a fall of rain;—is it a proper place from which to supply people with water? Decidedly not; but we have really no authority to fill up the tank.
1608. Have you authority to make representations to the Government as to the serious consequences that must arise from having a tank to supply people with water for domestic purposes from a polluted source? When Dr. Thompson's report came in about the state of the tank, originally I supported his recommendation that the tank should be filled up, but I think it was decided that we had no authority to take this action.
1609. Had you an officer from your Department there? There was Mr. Wade up there.
1610. How long? He has been there at different periods. I suppose that altogether the time that he was up there would be about two months.
- 1611.

* NOTE (on revision) :—What is intended to be conveyed is, that as head of the Water Conservation Branch, I have, properly speaking, nothing to do with water supply to towns. A vote of £5,000 to assist unincorporated towns in providing themselves with water was granted, and from this Wyalong has received the largest share.

H. G.
McKinney,
Esq.
20 June, 1895.

1611. Is he a highly-salaried officer? He is an assistant engineer of some twelve or thirteen years' standing.

1612. What salary does he receive? About £370 a year.

1613. He was there about two months? Yes.

1614. And the cost of a new tank is about £500? Yes.

1615. Did you include the salaries of the officers in that sum? No.

1616. So that the tank actually cost a good deal more money? Certainly.

1617. Has Mr. Wade at any time made representations to you as the head of the Department as to the serious consequences that must follow the want of a proper water supply, independent of the tank which has already been built by him? I got a report from him quite recently about the extent to which the water supply is failing through the long drought.

1618. Has he made any report about the filthy state of the White Tank? He knew that we were aware of the condition of the White Tank, and that population had settled in a position in which they should not have settled.

1619. I want to know whether your officer of high standing who has been in the district about two months, and who must have seen the filthy state of the tank and the cesspits all round it draining into the tank, about 150 cesspits, whether he has ever called your attention to the terrible consequences that may arise from such a state of things as the inhabitants using such filthy water in a populous place like Wyalong? I believe he has mentioned the matter, but we already had the information in regard to it, and the difficulty was to know what to do.

1620. If he has given you a report as to the filthy state of the tank and the sacrifice of life that might arise from using the water—what action have you taken? Since the time when I endeavoured to get the tank filled up, all we have done was to go on providing better water for the people; but they insist on taking water from that tank.

1621. Have you any report as to the probability of the water now available for domestic purposes not lasting more than three or four weeks? I have a report that it may not last more than six weeks at the present rate of consumption.

1622. What will you do in view of a report of that kind? I have recommended that another tank be resumed about a mile and a half east of Bartley's tank. That is about $4\frac{1}{2}$ miles from the town of Wyalong.

1623. Have you made a report to the Minister on the importance of this matter? I have.

1624. And has the Minister acted upon your recommendation? He has not taken action on it yet.

1625. Do you know how serious it is for a population of 4,000 or 5,000 to be practically without water? Yes, I do; and I recommended that the price of the water should be raised in order to cause economy in the use of it. The quantity of water used is nothing compared to what has been wasted. Whole tanks of water have been wasted at that place.

1626. What have you been charging for the water? Sixpence per 100 gallons.

1627. Those who take the water have to cart it several miles? Yes.

1628. In the event of there being no rain for the next four or five weeks, there will be a great scarcity of water? This is really the first time that we have had such a state of things. It is the first time that there has been any apprehension of a scarcity of water at Wyalong.

1629. You are aware that there has not been half an inch of rain there for the last four or five months? I am aware that there has been a very protracted drought.

1630. The conservation of water comes within your Department? Water supply to towns is not what it is intended for. In a good number of cases small water supplies are not dealt with by me at all. We have been dealing with small towns not constituted as municipalities.

1631. What does the Water Conservation Department do? We are building locks and weirs. There is to be a lock at Bourke and a weir at Warren. We are getting out plans for several works.

1632. You only deal with rivers? Principally with rivers.

1633. *Mr. Hoskins.*] Do you know that the Rev. Mr. Curran has given his opinion to the Committee that if a powerful pumping engine were placed in some of the claims where mineralised water is got, by continual pumping they might get better water? I have not heard that he has given that opinion.

1634. Will you place yourself in communication with Father Curran about it? I will. The reports which have reached the Mines Department about the underground water there are unfavourable.

1635. Mr. Curran believes that if powerful pumps were put down in those claims and the water pumped up for a considerable time it would eventually become more suitable for consumption? I will look into that matter at once.

1636. *Mr. Lee.*] You say that you have suggested that another tank be resumed? Yes.

1637. What distance will that be from West Wyalong? It is a long way from West Wyalong, about 7 miles.

1638. What will be the area of that tank? I could not say. There is about 2,900 cubic yards of water in it; that would be about 400,000 odd gallons.

1639. What would the Department have to pay for that if they resumed it? I think the compensation in a case of that kind is merely the actual cost of excavation.

1640. What would be the cost of that tank? Not more than 1s. a yard. It may be a 5,000 yards tank; that would be £250.

1641. How long would the present supply of 400,000 gallons last, if that was the only water supply for Wyalong? If that was the only water supply for 5,000 people it would last a very short time.

1642. About a fortnight? Something like that.

1643. In the event of that tank failing have you anything else to fall back upon? There is a small quantity being obtained at present from shafts.

1644. I want to see whether your Department is alive to the fact that there is a large population there threatened with a water famine. You have taken the precaution to utilise the existing water within seven or ten miles of the place, but if that fails either the people must famish or leave;—have you taken things by the forelock, and made arrangements for a reliable and safe supply to be obtained? I have not taken up the question of any large scheme.

1645. You have taken up no scheme whatever? There was no expenditure contemplated except what would be sufficient to provide a domestic supply for that field, and, as a matter of fact, the supply there, if it had been properly used, would have kept the people going for a long time to come, but the water has been scandalously wasted.

1646.

H. G.
McKinney,
Esq.
20 June, 1895.

1646. You have it under your control have you not, your officer, Mr. Wade, visiting the place? We really have not had it under our control. The whole question of the water supply for Wyalong has not been taken up as a single question. It was intended to provide merely for the immediate wants of the place, with the idea of handing over the maintenance to local trustees, and getting it off our hands.
1647. What I want to elicit now is this: Are you alive to the fact that there is a large population there on the verge of a water famine? I am quite aware that the circumstances have become serious.
1648. What steps, if any, have been taken to avoid it—you say, practically, none? There has been nothing except the matter of taking up another tank.
1649. You have already given us the cost of the tank;—would it not be cheaper and more satisfactory to spend £250 or £300 in putting down a large well and condensing water from it? If we could depend upon getting a good supply of water.
1650. But with a Department like yours, with all appliances, is it not imperative to try whether it can be done? I suppose under present circumstances something must be done.
1651. When was your officer there last? About ten days or a fortnight ago.
1652. That was Mr. Wade? Yes.
1653. Did he report to you then or subsequently that the question of providing a suitable water supply is one of great urgency? From the reports that were coming down about the state of the tank—
1654. Has he reported that to you? I asked him specially to report it.
1655. That shows that, to some extent, he was alive to the position of affairs, and had brought it under the notice of the Department? Yes.
1656. Has the Department taken any steps to secure a supply? That was the first step I took to find out what water was actually available in the neighbourhood, and I ascertained that the only large tank that was available was one near Bartley's.
1657. *Mr. Humphrey.*] When were any steps taken to provide a water supply for Wyalong? Since the new tanks were put under construction is about five or six months, it would be in November or December.
1658. Had anything been done before that? Nothing, except the resumption of tanks.
1659. Did Mr. Richmond, surveyor, make any representations to the Government as to the site he had selected for a tank, and the catchment area, and the provision that could be made at a very slight cost? I do not recollect such a suggestion from Mr. Richmond.
1660. Was it not Mr. Richmond who surveyed the town of Wyalong? Yes.
1661. Are you aware that he selected the site for a tank previous to 1894? No.
1662. Are you not aware that the Sectional Committee that visited Wyalong when the matter was previously under inquiry made representations to the Department as to the necessity for making immediate provision for the population? I was not aware of it.
1663. If you will listen to these questions and answers, perhaps you can say whether he brought the matter under your notice. I will quote from the examination of Mr. Richmond on the occasion I have referred to:—
- Have you made any recommendations as to the commencement of the tank? Not yet. I suppose it would not be less than 10,000 yards.
- What quantity of water would that hold? 1,500,000 gallons.
- Do you think that that would be a sufficient supply for the town? I should think so, because the people would not depend entirely upon it; they would have their own supplies as well.
- Have you discovered any other place within a reasonable distance of the town which you think would be suitable for water conservation? Yes; there are good catchments in all directions—that is, good catchments for this country.
- So that if it is ascertained that the supply to which you have referred is insufficient, there will be no difficulty in obtaining a further supply? No; another tank further on, of about 13,000 yards capacity, is a good one.
- Then he goes on to speak about the provision that was in contemplation. That was twelve months ago. Can you tell me why no action was taken until four or five months ago? I know it was only then that we got the sanction to construct the new tank.
1664. Do you know of any reason why immediate action was not taken? I fancy the reason must have been that it was considered that the tanks then in existence were sufficient to carry the place on. We had a report from Mr. Slee, chief inspector of mines, that the population of the field twelve or eighteen months ago was three times as great as the field could support. I think he said it could support a population of about 1,200. He considered the population of the field was likely to decrease rapidly. To the best of my recollection, up to the latter part of last year, the idea was that the tanks then in existence were sufficient for the requirements of the place.
1665. Had the Government sold all the land in the new township, or nearly the whole of it? I think there is a considerable part which was not sold.
1666. Was not all the land that was offered sold? There was a certain quantity; but I think it was not nearly all sold.
1667. The evidence here is different. Had the tank been made in May, 1894, would there not now have been ample provision for the population? Yes; there were some good rains just after May, 1894.
1668. There would have been ample provision? Yes.
1669. And that provision has not been made owing to a report from Mr. Slee, that in his opinion the population on the field at that time would not be maintained? That weighed very considerably with us. Mr. Slee's opinion was that the field was greatly overdone, and that there was nothing to justify such a population as there was in that neighbourhood.
1670. *Chairman.*] Has Mr. Slee altered his opinion? I do not know.
1671. *Mr. Gormly.*] Have you taken levels in and about Wyalong? No; the railway levels have been run up to Wyalong.
1672. You have not taken the levels to see whether or not water could be brought to Wyalong by gravitation? No.
1673. *Mr. Molesworth.*] I understand that the tanks which the Government now possess at Wyalong are not under your special control? They are.
1674. Have you not a caretaker in charge of them? We have two caretakers there.
1675. And are they not able to prevent people from polluting the tank? I believe they are not. I got a report in the other day stating that a number of men had camped on the catchment area of one of the tanks that contains water, and I have sent word that the warden is to be communicated with, and asked to turn those people off the catchment area.
1676. Are not the tanks fenced in? They are.

1677. We are told that the fences consist of only a high top rail? As regards the White Tank it has not been taken over by the Government.*

1678. Whose property is it at present? I believe it belongs to the station. The Government have not paid any compensation for it.

1679. Is it not practically Government property? I do not think so.

1680. Are you not really utilising it for the domestic supply of Wyalong? No; we do not recognise it. People take the water, but they take it on their own responsibility. We have no caretaker at the White Tank, and we do not recognise that it is part of the water supply, but the people refuse to give it up.

1681. Is there no means by which your Department can obtain the control of the tank and prevent the pollution of it? Not that I know of.

1682. *Chairman.*] As regards the water supply, the question of the supply by gravitation and the question of tanks, then as to pumping as suggested by Rev. J. M. Curran to secure a less mineralised supply of water, the question of condensing, and the unsuitability of the White Tank,—you have gathered all these points? Yes.

1683. And you will see the Minister on the subject as soon as you can. I will see him on the subject.

H. G.
McKinney,
Esq.
20 June, 1895.

TUESDAY, 25 JUNE, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Percy Scarr, Esq., M.I.C.E., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and further examined:—

1684. *Chairman.*] You have had an opportunity of seeing the notes of the evidence given by your local officer at Temora in connection with the road from Temora to Wyalong? Yes.

1685. Are you seized of the points? Yes, pretty well.

1686. Will you explain to the Committee the difference between your estimate and that of the local officer? In looking over the evidence the first thing that struck me was that Mr. Gordon appeared to have very little information on the subject; that he did not appear to be very conversant with the subject. I would point out that he estimates the gravel at 1s. 11d. per cubic yard. Mr. Davies asked: "What did you give per yard for the mullock which is called gravel now lying on the road?" His answer was, "From 1s. 11d. to 2s." Then Mr. Davies said, "It consists of slate and dirt. Is that the best stuff that you can get in that district?" Mr. Gordon answered "That is all we can get there." He said that the price was from 1s. 11d. to 2s. per cubic yard for metal; then he goes further, and puts down the cost of metal at 3s. 9d., not distinguishing the sections of the road between Temora and Barmedman and between Barmedman and Wyalong. We have Mr. Mullens' report that the metal is very much more difficult to get and scarcer on the length between Temora and Barmedman than it is between Barmedman and Wyalong. Mr. Gordon makes no difference in that respect. In this later report he put the metal down right through at 5s., so that he evidently has seen reason to alter his estimate of the cost of metal, which is a most important item. In another portion of his evidence Mr. Gordon says that the stone that they can get is not of the best quality, but very inferior; and yet, at the same time, I observe that he only provides about 1½ cubic yard of metal for the yard run. Anyone having any knowledge of road-making would admit that 1½ cubic yard to the yard run of such inferior stone would not make anything like a good road.

1687. *Mr. Hoskins.*] How wide would the metal road be? Eighteen feet.

1688. *Mr. Humphery.*] What would be the thickness? One and a quarter cubic yard would give about 8 inches of metal.

1689. *Chairman.*] With regard to the gravel, do you absolutely dismiss the idea of making the road with it? I do. I want to point out that Mr. Gordon, after expending a good deal of money in what he calls gravelling the road with slate and mullock, as it is described here, admitted that he has given up any idea of doing any more work with any stuff of the kind. From his evidence it does not appear that he has any metalling at all, as far as I can see. This estimate of his, first at 3s. 9d. per cubic yard, and afterwards at 5s., is opposed to the information that we have from Mr. Mullens. I think that Mr. Gordon has under-estimated the cost of the work that he proposes to do, and that he is really not talking of making a first-class road, so that I have no reason to go back on the estimate that I gave before.

1690. As head of the Department, do you approve of such work as he proposes to carry out? No; certainly not.

1691. *Mr. Hoskins.*] What kind of stone is it? It is described by Mr. Gordon to be very inferior.

1692. *Mr. Gormly.*] Does not slate break up very quickly? Slate should not be put upon a road under any circumstances.

1693. *Chairman.*] It struck us that your officer does not know where the material is for road-making? That is clear from his evidence. I wish you to understand that in making this estimate, I was estimating for a first-class metalled road. Mr. Gordon and I seem to have been talking of two different things.

1694. You still adhere to your figures? Yes; with the exception that I am afraid, from the evidence of Mr. Gordon, that I have rather under-estimated the cost than otherwise.

1695. *Mr. Davies.*] The cost will be £45,000? £46,000.

1696. *Mr. Hayes.*] In giving evidence before, you stated that an expenditure on the road for maintenance of from £25 to £30 a mile would be sufficient for the traffic to Wyalong? No; I do not think I said that.

1697.

* NOTE (on revision):—The information contained in this question is not correct except as regards the White Tank.

- P. Scarr, Esq.,
M.I.C.E.
25 June, 1895.
1697. You would not advocate a metalled road for the traffic of Wyalong? I think what I said was that I would not advocate departing from the usual custom of the Department to grant so much per annum, and that I put that down at about £40.
1698. Would that expenditure of £40 a mile be ample? I think so. I would not advise any departure from the present practice.
1699. You think that that amount would be ample? I cannot say what the future requirements of the traffic may be, but it is sufficient for the present.
1700. *Mr. Davies.*] In the absence of a railway to Wyalong, would you recommend that a special vote be granted to put the road in a fair state of repair for ordinary traffic, say a vote of a couple of thousand pounds? I do not think so. Of course I am speaking rather in the dark. I have not been over the road myself, and I have not seen what Wyalong is.
1701. For a district like Wyalong, with a population of 4,000 or 5,000 people, a population that is likely to grow, and has very bad means of communication by road, would not your Department be bound to make better provision than there is for the traffic? As far as my own opinion goes, I would not recommend any special expenditure on the road, unless I saw it myself, or some reliable officer of the Department saw it, and made a special report upon it.
1702. With your present knowledge, you would not recommend a special expenditure of a couple of thousand pounds on the road? Not without further inquiry.
1703. *Mr. Chanter.*] This road between Temora and Wyalong is just on a par with other roads in that part of the Colony, is it not? I do not know of any difference.
1704. There is no part of that district that has continuous metalled roads made up to the point of settlement? No.
1705. Is it not usual for the Department to expend their funds in improving the road in the worst places? Yes.
1706. And you leave the natural features of the country to form the roads as nearly as possible? Yes. Take the case of the Temora and Cootamundra road, the circumstances of which are the same. The gold-field sprang up suddenly, but no special steps were taken to construct the road.
1707. I notice that in a communication from Mr. Gordon, which was before the Committee to-day, he gives an estimate for the forming and brushing of the road. Why is there any necessity for brushing and forming in that part of the Colony when it is not done in any other part? It is not commonly done, but it is done in some places.
1708. Is it not the usual practice in forming roads in loose soil to make them in summer? Well, we do it when we can get the money. It is often the trouble that we get the money in the middle of winter.
1709. Would it not be well to delay the works until the soil is dry? It would be very much better, no doubt.
1710. From your knowledge of the character of the country, obtained from your reports, do you not think that the ground there is sufficiently firm to carry loading when it is dry? Yes; I think so, and I may say that I am not in favour of brushing as a rule. It is only where we can get very good material, such as ti-tree or small pine brush that I would recommend it. I saw it done at Inverell, in the black soil of that district, and it was not a success, owing to the unsuitable nature of the material.
1711. The soil is a loose loam? Yes.
1712. It is soil of a similar class all through that country? We have not made use extensively of that brushing in any part of the country.
1713. When you form a road for the purpose of bearing a loading of metal, must not special provision be made for drainage wherever you cross a depression? Yes; by culverts or stone causeways.
1714. Without that provision your metal would sink if water were allowed to accumulate? Yes; it would keep the embankment always soft.
1715. Is there any reason why this expense in brushing on the road between Temora and Wyalong should be incurred? Not that I know of.
1716. Nothing special has been brought under your notice? This is the first that I have heard of it.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.
Railway from Temora to Wyalong.

APPENDIX.

A.

[To Evidence of J. Barling, Esq.]

EXTRACT FROM REPORT OF MR. G. S. MULLENS, ROADS OFFICER, DEPARTMENT OF PUBLIC WORKS.
Temora via Wyalong to Cargellico.

1.—As to nature of country traversed by proposed line.

From Temora to Barmedman, 22 miles; general character of soil is of red chocolate formation suitable for agriculture; on road Barmedman to Wyalong, 17 miles, is for 10 miles not so good, being of a more clayey nature. Thence to Wyalong is more sandy and well adapted for agricultural purposes. At and around Wyalong a considerable amount of mallee country is met with; this is, however, good soil, and if cleared with a roller at a small cost, say, 7s. per acre, would give good returns if cultivated. To the north-west of Wyalong a better class of country exists, and this extends to about head of Humbug Creek; all down the right side of the creek the soil is of a dark heavy nature, being mostly covered with Myall and Belah timber. From the Humbug westerly to range forming boundary between counties of Gipps and Dowling very good red chocolate soil is met with. After crossing the range, which is of basalt formation, the resumed area of Wheeo Run is entered, and the line here strikes through an inferior description of spinnifex and mallee country; this runs in belts extending some 5 miles north of line, and south on to Malonga some 14 miles, and to within 12 to 15 miles of Lake Cargellico, where good agricultural land extends to edge of flooded land round lake.

The country traversed by the road in use, Wyalong to Cargellico, *via* Ungarie and Bygalorie, and which is distant from railway survey in parts, north, 8 miles, is generally of a better class than that followed by the line; this especially refers to that portion through Wheeo resumed area, which entirely avoids the mallee country, and crosses excellent red chocolate soil covered, however, in parts with dense pine scrub.

The timber met with between Temora and Wyalong is chiefly grey box (this must not be confounded with another species of box-tree with broad, bright-green leaves, commonly called "Bimbil," an inferior quality of timber) and is classed as to durability and strength almost with ironbark. It is suitable for building purposes and railway sleepers when used half-round, but is not adapted for bridge-building purposes, the trees scarcely attaining a growth sufficient to square.

From Wyalong to Cargellico timber is mostly Bimbil and pine with, in parts, a thick undergrowth of hop-bush, currawong, broom bush, and pine scrub.

Ironbark, in about lengths up to 10 or 12 feet, can be procured that can square 12 inches, and would be suitable for sleepers or trestle-work in building timber openings in railway construction. This can be had within easy distance of proposed railway from Temora for about 60 miles of its length.

2.—Amount of Settlement generally, &c.

From Temora to Barmedman the country is fairly well settled. Between Barmedman and Wyalong it is mostly Crown lands, leasehold areas, and sparsely settled on. About Wyalong only, settlement is of a mining character. Small areas of the best land had been picked out before opening of goldfields. All down the Humbug Creek is sparsely settled along the proposed line, the general trend of settlement being north of line. From Humbug to Cargellico scarcely any settlement exists, the land being principally held by station-holders along route in leasehold areas with small portion of secured land. Within a radius of a few miles of Lake Cargellico a considerable settlement of small farmers has taken place and mostly all available land has been taken up.

The country generally is all suitable for settlement of an agricultural nature, with exception certainly of the mallee lands on Wheeo Run, which has even been abandoned by the lessees, now some three years.

3.—Suitability for Road Traffic, &c.

Between Temora and Barmedman present road is most suitable, and no other line can be got to suit purposes of traffic. It is almost a direct line. The distance is 22 miles, the road is 3 chains wide, and the greater part is fenced. Here the surveyed line, to within 4 miles of Barmedman, runs inside the road 50 feet from its eastern boundary—the railway requires 66 feet space in all—and present road-works which are centred 100 feet from eastern boundary will not be interfered with. This applies for a distance of 8 miles from Temora (297 miles 21 chains per railway survey), at which point the telegraph line, which has hitherto been running through paddocks to north of road, turns in and takes centre of road. From here to Barmedman the clearing and other road works are situated between telegraph line and eastern boundary of road, centred 56 feet from that boundary, and are encroached upon by the railway survey to within 4 miles of Barmedman as follows:—

From 297 miles 21 chains to 309 miles—say 11 miles 50 chains in all—127 chains gravel construction, including clearing and drain.....	@ £7	889	0	0
2 causeways	@ £12	24	0	0
803 chains clearing, 1 chain wide.....	@ 6s.	240	18	0

Estimated value..... £1,153 18 0

This road is cleared throughout 1 chain wide. The estimated value of existing works, including those encroached upon, is as follows:—

369 chains gravel, including clearing and drain.. ..	@ £7	2,583	0	0
25 chains forming	@ £3 8s.	85	0	0
1,366 chains clearing, 1 chain wide.....	@ 6s.	409	16	0
14 causeways	@ £12	168	0	0

Estimated value..... £3,245 16 0

With this expenditure on present line any question of deviation would be inadvisable even if feasible, which in this case is not. Along this 22 miles good gravel can be obtained at an easy distance at a cost of about 3s. per cubic yard.

Between Barmedman and Wyalong the railway survey takes almost a direct line—the road being to eastward of railway,—at furthest point they are about half a mile apart. At about halfway between Barmedman and Wyalong, road as at present exists runs through about a mile of gilgai holes; and by a deviation of existing road to alongside surveyed line, a less amount of bad country would be crossed. The gilgai holes on existing road have now, however, been corduroyed for a distance of 53 chains, thus rendering the worst part of the road trafficable.

I have also examined another road used by the coaches last winter, more to east of present road, leaving it at about 7 miles from Barmedman, and re-joining at about 12 miles, running through Christie's station, "Wyalong No. 2" Run. This avoids the gilgai holes, and traverses better country generally for purposes of a road; but has the disadvantage of increasing the length of the present road (which is 17 miles) by about 2 miles, whilst that mentioned as running along proposed railway would decrease original length by about $\frac{1}{4}$ mile.

Metal

Metal and gravel can be procured along greater part of this road, but not easily. Metal might be set down at 5s. per cub. yd., and gravel 3s. 6d. for a fair average. Good material can be procured at Kangaroo Hill, close to Barmedman, along the Ironbark ridge through Christie's, and at the Piney Hill, 15 miles from Barmedman.

4. Whether roads may not be taken along Railway line.

Road Temora to Wyalong covered under last heading.—From Wyalong to Cargellico; railway distance 70 miles. Present road *via* Ungarie and Bygalorie and south end of Lake Cargellico, 80 miles, which can be reduced by 6 miles when proposed bridge at Junction Yards, Lake Cargellico, is erected. This road could be conveniently taken along railway for 18 miles without incurring any severance to its intersection with the Marsden to Wagga stock route near Murringreen Waterhole. From this point on for about 16 miles to the range forming boundary between counties of Gipps and Dowling, the country has been mostly selected, and it would not be possible to place the road alongside the rail without severance of property; thence into Cargellico there would be no difficulty in placing the road alongside the railway.

I should here state that on account of the natural facilities, roadmaking on present line of road will be less expensive than that along railway, as good gravel hills are crossed at frequent intervals, and cost of gravel per cub. yd. is estimated at 3s., whilst that on railway route would probably average 4s.

5. Whether private estates would be seriously severed.

The only private estates that would be seriously affected are along the 16 miles referred to above where severance takes place, and would principally be Murringreen and Toungara Creek holdings. No other estates would be severed to any serious extent by proposed railway.

6. Present trend of traffic, &c.

To Wyalong and thence into Temora, the present trend of traffic is from Ungarie and the country N. and N. E. up as far as Lake Cowal. In the event of the proposed railway being constructed the greater portion of this traffic would possibly be diverted *via* Ungarie, along the Wagga stock route to its intersection with the proposed railway. A small amount of traffic also comes from Cargellico to find a market at Wyalong, and as before mentioned, the road from Cargellico to the Gipps Dowling boundary can be directed to run parallel with railway with no serious inconvenience to present traffic.

7. Information as to past expenditure, &c.

Taking road Temora to Barmedman first, the past expenditure, as per page 3, is estimated at a value of £3,245 16s. Gravel is here easily obtainable, and the cost of completing this road throughout, which is cleared 1 chain wide, and will require draining in parts on both sides, is set down at £485 12s. per mile, or £6 14s. per chain, and is as follows:—

1,391 chains gravel formation, at £6 14s.	£9,319 14 0
50 causeways, at £12.....	600 0 0
Cost of completion.....	£9,919 14 0
Works completed, as per page 3.....	3,245 16 0
Total cost.....	£13,165 10 0

From Barmedman to Wyalong the clearing is but 33 feet wide, and is through country heavily timbered with grey box, belah, and pine, so much so that in parts the trees interlace overhead and completely shadow the road; moreover, the clearing in parts is not very straight, and I have allowed for $\frac{3}{4}$ chain clearing throughout. Material is not so easily obtained, and cost of completed road is estimated at £8 3s. per chain.

Cost of present improvements is estimated at:—

17 miles clearing, $\frac{1}{2}$ chain wide, at £16 per mile.....	£272 0 0
53 chains corduroy, at £3 17s.....	200 0 0
	£472 0 0

Cost of completed road:—

17 miles construction, at £652 13s.	£10,845 0 0
	13,165 10 0

Total estimated cost Temora to Wyalong £24,010 10 0

A1.

MEMO. re ESTIMATE OF COST OF ROAD-WORKS.

1. *Temora to Barmedman.*—The clearing of this road is completed 1 chain wide. Cost of finished works is estimated at £6 14s. per chain, or £530 per mile, made up as follows:—

Gravel, 3s. per cub. yd., 1½ yards to lin. yd.	£0 4 6
Forming, per lin. yd.....	0 1 0
Drains.....	0 0 8
Per lin. yd.....	£0 6 2
Per chain.....	6 14 0

2. *Barmedman to Wyalong.*—Clearing is but 33 feet wide and not very straight. Have allowed for an average of $\frac{3}{4}$ chain clearing. Cost of finished works is estimated at £8 3s. per chain, or £652 13s. per mile.

Gravel, 1½ cub. to lin. yd., 5s. 3d.—metal, 5s.	s. d.
	5 3
Forming.....	1 0
Drain.....	0 8
Clearing.....	0 6
Per lineal yard.....	7 5

APPENDIX.

65

B.

[To Evidence of A. J. Stopps, Esq.]

PASTORAL HOLDINGS IN THE DISTRICT OF WYALONG.

No.	Holding.	Leasehold area.	Licencee of resumed area.	Lessee of leasehold area.	Termination of lease.
		Acres.			
15	Caragabal	14,000	F. F. Gibson	F. F. Gibson	10/2/1900
37	Upper Wyalong No. 3...	19,809	A. Amos (forfeited)	A. Amos	10/7/1900
41	Narraburra R. A. E.	6,368	Bank of New South Wales .....	.....	.....
45	Youngee Plain	12,700	D. W. Bear	C. C. Murray and W. Sanderson..	10/7/1895
48	Bland	20,065	W. A., C. K., A. B., & W. Chisholm	W. A., C. K., A. B., & W. Chisholm	10/12/1896
54	West Mandamah	25,130	A. A., H. F., and C. M. Davidson	A. A., H. F., and C. M. Davidson	10/7/1900
61	Billabong	41,874	Aust. Mort., Land, and Finance Co.	Aust. Mort., Land, and Finance Co.	10/7/1900
101	Kildary	23,530	.....	.....	10/7/1900
125	Barmedman	29,311	L. Rubertson	L. Rubertson	10/7/1900
126	Bologamy	16,266	Aust. and N. Z. Mort. Co.	Aust. and N. Z. Mort. Co.	10/7/1900
287	West Bland Plains	5,915	A. E. Ffrench	A. E. Ffrench	10/7/1895
291	Mimosa West	22,755	Bank of New South Wales	Bank New South Wales	10/7/1900
410	Upper Wyalong	50,550	J. Blythe, jun.	J. Blythe, jun.	10/7/1900
413	Curranbunama	7,379	Dalgety and Co.	Dalgety and Co.	10/4/1899
440	Quandary North	6,060	W. Preston	W. Preston	10/7/1900
541	Mandamah	21,000	N. Z. L. and M. A. Co. (forfeited)	N. Z. Loan and M. A. Co.	30/7/1900
587	Buddigower	85,297	Dalgety and Co.	Dalgety and Co.	30/7/1900
590	Quandary South	3,919	G. Harmon (forfeited)	Union Bank	30/7/1900
627	Ariah	16,652	Bank of New South Wales	Bank New South Wales	30/7/1899
649	Morangarell and Narraburra Creek.	13,744	Union Bank	Union Bank	4/2/1899
667	Meroole Boale Creek	29,518	..... (forfeited)	Union Bank	4/8/1898
701	Lake Cowal	78,789	Aust. M., L., and Finance Co.	Aust. Mort., Land, and Finance Co.	4/8/1900
712	Upper Wyalong No. 2...	18,733	T. F. Knox	T. F. Knox	7/9/1900
718	Back Creek and Nobby's Lagoon.	22,285	Union Bank	Union Bank	7/9/1895
437	Temora East Division...	P. O. L. A. 18,462	J. C. Syme	J. C. Syme	Pref. Occ. Lic.
218	Moonbucca East Division	7,494	Bank Australasia	Bank Australasia .....	.....
502	Mimosa R. A. C.	Oc. Li. Ar. 26,391	Aus. Mort., Land, and Finance Co.	.....	.....

C.

[To Evidence of Rev. J. M. Curran.]

WATER SUPPLY FOR WYALONG.

20 June, 1895.

Sir,
I am of opinion that it is useless to bore for artesian water at any point within 20 miles of Wyalong. The water-bearing strata, either cretaceous or triassic, are not there to give the supply. I am of opinion that the supply of water under Wyalong is practically inexhaustible, but that this water is mineralised (sulphates and chlorides of potassium and soda), so as to be unfit for domestic uses. It would be worth while having the opinion of an expert as to whether this water may not become fresh on pumping on a large scale.

J. MILNE CURRAN.

The Secretary, Public Works Committee.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM TEMORA TO WYALONG.

REPORT.

THE Sectional Committee appointed on the 5th June, 1895 to inspect, take evidence, and report on the proposed railway from Temora to Wyalong have the honor to report to the Parliamentary Standing Committee on Public Works—

That the Committee (with the exception of Mr. Levien) left Sydney by train at 9 p.m. on Friday, 14th June, and arrived at Temora at 10.30 the following morning. Accompanied by Mr. Gillett, Surveyor, Construction Branch, Railway Department, they immediately continued their journey by special coach to Barmedman which was reached at 2.30 p.m. The Committee opened their inquiry the same evening at Barmedman, left for Wyalong on the following day, and reached their destination at 1 p.m. On Monday, 17th June, the Committee met in the Court-house, Wyalong, when witnesses resident in the district were examined. Subsequently the Committee visited and inspected the White Tank, the tanks recently excavated by the Water Conservation Department, and several of the principal mines. At 8 a.m., on Tuesday, 18th June, the Committee commenced their return journey, and proceeded as far as Cootamundra, which was reached at 8 p.m., and where the evidence of the Resident Engineer for Roads was taken.

The main point the Committee had to decide was whether there had been sufficient improvement in connection with the mining field at Wyalong to justify the proposed expenditure, and therefore it is necessary to point out the difference between the state of things obtaining in April of last year and those in existence now.

Matters with regard to agriculture or pastoral occupation have undergone little change. It is therefore not necessary to devote any special attention to those industries. Some operations will probably be in existence at Barmedman shortly which will revive the mining trade there, but at present these are in an initial stage, and the Committee are unable to form an opinion as to any important developments in that vicinity. Wyalong, as it was on 24th April, 1894, will be found fully described in the report of the Committee visiting the district in that year. It is now apparent that its stability and importance fairly bear out the hopes therein expressed. The surveyed Government township of Wyalong shows evidence of improvement, but the business centre of the field is Wyalong West. There the progress has been satisfactory, there being a considerable number of fairly creditable buildings and an active commercial life apparent.

Since the previous Sectional Committee's report, the Parliamentary Standing Committee on Public Works having approved of the line from Parkes to Condobolin, any likelihood of immediate extension *via* Wyalong towards the Lachlan is removed. Therefore, instead of Wyalong being on a line from Temora passing out to tap the portion of the western district, crossing the Lachlan at Hillston, it becomes a terminal station.

Although the Committee travelled on the road from Temora to Wyalong under exceptional circumstances, it being in especially good order from the continuous fine weather, there was abundant evidence of the enormous amount of labour sometimes entailed from its extremely unsatisfactory condition. In places the road had

been torn up by the traffic to such an extent as to present the appearance of a ploughed field, and with heavy traffic and a recurrence of a like wet season unless with considerable expenditure, a similar state of things will again obtain. It does not, however, appear probable that the road in the immediate future will be called upon to carry such heavy traffic as was in existence last winter, as the stone which was at that time sent to Barmedman battery, will now, by the presence of batteries in Wyalong, be locally treated, and further, the erection in the near future of chlorination works on the field will render it unnecessary to send away the concentrates to outside works for treatment.

The cost of transit appears to the Committee to have been very much underestimated by the officer of the Railway Department. It is true that at present with the dearth of employment and extremely satisfactory condition of the roads loading has been taken from Wyalong to Temora for 15s. a ton; but the prevailing rate is considerably higher. Further, with a recurrence of a similar season to that of last winter as much as £4 to £5 a ton might be charged. After full inquiries it appears to the Committee that not less than 30s. a ton would be a reasonable rate of carriage to pay.

The evidence of the local officer of the Roads Department is virtually to the effect that placing the class of gravel obtainable in the district upon the road is tantamount to a waste of public money, an opinion with which the Committee fully agree, having had an opportunity of inspecting some of the gravel on the road which was of a most inferior character. In country of this kind in wet weather even the best gravel could not carry a heavy load. The gravel which is available would simply disappear under the pressure of fairly heavy traffic. The expenditure on a metalled road estimated by the Department in the first instance as being £69,000 and subsequently reduced to £46,000, is now estimated by the local officer of the Department as being about £23,000. He is also of opinion that an expenditure of £10,000 would give ample means of access to Wyalong, and meet all present public requirements, and that the expenditure usually allowed on first class roads—£50 a mile—would be sufficient to maintain the road in fair order.

The location of the line appears to the Committee to be satisfactory, both from an engineering standpoint and its contiguity to the main road. The deviations suggested by the Department during the present inquiry are decided improvements, avoiding as they do elevations which would necessitate increased earthworks. The work can apparently be readily carried out well within the Departmental estimate.

The immediate future of Wyalong primarily depends, not upon the construction of the railway, but upon a permanent supply of water. The field at present is practically at a standstill pending a supply for battery purposes. The amount of ore at grass is variously estimated at from 5,000 to 15,000 tons. Possibly the mean of these two amounts would be a reasonable figure. The satisfactory yield obtained from local crushings and from the concentrates sent away for treatment, leads to the opinion that the stone now at grass will prove of equal value.

From the evidence it will be observed that 130 claims are on gold, of which seventy are regarded as payable. Until water is obtained there can be no extensive operations to deal with the ore at present at grass, or the large quantities which are being daily raised. The only provision made by the Government has been the excavation of a tank at Wyalong, and also one at Wyalong West, for domestic purposes. At present they are empty, and will remain so until Wyalong is visited by a considerable rainfall.

The question of water supply for domestic purposes comes incidentally into the matter of the inquiry, in that it is not possible for a large population as will probably be supported by the field to exist without suitable arrangements being made in that direction. The Committee regret that the Water Conservation Department is not apparently able to furnish them with definite information with reference to the best means of obtaining such supply. The tank referred to in the evidence, known as the White Tank, lies immediately adjacent to the settlement of West Wyalong. The country is very flat, and it did not appear at all sure to the Committee that the drainage from West Wyalong in a heavy fall of rain would not find its way in large quantities into the tank. If this
be

be so immediate action should be taken to fill it up. A few miles to the south lies the range dividing the watersheds of the Lachlan and the Murrumbidgee, where it might be possible to obtain a suitable catchment area, and thus give the field an efficient supply for all purposes by means of gravitation. Information was placed before the Committee suggesting various supplies from other localities. These are imperative matters and should be immediately inquired into, but in the absence of definite information the Committee are unable to express an opinion. They would urge that immediate steps be taken to make those full explorations which would enable a suitable project to be matured; or a scheme by which the abundant supply of water, although mineralised, lying under the field, might be utilised is also worthy of consideration. It is possible that a scheme to effect a satisfactory result might be designed which would meet the wants of the place, and also prove highly remunerative.

From a previous paragraph it will be seen that there is every probability of a fairly extensive gold-field. Operations, during the interval which has elapsed since the visit of the last Sectional Committee, have been of an encouraging nature.

The land immediately around Wyalong has been reserved. Outside this area any suitable land for settlement has already passed out of the hands of the Crown, or is already leased to pastoralists for a further period of five years. Until these leases expire, or until it becomes the policy of the Government to throw these areas open, it is impossible that there can be any great increase of small holdings. Situated as these lands are, some forty miles from a railway depot, at the price of produce at present obtaining, it is not probable that they will be taken up for agricultural pursuits. But if a railway were constructed to Wyalong, and these lands were thrown open, it appears probable that wheat might be profitably grown in its vicinity. It is, therefore, apparent that the question of resumption of portions of the pastoral leases has a very close bearing upon the construction of a line to this locality.

The Committee are of opinion that the expenditure upon the road from Temora to Wyalong has been remarkably small; in fact, between Barmedman and Wyalong, with the exception of some 50 chains of corduroy and clearing, the road is in a state of nature, notwithstanding that it has been the chief access at times for a population of about 8,000 people.

The Sectional Committee are unable to recommend the immediate construction of a line of railway for the following reasons:—

- (1) That the population of Wyalong alone does not justify such an expenditure;
- (2) That the successful development of the field depends largely upon a permanent water supply which, at present, is not in existence;
- (3) That the policy of the Government with regard to the leasehold areas in its vicinity has not yet been disclosed;
- (4) That the Parkes-Condobolin line having been approved by the Committee, an extension *via* Wyalong can no longer be regarded as a line to tap the western country.

Still, the Sectional Committee are of opinion that immediate action should be taken to place the worst portions of the road in good repair, so that no special disadvantage will be suffered by an enterprising mining community. In the construction of the road, care should be taken that the worst parts should receive earliest attention—the present dry weather being especially suitable for having the work cheaply and expeditiously done—and as far as possible, the permanent work should fit in with the eventual scheme of development should the railway be constructed.

The question of land resumption and severance in connection with the line being of such a nominal character, requires no special comment.

June 20, 1895.

THOS. EWING,
Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM TEMORA TO WYALONG.

(TAKEN BEFORE THE SECTIONAL COMMITTEE.)

SATURDAY, 15 JUNE, 1895.

[The Sectional Committee met at the "Barmedman Hotel," Barmedman, at 3:45 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Temora to Wyalong.

Mr. Lachlan Robertson, grazier, Barmedman, sworn, and examined:—

1. *Chairman.*] Does your holding surround Barmedman? Yes.
2. What distance is your home from here? Three miles. I hold most of the land around here under occupation license—about 1,000 acres.
3. What other holding have you? About 29,000 acres of leased and about 12,000 acres of purchased land.
4. What do you pay for your leasehold land? I could not tell you from memory.
5. Could you forward us the information? Yes, although it could be easily found out in Sydney.
6. Do you approve of the construction of a railway through here to Wyalong? Yes.
7. Of what use would it be to you? It would not be of much use to me; but I think the district wants it.
8. What would the railway carry? Fat stock. I am sending fat stock to-day for Temora.
9. What else would it carry? It would carry wheat. There is no doubt at all that this is one of the best districts in the Colony for growing wheat.
10. What amount of wheat is grown here? It is not a question as to what is grown here; but what can be grown here.
11. Then your contention is that the land is sufficiently good, but there are no means of communication? Yes.
12. Would any wool go by the railway? The wool from round here went last year to Temora. I had to cart mine to Temora last year. Personally, I do not consider that 20 miles from a railway is a great distance; but if we have winters like that of last year, we cannot travel.
13. You believe, then, that the district is capable of development, but that in bad weather the road will not carry traffic? Yes; I consider that we have one of the best districts in New South Wales.
14. But you cannot offer any great inducement for the construction of a line, so far as immediate traffic is concerned? Not unless we get selectors.
15. When does your lease run out? In five years from now.
16. Selectors, therefore, cannot come for five years? No.
17. Unless the Minister exercises his power under the new Bill? If he does not there will be no land right through my run for the next five years; but when I say that, I think I am, to a certain extent, speaking against my own interests. Should the Government at any time resume that land, I have another way of looking at the matter, and that is that I am allowed 10s. for the rest.
18. If the Government resumes one half, do you believe it will be taken up? A good deal of it would.
19. What portion? Adjacent to the line on both sides. It is good agricultural land.
20. What does it cost to clear the ordinary box country we came through? That is in its natural state. Last year it cost me to get 60 acres ploughed and cleared £1 an acre. It had been ringbarked for a number of years.
21. It was ringbarked country? Yes.
22. What would green forest cost to clear? I reckon that if a man went into it at once to clear it it would cost about £2 per acre. If a man selected and the country was rung, in a couple of years the trees would be burnt off easily.
23. Time would do most of the work, you think? Yes.
24. *Mr. Roberts.*] Is there any difficulty now in getting produce taken from Temora by team? Not this year. There was last year—the road was almost impassable.
25. You are referring particularly to the winter time? Yes. Of course, in summer-time the road is dry enough. I knew the Nine-mile Forest in the western districts of Victoria about thirty years ago. I have seen twenty-eight teams capsized there. There is also what is called the Black Forest. These are supposed to be the two worst spots in Victoria, and I honestly believe that the road here is as bad as any road which ever existed in Victoria.
26. What is the rate per ton for carriage between here and Temora? About £1 now.

Mr.
L. Robertson.
15 June, 1895.

- Mr. L. Robertson. 27. I think I am right in saying it is only 15s. to Wyalong—in fact, I heard this morning that it was 12s. 6d.;—would that surprise you? Nothing would surprise me, because the people are so poor that they are only too glad to get 1s. if they can. I have told you, however, what I am paying at the present moment. I got a ton and a half of wire out the other day and it cost £1 per ton.
- 15 June, 1895. 28. *Chairman.*] That was a small load? Yes; but this man was supposed to cart my wool in, and he does it cheaper.
29. *Mr. Roberts.*] Had you any back carriage for him from here to Temora? No; but during shearing-time I load my wool at £1 a ton to Temora railway station.
30. Do you not think that Barmedan is within a fair distance of railway communication? Yes, I think so.
31. Then on what grounds would you strongly recommend the construction of the railway? On account of the rise of Wyalong.
32. You know Wyalong? Yes, well.
33. Is the population there increasing or decreasing? I think it is decreasing. There is no water there for crushing purposes; the men cannot work in consequence, and they are bound to go away somewhere. That reduces the population to a certain extent. If they had water there these people would come back again.
34. Then operations are delayed on account of the want of pumping machinery? For want of water.
35. Is it not a fact that in many instances they have already struck water, and it is the want of pumping machinery to get rid of the water which causes the difference? I do not think so. The water they have struck is not fit for use in an engine. It is the want of fresh water that keeps them back at the present time. I came from there the other day.
36. On what grounds do you believe there would be sufficient traffic to give a revenue to a railway if constructed from Temora to Wyalong? You would catch all the wool from beyond Wyalong. Instead of going to Narrandera it would come here. You would get a certain amount of population from Victoria. I only came from there five or six weeks ago, and I know there are a number of people there who are anxious to take up land in New South Wales and go farming, provided they have a means of getting their produce to market.
37. Do you think they would be attracted to the district around Wyalong? Yes, and around here. I have been told that Mr. Morris' partner had a letter from a number of farmers in Victoria asking whether there was good land about here.
38. Do you not think that the want of water will probably prevent settlement? Of course, they will miss that at the first; but there is no selector who cannot supply himself with any amount of water in this part of the country. I have one tank of a little less than 3,000 yards. It was put down twelve years ago, and it has never been dry but once. A 3,000 yards tank is not a very large one, but it keeps my stock going as well. I had about 10,000 sheep watering at the tank the year it went dry.
39. Then it is more in the interests of the people of Wyalong than of the people of Barmedan that you recommend the construction of the line? For the good of the district in general.
40. When you refer to this district you mean the district between Temora and Wyalong? Yes.
41. Is there much settlement any distance from Barmedan? There is a good deal of settlement about here.
42. About how many settlers are there within a radius of 5 miles? There must have been fully 18,000 acres taken out of my run.
43. For wheat-growing? Yes; for wheat-growing and grazing.
44. How many bushels of wheat to the acre do you get? The year before last I reckoned I had about 56 acres in. I suppose I had 30 bushels to the acre. Last year was a poor year, and I had 16 bushels. The year before that I had 20 bushels.
45. Would not all these selectors of whom you speak be within 20 miles of Temora? Not at all. All the land about here is selected, excepting the gold-fields reserve, and, of course, if they select at all, they must go further back.
46. Have you heard from your neighbours any expressions favourable to the construction of the railway;—are the people here generally favourable to its construction? That I will not say. I will leave other people to pass their own opinions upon it. I am only giving you my individual opinion.
47. Then you believe that if the railway were constructed, a large number of people would soon settle upon the soil, provided land were available for them? I think so.
48. *Mr. Davies.*] Did I understand you to say that your run, including your freehold, was 28,000 acres? The leasehold is 29,000 and a few hundred acres, and the freehold, including selections, is about 12,000 acres.
49. Making 41,000 acres? Yes.
50. What is the carrying capacity of your run? I think at the present time, which is a bad year, there are about 29,000 sheep upon it. I might state that the purchased land is well improved.
51. The 29,000 sheep are on the 41,000 acres of land? No; I have an occupation license of 10,000 or 11,000 acres besides that.
52. Making 50,000 acres? Yes.
53. What quantity of wool did you send last year to Temora? Something like 500 bales.
54. That goes at present to Temora by road? Yes.
55. And if the railway were constructed it would go by rail from Barmedan? Yes.
56. What stock do you usually send from here to Temora during the year? As a rule, I sell them on the station, but last year I must have sent 3,000 or 4,000 sheep down.
57. By rail? Yes; I think I sent 60 tons of wool from Temora to Sydney last year.
58. And the carriage of that by road cost you £1 a ton? Yes.
59. Are there any other large graziers who send wool from this district? Yes, Mr. Franks and Mr. Carter.
60. Do they send it by road to Temora? Yes.
61. You mentioned, in reply to Mr. Roberts, that a large quantity of wool went by rail to Narrandera? I believe so.
62. How far is that from Barmedan? It is a long way back from here.
63. Would it not be nearer for the wool to go by way of Narrandera, than for it to come to Barmedan? Yes; but if you constructed the line to Wyalong, I reckon it would be nearer to come to Wyalong.

Mr.
L. Robertson.
15 June, 1895.

64. What is the distance of the stations you are thinking of to Narrandera? I am not clear on that point.
65. You think, then, that the wool would come by way of Wyalong? That is my impression.
66. But there is no certainty about it? No.
67. Would it be any nearer to go by way of Wyalong than to go by way of Narrandera to Sydney? A lot of people between Narrandera and Wyalong and Hillston, send their wool the other way, and I have no doubt that they would come this way.
68. Would a railway to Condobolin take a large share of the traffic you speak of? I do not think so.
69. I mean from Hillston and about there? I reckon it is like going round the world to go that way in order to get to Sydney.
70. But is not Hillston much nearer to Condobolin than to Wyalong? I am not posted up in the matter.
71. You do not know the distance? I do not.
72. Being an old resident, I thought you would be able to tell us every inch of the country? No.
73. Then you do not know the distance between Condobolin and Hillston? No.
74. And you do not know the distance between Wyalong and Hillston? No.
75. You are expressing an opinion, as an old resident of the district, and a large property-holder, in favour of the construction of a cheap line of railway to serve the district, and develop its resources? Yes.
76. And you have stated the grounds upon which you base your support of the line? Yes.
77. Do you believe, with the scanty rainfall you have in this district, there would be any large amount of settlement for agricultural purposes? I think so.
78. Your rainfall is about 18 inches, is it not? Yes; for growing wheat we do not require such a lot of rain.
79. But would a district like this, although it may be rich in its resources, give agriculturists who might take to growing wheat anything like a fair prospect of making the industry a success without a reasonable rainfall? I think so. I think, taking an average, that we can grow, at any rate, 16 bushels to the acre, and that is a lot more than they grow north of Adelaide.
80. But your district is regarded as a dry district? Yes, it is dry. A district with an average of 18 inches of rain is a dry district. But one peculiarity about wheat is that it does not require a lot of rain to make it grow.
81. Then you would not advocate the construction of a line of railway simply for the purposes of a gold-field? No.
82. I suppose the traffic on the line to Wyalong, if constructed, would consist of passengers and supplies going to the field? Yes.
83. That would be the only business done with the railway? Yes.
84. Are you able to express an opinion as to whether the field is likely to be a permanent one? No; I would not venture an opinion on that point. I might state, however, that I have been upon most of the gold-fields in the Colonies and I reckon that this is one of the best I have seen; but whether it is going to be permanent is more than I or anyone else can tell. The mines are improving as they go down, and that is not a bad sign.
85. Have you very much difficulty in getting your produce to market by road in wet seasons? I cannot say that I ever had.
86. Then you do not regard 20 miles as an unreasonable distance from a railway? Certainly not. I am not agitating to get a railway here for my own benefit.
87. I am only asking you, as an old resident, to express your opinion; I do not suppose you are actuated by any other than the highest of motives;—do you regard the service of a railway system within a distance of 20 miles as a reasonable service? I think it is a reasonable service.
88. You stated, in reply to Mr. Roberts, that you believed that, if a railway were constructed, a larger amount of settlement would take place? Yes.
89. That is, settlement in the shape of agriculturists and small farmers? Yes.
90. Mr. Lee.] Is your run in the Central Division? Yes.
91. I think you have already stated that you held it under leasehold and occupation license? Yes.
92. That has not been available for selection for some time? Not since 1885.
93. There appears to be very little selection between Temora and here;—how do you account for that? I think most of the country worth selecting between here and Temora has been selected long ago.
94. But would all the forest land which we saw when travelling from Temora to Barmedman, have been taken up had it been available? No doubt the best of it would. There is some land between here and Temora which would not be worth taking up.
95. Then you think the best parts have already been secured? Yes.
96. If the railway were here now, the only traffic which would be sent from here, at present, would be the wool in the wool season, and the small quantity of wheat which is raised? Yes.
97. Then you are building your evidence upon the fact that, with a railway here, and a portion of your run resumed, there would be a small settlement which would thus create a traffic? Yes.
98. But at present there is not sufficient for a railway? The way in which I look at it, is this: if we do not get a railway we are entitled to a road.
99. But at present there is not sufficient traffic from Barmedman to pay the expenses of a railway? No; but until we get a railway we shall not have any more settlement.
100. As one of the chief residents here, and as one who has a great deal of freight to send in a certain season of the year, are you not exercised more as to proper means of communication with Temora, rather than as to the absolute want of a railway from here to Temora; for instance, if you had a good metalled road to Temora, and could depend upon it at all times, would you not be satisfied? I would be quite satisfied with that.
101. Do you think, considering the scarcity of metal, and the difficult nature of the country for road-making, there is a possibility of building a cheap line to cost about the same as a road? Yes, that is my idea. I do not think it would cost the Government any more for a light line of railway from Temora to Wyalong than it would for a metalled road. Further than that, the Government get some return from a railway, and nothing from a road, although they have to maintain it for nothing.
102. If Wyalong continues to be a good paying gold-field, or if a permanent settlement takes place, the traffic must necessarily pass through Barmedman to Temora? Yes.

- Mr. L. Robertson. 103. Consequently, then, the people will be as much interested in a good road between Barmedman and Temora as they would in one between Barmedman and Wyalong? Yes.
- 15 June, 1895. 104. And whatever the views of residents of Barmedman may be, the remark will apply with equal or greater force at Wyalong? Yes.
105. Then, in your opinion, if there was a good road which could be depended upon, the question of railway communication to Barmedman would not be so urgent? No.
106. Is mining here flourishing, or is it going down? It has gone down a great deal, but I think that is owing to want of capital. I believe there will be some good gold obtained here yet.
107. Is there not a large mining reserve in the vicinity? Yes.
108. Does it not debar settlement? No doubt, to a great extent.
109. There are some 50,000 acres of reserves? Yes; but a lot of it has been cut up lately into special-area blocks.
110. Then, has it been taken up? It has not been gazetted yet.
111. Is the land in the vicinity of this township, within a radius of 8 miles, suitable for agricultural settlement? Yes; I think so.
112. Where would you locate the best land suitable for agricultural purposes? The best land I know of is along both sides of the line from here to Wyalong.
113. Is it better than that from here to Temora? Equally good, if not better.
114. Is that land on your run? A lot of it is.
115. If that were resumed under the new Crown Lands Act, do you think there would be a reasonable prospect of it being taken up and settled upon? As far as I can learn, a number of people in this town have received letters from their friends in Victoria inquiring about land. I cannot go further than that.
116. But you will understand the way in which it will probably be offered to the public—not as a freehold, but under a system of homestead selections, or perpetual rent;—do you think it would be accepted under those terms? I do not think so.
117. Inasmuch as the country through which the contemplated line would run is in the Central Division, and if any resumptions were made in this locality under the new Act, and they were thrown open under a system of homestead settlement, do you think that that settlement will arise in the same way as it has done around new gold-fields in the past, and thus form the nucleus of a town? I do not see why it should not.
118. Even under a system of leasehold? Even under a system of leasehold. People are always very anxious to get close to a town.
119. At all events, as far as Barmedman is concerned, the freight which would be available for a railway would be prospective? That is all.
120. In the event of resumptions taking place under the Act, it must necessarily be two years at least before there could be any increase in the production here? It would be all that.
121. At least two years? Yes.
122. Even if the land were taken up? Yes; even if the land were taken up to-morrow.
123. *Chairman.*] You tell us you have been here for twenty years? Twenty-two years.
124. How many years out of those twenty-two years has the season been so dry that the wheat crop would have failed, caused by the dryness? I could not say.
125. Have you no idea? No.
126. Do you think they have often failed? No, not very often. For the first four years I was here, I was not interested in the matter. With regard to the subsequent eighteen years, I might state that for five years out of that period the crop, I think, would have been a failure from dryness of the seasons. Roughly speaking I might state that every fourth year they would be a total failure from dryness.

Mr. Henry Beecroft Copeland, Crown Lands Agent and Clerk of Petty Sessions, Barmedman, sworn, and examined:—

- Mr. H. B. Copeland. 127. *Chairman.*] Did you give evidence before the previous Committee? Yes.
- 15 June, 1895. 128. Has anything happened since which has caused you to alter your opinions with regard to the proposed railway? No.
129. *Mr. Davies.*] You state you have no reason to alter your opinions in regard to the railway? No.
130. Have any developments taken place within the last twelve months which would go to strengthen the evidence you gave before the previous Committee in favour of the proposed line from Temora to Wyalong? Yes; since the last inquiry was held the new Land Act has been passed, which, I suppose, will enable between 60,000 and 70,000 acres of land to be thrown open between here and Wyalong. That in itself is, in my opinion, very good ground in favour of a railway. There is no necessity for a railway unless the land is thrown open.
131. Would that, in your opinion, be the means of increasing the settlement of the district? Yes.
132. In your capacity as Crown Lands Agent, have you had applications within the last twelve months for any large amount of land? Not personal applications. I have seen letters during the last few weeks—since the passing of the new Act—addressed to an agent in the town, making inquiries about land.
133. No inquiries have been made to you direct? Not within the last twelve months. When I first came here, as I mentioned in my previous evidence, several people spoke to me about it.
134. For what purpose would the land be taken up? For farming and grazing.
135. Are you of opinion that if the land were thrown open for settlement, a large proportion of 60,000 acres would be taken up? Yes.
136. What is the general character of the land which will be available? Good.
137. Suitable for grazing and agriculture? Yes.
138. Is there much land under cultivation in the district? Yes, a fair amount.
139. What acreage? I could not say; it is increasing.
140. Can you tell what proportion of increase there has been within the last twelve months? No.
141. Has the population of Barmedman increased? No.
142. What has been the proportion of decrease since you last give evidence? I could hardly say.
143. Approximately? I believe the population when I came here was about 400. I should not think it is 300 now.
- 144.

Mr. H. B.
Copeland.
15 June, 1895.

144. You think there is a decrease of nearly 100 permanent residents? Yes.
145. To what do you attribute the decrease? To the opening up of the gold-fields at Wyalong.
146. Then the people who have left your portion of the district have gone to Wyalong? Yes.
147. So that the district itself has not lost settled population? No.
148. It has simply been a change from here to Wyalong? Yes.
149. Do you know anything of the mines at Barmedman? There is one mine, the Fiery Cross, which is not working at present, but I believe it will be working in a short time. The people who have it now are starting to float it. If they succeed a lot of people will be employed. There is another small mine about 1½ mile out of the town which was sold the other day to some Sydney people for £300. They have brought a battery and intend to crush the stone out of the mine and treat the failings.
150. Do you know of any claim in the Barmedman district which is paying at the present time? There is only one mine working.
151. Then the gold-fields, practically, are abandoned as far as Barmedman is concerned, except in the two instances you have just mentioned? Yes.
152. Do you know of any prospect of any fresh developments in connection with the gold-fields at Barmedman? No; with the exception of the re-working of the Fiery Cross, and I have no doubt when that gets to work there will be a lot of prospecting about Barmedman in the hope of taking up the Fiery Cross lead.
153. You do not know of anything beyond the possibility of fresh settlement by opening up the lands which is likely to increase the population? No.
154. Do you know of any good reason why a railway should be constructed from Temora to Wyalong other than the reasons assigned in your previous evidence? No.
155. You have no stronger evidence to give? No.
156. Would the trade and traffic between Barmedman and Temora warrant the expenditure necessary for the construction of a railway, especially in view of the fact that the population at present is a shrinking population? I do not take the population of Barmedman into consideration at all, but the population of the outside districts. There is a big district which would derive a great amount of benefit from a railway.
157. What would be the business which would pay working expenses and cost of construction? The carriage of wheat, stock, and wool.
158. But all the wheat and stock in the district at the present time would not pay the interest and working expenses? It might not at present; but if people could get rid of their produce they would go in for larger cultivation.
159. Then, in the event of the land being taken up for settlement, how long would it be before the results of that settlement were available;—how long would it be before the settlers would be able to send stock to market? Fully five years.
160. So that there would not be likely to be any large addition of trade or traffic for five years? No.
161. Even if the land were taken up tomorrow? Perhaps in five years. They would have to clear the land; and I daresay it would be pretty well on for five years by the time it was cleared and ready for the plough.
162. Do you regard the distance from Barmedman to Temora as an unreasonable one for railway communication? Not exactly from Barmedman to Temora, but from the outlying districts to Temora.
163. What radius would you take? All the produce is grown to the west of the town. The settled country is to the west; and all the country to the east is within the leasehold areas.
164. How far would the settled portions be from Temora? You could go from here west, I suppose, 20 miles.
165. From Barmedman? Yes.
166. *Chairman.*] What is west from Barmedman? I mean out Kildary way and Boddigah.
167. How much below Hillston would a line west strike the Lachlan? I could not say.
168. *Mr. Davies.*] You state that it is about 20 miles from Barmedman to the settled portions of the district? Yes; it is settled 20 miles out.
169. So that would make it 40 miles to Temora? Not exactly, because they could go direct from there to Temora. I think there is a main road that way.
170. A shorter distance? No, it will be 30 miles from here.
171. That, in your opinion, would be rather a long distance? Too long.
172. Are you in a position to express an opinion as to the permanency of the Wyalong gold-fields? No; I do not know much about mining, but from what I have seen I should imagine there would be a very big field there.
173. The settlement during the time the diggings were in full swing at Temora, was, I believe, much larger than it has ever been at Wyalong? Of course Temora was an alluvial field.
174. But a large number of people were employed there? Yes; when Wyalong first broke out there were 6,000 or 7,000 people there, but the number has fallen away lately.
175. In the event of the Wyalong field being worked out, as has been the case at Temora, do you think a settled population would be left in the district? Yes; if they had a railway I think there would be a fair-sized town there.
176. Something after the same proportions as Temora? Yes.
177. What would sustain the district in the event of the gold-fields failing? Agricultural pursuits.
178. You are aware that the district is recognised as a dry one, the rainfall being very small and precarious? The average rainfall of this district is nearly 23 inches.
179. Where did you obtain that information from? From Mr. Richmond, the staff surveyor. He collected the information. I do not know whether it was for the Department or for his own purposes. All the squatters round about have been keeping a record for a number of years, and he told me the average was 23 inches.
180. If we have sworn testimony that the rainfall is only from 17 to 18 inches, which is most likely to be right? I cannot say. I have nothing to go upon beyond his words.
181. The district, however, is regarded as a very dry one? Yes.
182. In view of the deficiency in the rainfall, do you think the district would be a successful agricultural growing district? I believe in South Australia they have less rainfall, and do very well with wheat.

Mr. H. B.
Copeland.
15 June, 1895.

183. But do you think this district would be successful with so small a rainfall? I do not see why it should not. We have splendid soil. Of course the rainfall is rather precarious, but we have had very good seasons, until the present one, for a number of years.
184. Then, I understand you are of opinion that in the event of the gold-fields not proving permanent, a settled population would remain and take up agricultural pursuits and grazing, providing the lands were thrown open? Yes.
185. Do you think that population and settlement would be sufficient to pay the interest on the cost of construction, and the working expenses of a railway between Temora and Wyalong? Of course it might not pay working expenses for some time, but there is the land. My idea is that unless you throw open the land there is no need for a railway; but if the railway were opened, even if it were run at a small loss, it would benefit an enormous number of people.
186. Do you regard the road between Temora and Barmedman and Wyalong as a fairly good one? No; I do not.
187. Supposing the road were made fairly passable for traffic between Temora and Barmedman, and Barmedman and Wyalong, would not that be sufficient in the absence of a railway? No.
188. You believe, then, that a railway is absolutely necessary for the development of the district? I do.
189. *Mr. Lee.*] Can you tell the Committee what acreage of selections, if any, has been taken up since you gave evidence in 1894? I suppose there must have been about 10,000 acres; but I could not say with certainty.
190. How would it be taken up—as conditional purchase, or conditional purchase and conditional lease? Both.
191. Have you had an opportunity of ascertaining what the produce of wheat has been this year? No.
192. Have you had an opportunity of finding out whether there has been a larger area placed under crop since you gave your evidence last? Only from what I have heard from farmers themselves. They seem to be gradually increasing the area.
193. What is done with the wheat grown here? It is sent to Temora to be ground or sold. Some of it has been ground, but not very much. Most of it has been sold.
194. About the time they were carting their wheat to market, was the road in fair order? The road has been in good order since November. The last rain was in October.
195. As a rule, is it not about the months of December, January, February, and March, that the road from here to Temora is pretty good? Yes.
196. Those are the dry months, as a rule? Yes.
197. And those are the months the farmers want to use it most? Yes.
198. And those are the months in which the wool finds its way to market? Rather earlier than that. Shearing here is over by October. The wool comes in from out west and from north about October.
199. Would it be safe to assume that during the summer months the main road from here to Temora, as a rule, is in trafficable condition? Yes.
200. And when it is really bad is generally in the winter months? Yes.
- 200½. Particularly if they happen to be wet? Yes.
201. Then, I believe, the road is very bad? It is horrible.
202. In view of the slight progress in this district in the way of settlement, if the road were made trafficable during the months it is required to carry the heavy traffic, would it not suit all the requirements of the district for some time to come? No doubt for some time to come.
203. Is the cost of the carriage of wheat from here to Temora held to be a detriment to the production of wheat? The farmers say that to take wheat from around Barmedman the carriage is not so bad, but when it gets away from there the carriage takes all the profit away from it.
204. I am speaking now of land within a fair radius of Barmedman—say, from 6 to 8 miles? I dare say that within a radius of that distance from here the carriage would not be excessive.
205. They could afford to carry their wheat to market at Temora over an ordinary road? Yes.
206. In the event of any land in the Central Division of this district being thrown open under the new Act, it would necessarily be some years before the produce of the district increased so largely that you would require a railway to convey it to market? Yes.
207. And at the present time, so far as Barmedman is concerned, there is no pressing necessity to extend the railway from Temora? No.
208. Since you gave your evidence last there has, I believe, been considerable development in the gold-fields at Wyalong? Yes.
209. And that is looked upon in this part of the country as a great centre of attraction? Yes.
210. Whatever may pass to and from the field has necessarily to pass through Barmedman? Not all of it.
211. Is there some other track? Yes; they come from Grenfell and Forbes.
212. But would not the dray traffic find its way there? Yes; but a lot of produce comes through Grenfell and Forbes.
213. What is the distance from Forbes to Wyalong? Fully 50 miles.
214. Not very much further than it is from Temora to Wyalong? Not very much.
215. Is it a better road? I do not know.
216. I suppose the produce finds its way from there, because there is so much more grown in the neighbourhood of Parkes and Forbes? Yes.
217. And they go there to find a market? Yes.
218. Consequently, there is a fair amount of passenger traffic that way? I do not think there is much passenger traffic that way; I think that comes this way, unless it is the miners travelling to and fro. A great number of people come from Forbes way and settle there.
219. If the same conditions of supply were maintained in the Forbes and Parkes district, and a line were constructed by this track to Wyalong, the construction of that line would not necessarily bring the produce traffic round that way? No; the produce for that part of the country would still go that way.
220. Owing to the distance? Yes.
221. And it is within an easy cartage distance, 50 miles? Yes.
222. Therefore, there would always be a competitor to the railway even if it were made there? Of course there would be a competitor to a certain extent.

223. Do you know much of the character of the land between here and Wyalong and above Wyalong? I believe it is very good.

224. What do you mean by very good? It is good wheat-growing and grazing country.

225. Equal to the land between here and Temora? I think even better.

226. There is a large proportion of vacant land between here and Temora? No; there is only one run—that is Mandamah, about 3 miles from here. The rest of the land in my land district, which extends to about 6 miles from Temora, is nearly all selected.

227. But not brought under cultivation? They are all pretty well new selections.

228. Does the cultivation portion lie back from the road? That I could not say. The cultivation, I think, is further inland.

229. Are many of the 10,000 acres, which you have spoken of, within the area? No; they are scattered all over the district.

230. Is the land so held under pastoral lease and occupation license between here and Wyalong of such a character that it could be resumed under the new Act? Yes.

231. And if that were done, do you think there is a reasonable possibility of it being taken up? I believe so.

232. But would not the fact of this part of the country being so dry and absolutely without surface water debar small settlement? I do not think so. People have been selecting here for years.

233. Would it not discourage agriculture? I do not see for what else they could take it up. They take it up now for agriculture.

234. But they appear to turn so little of it to that account? You have to take into consideration the fact that the selections are very young. The people have not had time to go into cultivation; they have to clear the land first.

235. But do you think cultivation a possibility here so as to compete with the richer lands closer to the markets, such as the lands about Temora, Gundagai, and that locality;—do you think you could ever produce wheat here, and compete with those districts? Perhaps people close to the towns have a greater advantage; but still they can grow wheat here and do fairly well in reasonable seasons.

236. They have the advantage of better land and better rainfall in those districts? I do not know about better land.

237. Would you consider land in the vicinity of Cootamundra better than land in the vicinity of Barmedman? I could not speak about the land at Cootamundra, but I believe the land about here is very good—it is very suitable for wheat-growing.

238. I take it that you intend to convey the idea that the apparently permanent settlement at Wyalong is an important factor to their having a railway? Yes.

239. If there were no Wyalong, I suppose there would be no agitation for an extension of the railway to Barmedman? Yes, there would; I believe before I came here, there was a very strong agitation for an extension to Barmedman.

240. And the opening of Wyalong has increased the desire to have the line here? Not through Barmedman—I refer to the townspeople. Of course, it does not affect the selectors to any great extent.

241. So far as you are able to judge from an official point of view, there are stronger considerations existing now for an extension of the line than there were when you gave evidence in 1894? Yes.

242. You are clear about that? Yes; I look at it from this point of view—that all this land is now available, or can be made available for selection, and a railway, of course, will offer greater inducements to people to take it up.

243. You are fortified in your opinion by several reasons;—one is the passing of a Land Act since you last gave evidence, the further development of the mining field at Wyalong, the area of land which can be resumed in this district, and the desire of people to get that land to settle upon? Yes.

244. Are we correct in assuming that that is the actual state of affairs at the present time? Yes.

245. And, under those conditions, you have no hesitation in giving favourable evidence for the extension of the line? No.

246. *Mr. Roberts.*] Have you ever been to Wyalong? Yes, on several occasions.

247. When were you there last? On Tuesday and Wednesday of this week.

248. Are you of opinion that the Wyalong field is likely to be a permanent one? Yes.

249. Do you think that the population there is becoming more settled than it was? Yes.

250. You do not think it is likely to decrease? It has decreased for some time; but I put that down to the fact that they have been unable to crush the stone, and the men have been starved out. They have had to go away to earn money.

251. Is it for the want of capital that they have left Wyalong? Yes; they have expended what capital they had waiting for crushings. They have had to leave in order to work elsewhere to obtain more money.

252. Have you heard of any new capital being introduced there, or being about to be introduced there? There is a new crushing plant just started—Climo's—which will give a very big result, judging from the crushings they have had in Sydney. He is putting up a plant which will put through 50 tons a day.

253. Is that the plant referred to in the evidence of Mr. Garland, in Sydney? Yes.

254. And it is the satisfactory prospects of the field that has led Mr. Garland and his friends to introduce this new plant? Yes.

255. And it is owing to the improved prospects of Wyalong that you yourself have formed the opinion that it will be desirable to construct a railway? Yes. I may mention that when I was at Wyalong on Tuesday I had a sale of land—it was 5 acres of town land, $\frac{1}{2}$ -acre blocks, they average £22 per acre—that is in the surveyed town of Wyalong.

256. What area of land was sold? Only one 5-acre section in ten lots.

257. How long has elapsed since you had a sale there previously? That was the first sale.

258. Is there any land around Wyalong, at present devoted to agriculture? There are selections to the north of Wyalong, and a few to the south-west,—that is close to the town; I think the selections to the north will be somewhere about 3 to 8 miles.

259. Is there any wheat being grown there now? I do not think they have grown wheat; they have grown hay.

260. Has the progress of Wyalong been retarded for the want of money to put up pumping machinery to deal with the water? No.

Mr. H. B.
Copeland.

15 June, 1895.

- Mr. H. B. Copeland.
15 June, 1895.
261. In your official position I imagine you are well acquainted with the people of the Barmedman district? Yes.
262. Can you tell the Committee whether there is any anxiety on the part of the people in this district for the construction of a railway? Some of the selectors who have been in the office have been talking about it.
263. Do they complain of the difficulty in getting their produce to Temora? Yes; they say if they had a railway here it would be much cheaper, and they would get a fair profit.
264. But is not carriage from here to Temora very reasonable? It is, at the present time.
265. Do you know what the carriage is? I know that there has been carriage from Temora to Wyalong at 15s. per ton.
266. How much would it be to Barmedman? I think the average between Temora and Barmedman is £1. One man pays £1, all round, winter and summer. I dare say the average would be about that. At present it is much higher on account of the rise in produce.
267. But is it not a fact that the carriage from Temora to Wyalong is 15s. per ton? That was when there was a big rush of carriers, and they were forced to take the stuff. I know it has been down as low as that, but it is a starvation price. I think the average price to Wyalong is somewhere about 30s.
268. Do you look upon 30s. as a fair rate? Yes.
269. And I understand you to say that the present rate is about £1? No; one storekeeper was paying £1 all the year through; but it is higher now since the rise in the price of produce.
270. In forming your opinion that the railway should be constructed, have you gone into any calculation as to the amount of produce which would be carried, and also, the number of passengers;—in fact as to the probable revenue of the line? No.
271. You have merely formed your opinion upon the fact that you think this is a fine wheat-growing district and that there is a large mining population, and that you think this part of the Colony ought to be served in the same way as other parts similar to it? Yes.
272. In other words, you merely recommend the railway on general grounds? Yes. There will be a loss of close upon £3,000 a year on the railway from Parkes to Condobolin. I do not think there will be the same loss here. When Wyalong gets a fair start—that is, when the people get their tanks full, there will be far more money turned out there than in Parkes or Condobolin.
273. In view of the fact that railways have been constructed, do you not think it would be wise to give the matter grave consideration before constructing similar lines? I think the Government ought to be quite content, if they make a loss on a railway, to get rid of the land and to settle people upon it.
274. Without regard to the probable revenue to be received from the railway? Under present circumstances the revenue would be very slight, but if you could settle people on 50,000 acres of land, there must in years to come be a very big return.
275. Looking at it from that point of view, do you think that the people of the district surrounding Barmedman and Wyalong are justly entitled to a railway? Yes.
276. And that it would tend to the settlement of a large population upon the land? Yes.
277. *Mr. Lee.*] Can you tell the Committee whether the revenue has increased since the 21st March, 1894? Yes, it has.
278. Have there been many transfers of land during the same period either by way of mortgage or sale? Yes; mostly in mortgage. I might mention that since I last gave evidence a gold-field has broken out at Reef-ton, about 7 miles from here. There have been fair prospects there, but they are suffering from the same difficulty as Wyalong. They have stopped crushing from want of water. There is a battery there, and there must be a population of 200 people.
279. *Chairman.*] Are the people here growing enough stuff for local requirements;—where does the fodder used about Barmedman and Wyalong come from? Usually it is locally grown.
280. Is it locally grown at present? Yes, I think so.
281. It has not been imported here? No; I do not think it has.
282. *Mr. Lee.*] You do not grow maize here? No.
283. *Chairman.*] What do the carriers feed their teams on? Usually on oats, or wheat and chaff.
284. *Mr. Davies.*] Is the chaff brought from Cootamundra by rail? I could not say with certainty, but I have seen large loads of chaff come from Temora.
285. *Chairman.*] And where has it gone to? To Wyalong.
286. Looking at the map supplied by the Survey Office—starting from Wyalong and coming to Barmedman—you will see that the whole of the line passes either through land held under lease or through reserve? Yes.
287. That is a correct description? Yes.
288. Passing from Barmedman you will notice that the first 4 miles pass either over the Common or to the south of the Common, through a reserve? Yes.
289. Therefore, there is no settlement adjacent to it? No.
290. The next 4 miles appear to be settled partially on the western side of the line and fully on the eastern side of the line? Yes.
291. The residue of the western portion of the line being reserved? Yes.
292. Then for the next 6 miles it passes through reserves except where it touches one portion—apparently portion 15? Yes.
293. Where are the lands which you believe will be available for settlement and which will furnish supplies for the railway if taken up? A considerable area between Barmedman and Wyalong is held under leasehold. There is a limited area along the line in the form of reserves, between Barmedman and Temora, and a considerable extent of land on the Mandamah Run is available, and also some land towards the east. I put in the following return showing the agricultural statistics for Barmedman for the year ending December, 1894, as collected by the police:—

Number of occupiers.	Total area of land held.	Total area under cultivation.	Area under wheat for grain.	Total yield of wheat for grain.	Total number of sheep as per Returns to C.P.S.
82	173,101 acres	2,407½ acres.....	1,520½ acres.....	9,316½ bushels...	140,722.

Mr. Denis Byrne, farmer and grazier, Barmedman, sworn, and examined:—

Mr. D. Byrne.

15 June, 1895.

294. *Chairman.*] How long have you been here? About four years.
295. Where did you come from? From Albury.
296. *Mr. Lee.*] How many acres of land do you hold? 2,560 acres.
297. What area have you under cultivation this year? 150 acres.
298. That is 10 acres more than you had in the year before? Yes.
299. Did you grow wheat during last year? Yes.
300. What was your yield per acre? Between 16 and 17 bushels.
301. Where is your selection? About $7\frac{1}{2}$ miles almost due west from here.
302. What did you do with your crop? I stripped it for grain.
303. What did you do with the grain? It is stored at Cootamundra awaiting an advance in price.
304. You gave evidence before the Sectional Committee on the question of the construction of a railway about a year ago? Yes.
305. I suppose you remember pretty well the evidence you gave on that occasion? I gave a general statement as to what I knew existed at that time.
306. You were in favour of the extension of the railway then? I am of the same opinion still.
307. You have had no reason to alter your opinion? Not the slightest; if anything my opinion is stronger, in view of the increased areas which people could put under cultivation if they had the means of getting produce away. Local markets cannot be depended upon for any length of time.
308. The produce of the district would depend upon the quantity of land thrown open? Yes.
309. What do you estimate it costs you to cart your wheat from here to Temora? I had some wheat carted from Temora at £1 per ton. That was seed wheat. In harvest time it will cost about 15s. per ton.
310. There are about nine bags to the ton? Yes.
311. That is about 1s. 8d. a bag, or 5d. a bushel? Yes.
312. What is the railway carriage from Temora to Cootamundra? It is a very slight fraction compared with the carriage from here to Temora. The carriage to Sydney will be about the same as it will cost me from my place at Temora, about 4d. I can send it from Temora to Sydney for less than I can land it from my place at the Temora station.
313. I suppose it will not cost you more than 7s. 6d. a ton from Temora to Cootamundra? I should not think it would.
314. That will be $2\frac{1}{2}$ d. a bushel or $7\frac{1}{2}$ d. a bushel from your farm to Cootamundra? Yes.
315. Cootamundra, I suppose, is your best market? Yes; considering that we have no mills out here.
316. *Chairman.*] Is there a mill at Temora? There was a mill, but it did not make good flour, and it was burnt down lately.
317. *Mr. Lee.*] Have you been able to make a living out of your land, sell your wheat at recent prices, and pay the rate you have stated for carriage? Yes. I cannot say that it has been better than grazing, but you are forced to make a living out of something. There are two ways to make it—out of grazing or farming.
318. And of the two farming pays the better? I believe it does.
319. But you are hopeful that times will improve and prices get better? I suppose they will.
320. You have not been many years in this district? No.
321. Where were you before coming here? On this side of Albury.
322. How long have you been here? Practically only three seasons.
323. You have not experienced a dry season yet? Not until the present one.
324. So that your farming, as far as you are concerned, has been under somewhat favourable conditions? I have made a mistake. The first season I was here was almost similar to the present one, with this exception—that the drought broke up a few weeks earlier.
325. That was your first year and you did not do much cultivation? No; although I had about 10 acres in which yielded a good return of hay.
326. What do you think of the prospects of the district from an agricultural point of view? I think they are good—very much better than any other district I have been in.
327. Do you think that the rainfall is sufficient? Yes, I do; it is quite sufficient for wheat-growing.
328. What particular advantage would accrue to this district if the railway were extended to Barmedman? Of course the farmers would have increased facilities for getting their crops away at the cheaper rate. It would also induce settlement if any of the Crown lands were made available.
329. Are you of opinion that there is, from the cultivation of station produce sufficient freight in the district at the present time to pay the ordinary expenses of working the railway if extended here? I do not think there would be, just about this locality at present. We always think it would give an impetus to it.
330. You are of opinion the railway will cause more settlement, hence more freight? Yes, if the land becomes available.
331. Would you regard an extension to Barmedman as being sufficient for all purposes, or do you think, in order to give you a proper outlet, there should be an extension to Wyalong? I do not think it will affect the farmers about here; I think Sydney is our real market. The supply of Wyalong would be almost taken from a few farmers, if they went in for it properly.
332. You look to the larger markets? Yes; we look to the head market.
333. That is where you must necessarily go if there is any large quantity of produce raised in the district? Yes.
334. Of course, you have of necessity been compelled to use the road from here to Temora? Yes.
335. In all weathers? Yes.
336. At times, I believe, that road has been almost impassable? No one who has not seen it could imagine what it has been.
337. Are there any large deposits of metal along the road, which could be obtained for the purpose of making a road? Not that I am aware of, except at one place. About 8 miles from here is the only real supply of metal I know of, and it is not of a good description.
338. Then, one of your chief objects in advocating the line, is to obtain a more certain communication, and a cheaper rate of freight? Yes.
339. And at present it costs about 15s. a ton to Temora? That will be a reasonable rate.

- Mr. D. Byrne. 340. But with a railway rate of 5s. per ton, you would be able to make so much more profit, and have a more reliable means of communication, which would enable you to take advantage of any rise there might be in the market? Yes; another thing I might point out which would be an advantage is this:—Supposing I had wheat, and was compelled to send it away and sell it, if I held it to the best time for selling, it would cost from 15s. a ton to cart it; whereas I could have it stored at a railway station and carted any time it suited me.
341. Your harvest is generally in a dry season? Yes.
342. And the better prices generally prevail in the winter months of the year? Yes; and carriage is much higher owing to the bad state of the roads.
343. In the event of the lands being thrown open in the vicinity, where do you think the settlement would take place? This is a peculiarly situated place. In order to see the good farming land here you require to go off the main road. The principal amount of the good farming land lies to the west. There are patches of good land about here; but for a large and unbroken extent of good land there is nothing like going over the range.
344. And those who settle on that land would of necessity have to send their property to Barmedman? Yes; that is the nearest point—15 to 18 miles from here.
345. Is any of that country cultivated at the present time? Some of the settlers have from 150 to 180 acres in this year, and some more than that; that is, taking all the country west of Broken Dam. I suppose that for anywhere east of that, Temora is the railway station.
346. In your opinion, has this district progressed or gone back within the last twelve months? It has certainly progressed as far as improvements are concerned. I might also state that very few people, if any, have sold out.
347. Is the land squarely held in this district—that is, by the *bona fide* settler? Yes, as a rule, it is very honestly held.
348. Mr. Roberts.] In your opinion, is there a sufficient area of land under cultivation around this district to warrant the construction of a railway? No, I do not believe there is at present.
349. But you think if a line were constructed settlement would speedily follow? I believe it would.
350. Do you base that opinion on the fact that you consider the land well suited for the production of wheat? I believe it is very well suited, not only for the production of wheat, but for the production of first-class chaff.
351. And you think that the district would rapidly progress if it had railway communication? I think it would be a very great help. I might mention, with reference to the question of freight, that I forgot to state that in the case of chaff it would cost me, at present, about two and a half times as much to land it at my place at the Temora railway station as it would to land it in Sydney.
352. What would it cost to take it from here to Temora? Not less than 25s. a ton. I could get it carried from there to Sydney for about 10s. a ton.
353. Then what leads you to the conclusion that the railway ought to be constructed here is, that instead of paying 15s. a ton for the carriage of your wheat from here to Temora you would only pay about 2s. 6d.? Yes; that would be a help to farmers, no doubt.
354. Are you acquainted with Wyalong? I am acquainted with the district.
355. You have been there? Yes; and far beyond it too.
356. Can you form any opinion as to the mining operations now being carried on there, or as to the permanency of the field? No; I have never had anything to do with mining, but it has a good reputation.
357. Chairman.] What distance might a farmer be from a railway station and be able to profitably occupy his land? Of course, a great advantage accrues to farmers if they can go from home, deliver a load, and return the same day. The limit of a day's run is about 12 miles. A farmer can travel 12 miles in a day, deliver his load, and return.
358. What would be the limit? I consider a district is well served which is within 15 miles of a railway—that is, from an agriculturist's standpoint.
359. Mr. Davies.] What would it cost per acre to clear the ordinary land about here—taking your own holding as an example? Fifteen shillings to £1 an acre.
360. Is it similar land to that between here and Temora? No; it is not so heavily timbered. You have not seen the agricultural land coming from Temora to Barmedman. The best agricultural land is miles west of here.
361. Is the good land you speak of scrubby land? Yes, pine scrub.
362. And in a green state it is very easily cleared? Yes, pine is easy to get rid of.
363. And you average it at about 15s. an acre? Yes, it could be done for that.
364. What would it cost per acre to plough that land, sow it, provide seed, strip the crop and bag it? It would cost 8s. an acre to plough, sow, and harrow, without providing the seed.
365. What would it cost you for seed per acre? About 3s.
366. What would it cost you for bags and stripping? About 8s. per acre.
367. Would you be surprised to learn that all this has been done in the Berrigan district for 10s. an acre? Yes, I would be very much surprised. If I had to do it myself I could not do it.
368. If you have to pay 19s. for this work, and have to sell your wheat at 1s. 9d. a bushel, what profit can you have? One shilling and ninepence a bushel is not a fair average. People who sell at that rate are forced to sell.
369. Could you afford to grow it at that price if this work cost you 19s. per acre, and it cost you £1 per ton for cartage? No; I would not care to do it.
370. Do you think it would leave you any return whatever? Not without very favourable crops. It would not take in the ordinary average crop.
371. Would you with wheat at 1s. 9d. a bushel just make wages? Yes; that is, if I had a fair average crop.
372. And you state your average crop to be 16½ bushels? Yes.
373. Chairman.] Is anything over 1s. 9d. a bushel profit? I should think so; I would grow for 2s. a bushel.
374. Mr. Davies.] If you had a railway to carry it at lower rates you would have so much more profit? Yes.

Mr. Edward O'Donnell, farmer, Barmedman, sworn and examined :—

375. *Chairman.*] Where do you reside? Two and a half miles west of Barmedman.
 376. How long have you been here? Close on eight years.
 377. *Mr. Roberts.*] What is the size of your holding? 1,672 acres.
 378. How much is under cultivation? I have not gone in for cultivation extensively, because I consider, not being close to a railway line, it would not pay.
 379. How far are you from Temora? About 25 miles.
 380. Do you not produce anything? The year before last I had a crop of wheat in.
 381. Where did you send it? To Temora.
 382. You combine farming with grazing? Yes.
 383. How many sheep have you? I shored 2,000 last year.
 384. Did you send the wool to Temora? Yes.
 385. Have you found any difficulty in getting the wool taken by teams? I use my own teams.
 386. Are you favourable to the construction of the proposed line? I am.
 387. Upon what grounds? Because we could get our produce away cheaper, and we could get our supplies cheaper.
 388. Do you think the construction of a railway would lead to a large amount of land being taken up for agricultural purposes? Yes; for instance, I am putting 100 acres of ground under crop this year myself, and if there were a railway I might put 300 acres under crop.
 389. It is owing to the want of railway communication that you have not gone in for the production of wheat to any large extent? Yes.
 390. You look upon the land as good for wheat-growing? I do; I think it is as good wheat land as any in the Colony.
 391. Do you not think that wheat-growing at the present time would pay you better than grazing? I do not know. There is very little in either.
 392. How many sheep can you carry to the acre? I could not tell you in a season like this. In a good season this country would carry two sheep to the acre.
 393. You do not look upon the present as a good season? No; it is about the worst I have seen since I have been here, during a period of eight years.
 394. Have you gone into figures at all as to the probable revenue derived to the State if the railway were constructed? No.
 395. You have not considered the question of freight or passenger traffic? No.
 396. You merely take the broad view that if a railway were constructed larger settlement would take place, population would increase, and a large amount of freight would go to the railway—much larger than goes at the present time? I am certain of it, because there would be a great deal more land under cultivation.
 397. Have you any knowledge of Wyalong? A little.
 398. Do you know anything about mining? I have been down a hole or two in my time.
 399. But you are not in a position to form an opinion as to the permanency of Wyalong as a gold-field? From what I have seen of it I think it is there to stay.
 400. Do you think the present population of Wyalong likely to increase or decrease? I could not say about that. I do not think it will decrease, because if they can get water the batteries will give a great deal more work.
 401. Have you any personal interest in mining? I have, at Wyalong.
 402. Do you hold an interest in a claim there? Yes.
 403. Are you getting good returns on the capital you have invested? Yes; I have come out all right.
 404. And you look upon Wyalong as a permanent field, and you think there will always be a large population there? Yes.
 405. Somewhat similar to Temora? I think it will be a better place than ever Temora was.
 406. In what way? There will always be more work and more population. The mining operations there will be more extensive.
 407. Then, on the ground that you consider Wyalong to be a permanent gold-field, and that if a railway were opened a large amount of settlement would take place, you think a railway would in the near future pay for its construction? I do not know whether it would pay just now, but it would eventually.
 408. *Mr. Davies.*] Did you give evidence at the previous inquiry? No.
 409. Were you summoned to give evidence? No.
 410. Have you experienced any difficulty in the transit of your wool to Temora? No; simply because I have my own teams.
 411. But has the road been good? No; it has been very bad at times.
 412. Then have you experienced difficulty in sending your wool to Temora by reason of the bad road? Yes.
 413. At what period of the year do you find the road so bad? In the spring of the year; and September, October, and November—sometimes all the winter through.
 414. Is the road regarded as a fairly good road in dry weather? It is; but it is the worst road I ever saw in wet weather. I never saw anything to equal it.
 415. How many miles are you from Temora? About 25.
 416. What would you regard as a fair railway service for a farmer or grazier? 12 or 15 miles.
 417. You would not regard a distance of 20 miles from a railway as a fair service? 20 would be better than 50. I think a fair and reasonable distance would be 12 or 15 miles. Anything over 15 miles involves an extra loss in carriage.
 418. I suppose you sometimes send stock to market? No.
 419. But all your wool at present goes to Temora? Yes.
 420. So that the railway already has that traffic from Temora? Certainly.
 421. What new traffic would be brought to the railway service, if the proposed line were constructed, other than the earnings between Barmedman and Temora? New freight would be created by the increase in agricultural products.
 422. Do you think any large quantity of land would be brought under cultivation? I do.
 423. If the land is thrown open under the new Act, will much land be taken up for the purposes of settlement? A great deal will be taken up.

Mr.
E. O'Donnell.
15 June, 1895.

- Mr. E. O'Donnell.
15 June, 1895.
424. And that land will be likely to be taken under cultivation? Yes.
425. How many years would it be before you got any return from land taken up now? It would be a couple of years before it could be got into order.
426. So that there would be no additional traffic or carriage for a couple of years? Yes, there would, because people are settled now.
427. But, supposing the land were thrown open next week, and it were taken up, it would be a couple of years before there could be any return? If the land were taken up next week there could be a crop in next year if the farmers wished.
428. Could they clear the land and have it sown by that time? Certainly.
429. How much of that could be done? It would depend upon how much money you had to spend upon it. If I had money and could let 100 acres by contract I could get it cropped in three months.
430. What would it cost you per acre? That depends on the character of the country. I gave 25s. and 35s. an acre for my place.
431. Is any of the land you speak of as likely to be taken up for settlement similar to the land between this and Temora? There is a lot better land than that.
432. But is there any like it;—you could not clear that land for £5 an acre? Yes, you could.
433. Could you clear the heavily-timbered forest land for that amount? Yes.
434. Can you tell me of any similar country heavily-timbered like that which has been cleared for less than £5 an acre? I never knew £5 an acre to be given.
435. Can you tell me of any portion of the district similar to that which is being cleared? No, I cannot.
436. What would be the lowest for which land of that character could be stumped and cleared—I mean the heavily-timbered land between here and Temora? I have never seen any land like that cleared about here.
437. What do you think that land could be cleared and stumped for? £4 an acre.
438. *Chairman.*] That is green forest land? Yes.
439. *Mr. Davies.*] Did you take up your land for selection? Yes; conditional purchase and lease, under the Act of 1884.
440. You have not put a large portion of your land under crop? No.
441. You consider wool-growing pays better? I consider wheat-growing will not pay at all, when you have to cart your produce so far to market.
442. Do you confine yourself absolutely to wool-growing? No; the year before last I had 70 acres under cultivation.
443. And you had not any under cultivation last season? No.
444. I suppose you got a pretty good price for the produce of the 70 acres? I sent it to Temora and got it ground into flour, and I took it to Wyalong and sold it.
445. Did you get a good price for your wheat at that time? Yes.
446. A much better price than you would have got last season? Yes.
447. And notwithstanding the fact that you had a good price for your flour, you did not put any in last year? No.
448. And you have not anything this year, so far? I have over 50 acres sown at the present time. I am putting 100 acres under crop this year.
449. Can you tell the Committee how the railway is to be made to pay interest on the capital cost and working expenses? I cannot.

Mr. Thomas Joseph Kenny, station manager, Wyalong, sworn, and examined:—

- Mr. T. J. Kenny.
15 June, 1895.
450. *Chairman.*] What station do you manage? Prior to three months ago, I managed Wyalong No. 3.
451. *Mr. Davies.*] Were you examined by the previous Committee? No.
452. How long have you been in the district? Over twenty years off and on.
453. Where is Wyalong No. 3 station? Six miles from here. I am now renting a selection about 1 mile from the town.
454. An agricultural selection? Agriculture and grazing.
455. Of what extent? 1,200 acres.
456. What number of acres have you under cultivation? I intend to put in between 30 and 40 acres if we get some rain.
457. Was the selection under cultivation previously? Part of it—I think about 15 or 20 acres.
458. From whom do you hold it? From the Bank.
459. Who was the original holder? Mr. Cassin.
460. And he only had 15 or 20 acres under cultivation? I imagine so by the look of it.
461. Can you state any reasons why a railway should be constructed between Temora and Wyalong? I know it is a splendid agricultural country.
462. Although fairly good soil, is it not recognised as a very dry country? It was, but I think the rainfall is getting better.
463. What is the average rainfall? I have been taking it for the last fourteen years for the Government, and, I think it is something like from 18 to 20 inches.
464. Do you regard that as a reasonable rainfall for an agricultural district? Yes.
465. What is the least you ever saw? Ten inches.
466. And what was the most? About 29 inches.
467. Do you regard the district as an extremely dry one? It is dry, but not extremely dry.
468. Are you of opinion that agricultural pursuits could be followed here profitably? Yes; with a railway.
469. Not without it? No; I do not think so.
470. What number of sheep have you on the leasehold you have taken up? I think there have been 2,000 on it.
471. Can you give any other reason besides the one you have assigned, in favour of the construction of a line between Temora and Wyalong? I think the population would be increased very much by it.
472. Are you aware that the population here has decreased during the last year? That is owing to the people going to Wyalong.
473. We have evidence that the population is one-fourth less than it was a year ago? I should not think so.

474. Whereas it was 400, it is now 300? No doubt a good many people have gone from here to Wyalong. Again, there are people in Wyalong who have their families here, perhaps. Mr.
T. J. Kenny.
475. As a station manager, what would you regard as a fair and reasonable service for station property? About 15 miles—that is about a day's stage in and out. 15 June, 1895.
476. Would you regard 20 miles as a reasonable distance? No; it is rather far, and it breaks the day.
477. You have no strong reasons to assign why a railway should be constructed? I think it is a strong reason that the land is so good, and is lying waste.
478. Would not that apply to every part of the Colony of New South Wales? Not so much as to this. This is the best agricultural land I have ever been on. I have seen as good crops of hay here as in any part of the Colony.
479. It would not require a railway to carry the gold from Wyalong? It may in the future.
480. Are you aware of the amount of gold raised from Wyalong since it has been open? No.
481. Would you regard the sum of £40,000 for gold in twelve or fifteen months, as a fair return from a field like Wyalong? You have to consider the hardships they have had to go through for water, machinery, &c. It is hard to say what amount of gold is now waiting to be taken out of the stone.
482. Do you think that the value of the gold which has been raised would be a justification for the Government spending £100,000 upon a railway? I should not think so.
483. I suppose there would not be much freight from the gold-fields? I think there would be a freight. I think Wyalong, in the future, will command a large population; so will the whole of the district, as it is of a very auriferous nature.
484. Do you regard Wyalong as likely to be a settled town? Yes.
485. Even should the gold run out? Yes.
486. How would it then be supported? By agriculture.
487. Then you believe the agricultural and pastoral interests would be sufficient to maintain and sustain a railway, eventually? Yes; I think it would increase the population, and would be the means of forming a large town, independent of the gold-fields.
488. Do you think the Government would be justified in constructing a railway between Temora and Wyalong showing a deficiency at the start of £4,150 a year? I do not know about the figures; but if any country is worthy of a line at all the Wyalong country is worthy of one. The advantage of a line from here to Wyalong is in what would accrue from beyond Wyalong. There is good country on the other side.
489. If that factor has been taken into account in connection with the estimate of the earnings of the line, do you not think it would be better to wait and see the result of settlement upon the lands when thrown open? I do not think so.
490. You are aware that 60,000 acres will be available for settlement under the new Act? Yes.
491. Do you think it will be taken up without a railway? Not all of it.
492. You do not think it would be better to wait and see the result? No; I think it would be better to have the railway first. I think the people would follow.
493. Have you any reason to assign as to why, in your opinion, the railway should be constructed? I can only refer to the good nature of the country. I do not agree with Mr. O'Donnell in his price for clearing the country at £4 an acre; it can be done for 30s. an acre.

MONDAY, 17 JUNE, 1895.

[The Sectional Committee met at the Court-house, Wyalong, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).
The Hon. JOHN DAVIES, C.M.G. | The Hon. CHARLES JAMES ROBERTS, C.M.G.
CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Railway from Temora to Wyalong.

Mr. Cecil Septimus Gillett, surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

494. *Chairman.*] You are at present engaged in surveying the line from Temora to Wyalong? Yes. Mr.
C. S. Gillett.
495. Of what portion of the line have you an intimate knowledge? Between Barmedman and Wyalong. 17 June, 1895.
496. Have you any information at all with regard to the Temora to Barmedman portion? Only in reference to one deviation. With the exception of that deviation, I did not survey the portion between Temora and Barmedman myself.
497. Therefore, the information you have is limited to one deviation between Barmedman and Temora, and the line from Barmedman to Wyalong? Yes.
498. *Mr. Davies.*] Did you complete the whole of the survey from Barmedman to Wyalong? Yes.
499. And you subsequently made some deviations of the original survey? Yes.
500. In what direction are those deviations made? The first was at Barmedman, to obtain a better station site. Just before entering the town of Barmedman those deviations are placed. The second one is at what is called the Kangaroo Hill, to avoid the hill in order to get a surface grade. The third one starts at from 3 to 4 miles beyond that, and follows the road up to Wyalong township.
501. The deviations you speak of are off the road? Yes.
502. Will they lengthen the line between these two points? Slightly.
503. To what extent? It will make a difference of about 9 chains, I suppose. It is very small indeed.
504. And the deviation you speak of is to avoid a cutting? Yes.
505. Will you now have almost level country for the line? Yes; it will be a surface grade all the way, you might say, with the exception of the cutting at the Barmedman railway station.
506. Where did you intend the original site for the station at Barmedman, in your first survey, to be? Just on this side of the township. It was altered on account of it being such low-lying ground.
507. The object of the deviation at the site of the station, then, was simply to have higher land? Yes.
508. Free from flood? Yes.

- Mr. C. S. Gillett.
17 June, 1895.
509. Will the deviation be a means of economising the expenditure for earthworks? Yes.
510. You know something of the estimated cost of constructing the line? I think Mr. Deane has put it down at £2,300 a mile.
511. Do you remember what the original cost was in connection with the previous survey? No.
512. You made the first survey? Yes.
513. Are you aware that Mr. Deane has reduced the cost from £2,700 to £2,300 per mile? I heard there had been a reduction.
514. Have you seen Mr. Deane's estimate in detail as to the cost of the proposed line? No.
515. Then, you are not in a position to express an opinion as to whether the estimate for earthworks, box-drains, timber bridges and crossing, necessary for the construction of the line, is correct? No; I should not like to do so.
516. Is there abundance of timber for sleepers in the district? Yes.
517. Then sleepers could be procured for a reasonable price? Yes.
518. And the line could be readily constructed along the last survey? Yes.
519. Without any extensive earthworks and without any expensive provision for drainage? Yes.
520. Could any quantity of ballast be procured? Yes; there would be no difficulty in obtaining ballast.
521. How long have you been employed altogether on the first and second surveys? A little over twelve months.
522. During that time, have you had an opportunity of seeing the condition and character of the road between Barmedman and Wyalong? Yes.
523. What has been the general character of the road? Very bad in the winter time.
524. Has there been a difficulty in teams travelling? Yes.
525. Is the country of that character that when you have heavy rains the road is rotten? The road is almost impassable in heavy rain.
526. And great difficulty has been experienced by teamsters travelling along the road? Yes.
527. You say there is abundance of ballast in the district for the purposes of the line? Yes; I think there will be no difficulty in getting ballast.
528. Would there be any difficulty in providing the necessary ballast for road-making? No; I do not think there would. I think they could get the ballast, but in some instances it may be long drawing.
529. In coming through from Barmedman to Wyalong we saw heaps of what was supposed to be ballast along the road? Yes.
530. Would you regard that as fit ballast for road-making? The material did not appear to me to be good, and I would not use it if I could obtain better, but the question has never been officially under my notice.
531. How far distant from the surveyed line would the ballast you speak of as being fit for road-making and a railway be? Between Barmedman and Wyalong they could get some very good ballast—about 8 miles on this side of Barmedman, about a quarter of a mile from the road.
532. Nearly midway? Yes.
533. And there would be abundance of it? Yes; I think they could get ample there.
534. Are you in a position to tell the Committee the cost of the supposed ballast we saw on the road? No.
535. I suppose you would not regard it as ballast? No.
536. Could ballast be found on other portions of the line between here and Barmedman independent of the position you speak of about 8 miles from Barmedman? I think good ballast could be obtained on the pine ridge about 3 miles before you get into Wyalong.
537. That is to say, that about 8 miles from Barmedman and 3 miles from Wyalong you could get abundance of ballast for road-making or for ballasting a line of railway? Yes.
538. In view of the fact of material for road-making being so easily accessible, would it be a costly process to make a good road between Barmedman and Wyalong? The ballast I speak of consists of large reefs—an enormous body of stone which would have to be excavated and broken.
539. It would practically be hard metal? Yes.
540. Would that, in your judgment, be sufficient to carry heavy traffic upon the road? Yes, if it were broken up.
541. During the twelve months you have been in the district you have noticed a great deal of difficulty experienced to people in travelling between Barmedman and Wyalong by reason of the bad state of the road in wet weather? Yes.
542. Is the road fairly good just now? Yes.
543. Is that in consequence of the dry season? Yes.
544. Has there been any strong expression of opinion on the part of residents of the district—store-keepers and miners—in favour of the extension of a line from Temora to Wyalong? Yes; I have heard people on the other side of Wyalong express a strong opinion about it.
545. Does that feeling seem to be of a general character? I do not think it is unanimous.
546. It is a divided opinion? Yes.
547. It is not an unanimous opinion in favour of the construction of a line from Temora to Wyalong? No, it is not unanimous.
548. There is a diversity of opinion? Yes.
549. Would the majority of the people be satisfied with a good road instead of a railway? Some are of opinion that a road would suit better than a railway, and some prefer a railway.
550. There is simply a diversity of opinion? Yes.
551. Mr. Lee.] Does the proposed line pass through purchased property between Barmedman and Wyalong? Only in one case, and that is at the Kangaroo Hill. That is the only place where it passes through alienated ground.
552. What is the character of that holding? It is conditional purchase.
553. And for the remainder of the distance it would pass through a pastoral holding? Yes.
554. Is that under occupation or pastoral lease? Pastoral lease.
555. Therefore, under the ordinary operation of the Land Act, it will not be available for some years? I do not suppose it will. I do not know exactly how the Land Act stands with regard to that.
556. At all events, you now confirm the statement made by the Engineer-in-Chief, that the line will pass almost from end to end without going through purchased land? Yes.
- 557.

557. Therefore, the cost of resuming land, and severance, will be practically nil? Yes.
558. Have you inquired into the question of the water supply in the vicinity of Wyalong for railway purposes? The idea of Mr. Deane was, I think, to obtain the water for the engines from a tank not far from the hospital. It has, I believe, lately been excavated. I also think he had an idea of putting a tank on the Barmedman Creek.
559. Is the tank which you speak of at Wyalong a Government tank? Yes.
560. How long has it been finished? Only lately, I think.
561. What is its capacity? I do not know.
562. Is there any water in it? No.
563. Will not the conservation of water in sufficient quantities for railway purposes always be a matter of difficulty here? I suppose, if they once got their tanks full, the water would last a long time unless we had another dry season.
564. How long have you been in this part of the country? About twelve months.
565. Is it a country which is subject at times to severe drought? I believe it is.
566. In the event of the water supply failing altogether, what position would the people be in? They would have to carry the water from Temora or Cootamundra.
567. Then at best the water supply here can be but an intermittent supply? Yes.
568. Where have you located the site for the railway station at Wyalong? Down on the main road within the police reserve. It is on the main road to Wollongough.
569. How far from Wyalong proper? It would be actually on the boundary.
570. How far from the Court-house? About 25 to 30 chains.
571. Can you give the Committee any reason for terminating the line there? The idea was, that in the event of the line being extended to Hillston, or to Lake Cargellico, it could be continued on through Wollongough, straight along the road, and along the travelling stock reserve.
572. But in view of a line to tap the western country having been approved of, would that cause you to somewhat alter your opinion as to the location of the station site? To get to the previous station site which was selected, on the southern boundary of the town, the line would go for some distance through claims, and over claims which are being worked at present.
573. What was the reason for not terminating the line at West Wyalong? It is impossible to get down through the claims.
574. If you took the line to West Wyalong you would have to pass through the centre of the mining field? Yes.
575. Was that an important factor with you in deciding to terminate at Wyalong? Yes.
576. And you think the station will be sufficiently close to the town for all purposes? Yes.
577. *Mr. Roberts.*] How wide is the road between Barmedman and Wyalong? Three chains.
578. Does the line follow the road all the way? Yes; with the exception of the deviation at Kangaroo Hill.
579. Does the line go around Kangaroo Hill to avoid a cutting? Yes.
580. Does not that increase the distance to be traversed? It only makes a difference of 1 chain.
581. In the event of the line being constructed, what space would be left for ordinary traffic along the road? Where the line is actually on the road it only takes up 1 chain; and of course on the second deviation from Barmedman north, the whole of the distance up to Wyalong, the line is off the road altogether. A 3-chain strip is taken alongside the road.
582. Why did you leave the road in that case;—do you save some little distance? No; but it is all Crown land, and Mr. Dean considered it better to keep the line off the road where it is Crown land.
583. How many stations have you provided for on the portion of the line which you surveyed—between Barmedman and Wyalong? There are none.
584. Have you provided for any platforms? No, I do not think so. Of course I am not certain as to what Mr. Deane has done with regard to them.
585. I understand, then, that the only places at which stations are provided for are Barmedman and Wyalong? Yes.

Mr. Frederick Neeld, miner, Wyalong, sworn, and examined:—

586. *Chairman.*] How long have you been in Wyalong and district? I came here last August twelve months. *Mr. F. Neeld.*
587. Where from? From Golden Valley, Victoria. *17 June, 1895.*
588. Your knowledge of this district, therefore, is limited to twelve or eighteen months? Nearly two years.
589. *Mr. Lee.*] Did you give evidence before a Sectional Committee about a year ago? No.
590. Are you the owner or part owner of the selection upon which gold was first found here? No; the selection belongs to my son.
591. Were you residing on the selection at the time of the discovery? Yes.
592. Therefore, you know all about it? Yes.
593. Will you tell the Committee the reason you settled down here? I tried to settle in Victoria, and I travelled from 1,200 to 1,400 miles trying to take up a selection, but I could not get one. Then I determined to try New South Wales. I had one son over here, and I wrote to him and asked him if there was any land here fit for selection. He replied that there was a piece at Hiawatha, which he thought had been forfeited. I wrote to him, asking him to come to the nearest telegraph station and wire to me, and then come on to Cootamundra and I would meet him there.
594. Then you took up the land for the purpose of making a home and cultivating it? Yes.
595. Was not the country at that time covered with mallee scrub? No; there were two blocks, but a fine piece of land in the centre was without any mallee upon it.
596. How many acres had you under cultivation? Twenty; we put wheat in.
597. With what result? We were late in the season, and we put it in on the chance of getting horse feed off it. It was sown at the commencement of August, and no rain fell upon it. It came up and began to dwindle away, and we turned the horses and cows upon it. Just at that time we found the gold.
598. There was no more cultivation after that, I suppose? No.
599. Are you able to state whether this part of the country is suitable for agriculture? I am perfectly satisfied that it is.

- Mr. F. Neeld. 600. Upon what do you base your opinion, seeing that you have had no practical experience? Only upon my experience in Victoria.
- 17 June, 1895. 601. But in Victoria you had a better rainfall than here? The rainfall in Sale is somewhat similar to what it is here.
602. What is it in Sale? Seventeen inches.
603. And do they grow wheat successfully there? Yes; it is the finest wheat country in Victoria.
604. Since the period you have mentioned, you have confined your attention to mining? Yes.
605. You saw the field start and you know what it is to-day? Yes.
606. What is your opinion about it? I think the field speaks for itself. The week before last I took a turn round the field, making a mental calculation as to the quantity of stone at grass. I found fully 15,000 tons of stone at grass, waiting crushing.
607. Do you know if any of the reefs have cut out? Yes; some have cut out, and more will be found.
608. I suppose in that respect it is very similar to other mining fields? Yes.
609. What is your opinion as to the permanency of the mines? There is no doubt as to the permanency of some of them. For instance, take our own claim. At the surface it came to a point. At 180 feet deep it is over 5 feet wide.
610. Carrying gold? Yes. There is no doubt about that being permanent.
611. What impression do you wish to convey when you speak of a permanent mine—that it is good for five, six, or seven years? Supposing ours did not go 1 inch deeper, we could not work it out in ten years.
612. Have you a large area of land? Yes.
613. Are there any other claims showing the same indication as yours? Yes.
614. Do you think they also will afford good returns for some years? There is no doubt about it.
615. Can you carry your mind back to April, 1894, and tell us what was the state of mining at that time? That was when the rush was going on.
616. And that was just at the end of a wet season? We had had a very heavy rainfall at the end of January. The squatters around here told me they had never seen a rainfall like it. Nearly 5 inches of rain fell in two days.
617. And I suppose the rush of traffic cut the unmade roads up very much? The roads were something abominable. It took from 9 in the morning to 4:30 in the afternoon to get from Barmedman to Wyalong.
618. At present the road is in a fairly trafficable state? Yes; it is good now.
619. Has the population increased or decreased since then? It has not increased.
620. Is it on the steady decline now? No; I think the cause of the decline is the want of water. The men cannot crush their stone.
621. Is it a want of water for use at the batteries? Yes.
622. Is there sufficient for domestic purposes? No; we shall be out of water in another few weeks. There is only one dam which we can get it from.
623. Then, if there is no rain for some months to come, the mines will, practically, be at a standstill? Yes.
624. Does not that open up a question which, for this part of the country, is almost as important as that of the construction of a railway, and that is the question of a permanent supply of water? The water question is, I consider, the great question here. I brought the matter under the notice of the Government twelve months ago last January. It is only lately that they have got the tanks sunk.
625. Do you think the provision the Government has already made for conserving water is sufficient? No.
626. I am speaking now of water for domestic use? No; it is not sufficient, because I am sure the population will increase when we get rain.
627. I suppose you understand that whatever water may be conserved in tanks by the Government will be for domestic use only? Yes.
628. And not for the use of mining machinery? Certainly not.
629. Without the mining machinery there will be no field? Certainly not.
630. How can water best be conserved for mining purposes? I should think by boring.
631. At what depth do you think water could be obtained? I could not tell. I think water could be got in the solid granite; but if it is got near a reef, it is bound to be mineralised and unfit for domestic purposes; but if it is got away from a reef it will be good.
632. Do you think it would be possible to obtain a sufficient quantity? I think it is worth the trouble of putting the bores down and trying.
633. Does any idea prevail here that water can be brought from Lake Cowal? Yes; I have heard it spoken of.
634. Do you know the country between here and there? No; but I have heard that that part of the country is 250 feet below the level of this; and if that is so it means a lot of money to get the water up here.
635. If your figures as to the level of the lake are correct, it would practically exclude a water scheme for this place? They could not get it by gravitation. They would have to pump it, and that means money.
636. Then your opinion is that the only alternative is to bore for it? Yes; or go higher up for it. It might be a question of bringing it from the Murrumbidgee.
637. How far is that? Seventy or 80 miles.
638. Do you know anything of the levels? I think it is higher than this part of the country; but I do not know.
639. Are you in favour of the extension of the railway to Wyalong, or are you opposed to it? I am neither in favour of it, nor am I opposed to it.
640. Do you think that if the railway were extended here it would help to develop the mines in any way? I think it would.
641. In what way? The largest plant in any of the colonies is going to be erected at Wyalong by Climo. I think stone will be brought here for treatment from all parts of the Colony. Of course it could not be brought here without a railway.
642. But that would not develop the field? It would help to do it.

Mr. F. Neeld.
17 June, 1895.

643. My question is whether the extension of the railway would assist to develop this field? I know that the Progress Committee got the Member for the district to ask, in the House, what had been the loss on the line from Cootamundra to Temora since the opening of this field, and I know that the reply was that it had been reduced.
644. Are the Committee to understand that in your opinion a water supply of a sufficient character will do more to develop the mining field of Wyalong than the extension of the railway? I am sure it would.
645. I suppose you have had many opportunities of talking this matter over with your fellow miners, and the public generally? Yes.
646. Can I accept your opinion as the general opinion which prevails here? Yes.
647. If you had a sufficient supply for battery purposes you would assume there would be considerably more mining done than there has been? Yes, and there would be more prospecting.
648. Therefore you argue that the population would increase? Yes.
649. And that the stores, hotels, and various other business places would be more permanently settled? As a matter of fact, only two or three new lines of reef have been found since the commencement, owing to the fact that men cannot get away to prospect.
650. In the event of the mining field here collapsing after a railway had been extended to the place, what traffic would there be to keep the railway going? There is plenty of good land here, and if it were opened for selection it would be taken up. Several of my old neighbours from the Golden Valley have been over here, and we were under the impression that all this land would have been thrown open about this time. They intended to come over here. One of them, a man with a very large family, and a good farmer, after I had taken him round and shown him the district said, "Well, Neeld, they say that Yalka is the pick of the Golden Valley, but Yalka is not a patch on this."
651. I suppose this is one of the gardens of New South Wales? I consider the soil here is fit to grow anything.
652. I take it that if the land were available and were taken up and put to profitable use, it would mean the maintenance of this township as a township for all time? Yes.
653. And if it could be maintained as a township there would be always more or less traffic from here to the metropolis? There was a traffic before the gold-field was opened.
654. How much? A tidy lot of wool was sent in the wool season.
655. I suppose one train a month would have carried it? It would not have taken many trains to carry all the wool in.
656. Have you any special points which you wish to bring before the Committee? No; excepting that Climo & Co. are going to lay out £8,000 or £10,000 on their works. When private people do this, they must be satisfied that the field is a permanent one.
657. Personally, you do not hold very strong views about the railway? No.
658. *Mr. Roberts.*] Do you know how much gold has been raised in Wyalong since the first discovery of the field? No.
659. Are you interested in more than one claim? Yes.
660. In how many? Three.
661. How many crushings have you had? Five or six.
662. Are you waiting for another now? We have 1,000 tons of stone at grass at present.
663. And you are unable to get it treated owing to the absence of water? We cannot get it treated unless we send it to Sydney, and the expense is too great.
664. How long is it since you had any rain here worth speaking of? We have not had any rain in the tanks for some months.
665. For six months? It is fully that and more since we had any water in the tanks.
666. Supposing an adequate supply of rain fell and filled all the tanks, how long would they last without further rain? I could not tell. The tanks were full at the end of last winter.
667. Have they been full since? No; they all are empty with the exception of a large tank 3 or 4 miles away. That is the only water tank we can depend upon now.
668. How much stone is paddocked waiting for crushing? Over 15,000 tons.
669. What do you anticipate it will yield per ton? You can average it all at 1 oz. to the ton at least. That makes it worth £60,000.
670. Actually standing idle now for the want of water? If they could have got that crushed there would have been a lot more stone raised. They cannot afford to put men on to raise more because they have no funds. Their money is lying in the stone at grass.
671. Then, there is no doubt, in your mind, that the primary requirement of Wyalong is a water supply? There is no doubt of that; we have the gold, and we want the water.
672. Do you consider the population of Wyalong is now settled? Yes; I am sure it would increase if we had a good water supply and the batteries were working.
673. *Mr. Davies.*] Was it your sons who discovered the gold? No; I discovered it.
674. Where? On my son's selection.
675. Were you searching for gold? The day I arrived here my sons met me at Barmedman. In driving through a fence I saw a tree which had been blown down. After looking at the roots, I said, "This ground ought to be auriferous." That first gave me the idea that gold was here.
676. And then you prospected? I did not prospect at once, because we had not got our huts built. I had been here six or seven weeks before I started to prospect.
677. And you found the gold? Yes.
678. Somewhere near where the tree was blown down? No, 270 chains from that.
679. So that you claim to be the pioneer or prospector? Yes; I am the prospector.
680. What have you spent in labour on your own claim? At present we have nearly forty men at work.
681. How long have you had them at work? For some months.
682. Do you regard the amount of money you have realised from your crushings as a good set off against the expenditure on labour? Yes, we are thoroughly satisfied.
683. And you state you have 1,000 tons at grass? Yes.
684. And you estimate it would yield 1 oz. to the ton? It will most likely go over that. That is the average of the whole field.
685. What will be the average yield of the 1,000 tons you have at grass? I think it might go 2 oz.

- Mr. F. Neeld. 686. You also state you have in sight enough work to carry you on for a long period? For the next ten years.
- 17 June, 1895. 687. What is the greatest depth of your claim? One hundred and sixty to 170 feet.
688. Are you troubled with water? We are just down to the water.
689. Do you anticipate trouble from it? No.
690. Are you making any provision for pumping? No; we had started to sink a shaft, intending to go down 300 or 350 feet; we should have erected a pump upon it and drained it, but owing to the "jump" we had to stop it.
691. What is the width of the reef? It varies from 9 inches to 3, 4, and 5 feet.
692. What are the walls composed of? Decomposed granite, we are not down into the hard granite yet.
693. Does the reef widen and thicken and carry gold as you get to a greater depth? Yes, but it is more highly mineralised.
694. Does it carry more gold to the ton than it does near to the outcrop? I believe more, but you cannot get it by the ordinary process.
695. You are not able to extract the gold by the ordinary process? No. The claim north of ours sent a lot of their stuff to Ballarat, out of which they got 9 oz. to the ton, and I am perfectly satisfied that if they had put it through the batteries here, they would have got as many pennyweights.
696. Have you any personal knowledge of that? No; it is only hearsay. I got it from the claim-owners themselves.
697. Did they show you anything to prove that they had obtained that result? No; but I have seen assays much higher than that.
698. But the assays are generally for small quantities—perhaps half-a-pound? Less than that.
699. As a miner, you would not go by that? Not unless it was a fair bulk sample.
700. You have stated there are 15,000 tons waiting for crushing? Yes.
701. The crushing plant on the field, even supposing you had water, would not be of any service to you;—that is to say you would lose most of the gold? The batteries do lose it.
702. And even then if you had abundance of water it would not be of any service to you? Yes, it would.
703. If you only got 2 ounces to the ton, and lost 8 or 9 ounces, it would not be of much service to you? But you could save the concentrates and get them treated afterwards.
704. Do you think most of the mine-owners, who have stone at grass, would resort to crushing at the local batteries, and save the tailings? Most of them do so.
705. But if you had abundance of water, would they do that, or wait until some other appliances were available? Many of them will be obliged to crush at once in order to get money, no matter what yield might result; but I am perfectly certain that when once the pyrites works start here they will do the principal work.
706. I understand you to say that most of the ore is of a refractory character? Very.
707. And will have to be treated by the works to be erected here in order to extract the whole of the gold? Yes.
708. And the field will not have had a fair test until works of that character are established? That is so.
709. You form your opinion upon tests which have already been made by sending bulk samples to be treated in Sydney and elsewhere? We had stone crushed here at the battery, and obtained 2½ ounces to the ton from it. We took the tailings and concentrates to Sydney, and from that we got over 8 ounces to the ton.
710. Was that from your claim? Yes.
711. Then you lose most of the gold in the ordinary treatment by reason of the ore being refractory? We do not get over 30 per cent.
712. Notwithstanding that great loss you say that most of the mine-owners would be inclined to put their stone through a battery here if they had water? They have no option.
713. How many claims are idle just now? I could not say; but I know there are applications every court day for suspensions.
714. You would not, I presume, want a railway to carry gold to Sydney? No.
715. I presume the principal use of a railway would be to bring produce and supplies to the district, and give facilities for passengers travelling? Yes.
716. That is the only advantage? We can manage to get to Temora now pretty easily; but last winter we could not do so.
717. You are not very strong about a railway at all? No.
718. You would rather have a permanent supply of water? Yes.
719. And a fair road? Yes.
720. Do you believe that would serve the public interests better? I have no strong opinions about the railway at all.
721. *Chairman.*] You came here to farm? Yes.
722. Where were you going to take your produce to? We understood before we came over that the Temora line would be open in a short time, and that in eighteen months there would be a line to Barmedman.
723. You imagined you would have to draw your produce from Wyalong to Barmedman? Yes.
724. Could a farmer afford to do that? I think so, it is not a great distance.
725. Is it not 20 miles? It is only 16 or 17 miles from Barmedman.
726. Do you think an agricultural settlement would be fairly well served if a railway were within 17 to 20 miles? I think so. I think 30 miles from a line is pretty close.
727. What area of land suitable for farming settlement is there within 17 miles of Wyalong? Thousands of acres.
728. Are there 100,000 acres? Yes; fully that and more.
729. Do you believe 100,000 acres would be taken up by genuine farmers if a railway were built to Wyalong? Yes; I think so.
730. That is your opinion? I am sure it would.

Mr. John George Gough, battery proprietor, Wyalong, sworn and examined:—

731. *Chairman.*] Have you a knowledge of the whole of this district? Fairly.

732. You will understand that there are three things which control the scope of this inquiry. First of all there is the permanence of Wyalong as a gold-field; then the possibilities of the agricultural district in the vicinity of Wyalong; and then comes incidentally the question of a water supply for Wyalong, without which you cannot do very much with your gold? I think that covers the whole local position.

Mr. G. Gough;
17 June, 1895.

733. That combined with the difficulty of access to Temora. With regard to these three points can you give us any information? I will deal with the first. With regard to the permanency of Wyalong, of course I do not speak from a scientific point of view; but speaking as a practical miner of some thirty years' experience, I can say that I do not know of any field which promises, or has promised better. First of all there is an area of 10 square miles containing payable gold, with about twenty-five different lines of reef running parallel to each other in groups. Taking as the basis of the field the Mallee Bull line of reef—that is about the centre, and upon which Neeld's prospecting claim is situated—there is a line of reef 5,000 feet in length, which has crushed payable results from one end to the other—some as high as 15 ounces per ton, others 3 ounces, 2 ounces, and $1\frac{1}{2}$ ounce. In a line of reef of 5,000 feet, it is natural to expect that you will meet with poor shoots. Some of the crushings has been as low as 8 dwt.; but the bulk of the crushing from that 5,000 feet has been large samples. For instance, I treated one sample myself of 378 tons, which gave a gross yield of 1 oz. 11 dwt., or 590 oz. of gold. That was taken from the claim known as the True Blue. I also crushed another crushing of between 100 and 200 tons, which averages 3 oz. 2 dwt. That came from what is known as Cresser's Ledger Claim. I also crushed another crushing of over 100 tons from the Perseverance, on the same line, for something like 3 oz. and 2 or 3 dwt. per ton. Other machines I know of have crushed out other samples along the line with similar results. Lately there has been a crushing taken from the north of that line, which has been sent to Edwards' chlorination works at Ballarat, which has averaged 15 oz. per ton. Take that line as the centre of the field, and you then go $\frac{1}{2}$ a mile south-east, and come upon what is known as Conway's line. Upon that line there are Cassin's Mine, Conway's, and the Shamrock and Thistle, which crushed 5 oz. to the ton for large samples—over 100 tons. I crushed over 100 tons from Cassin's, which went 1 oz. per ton. Then coming further north from that line, we have Erin's Isle, which has crushed over 1 oz. per ton for large samples of over 100 tons. Going still south-east from there, you come to what is known as the Victoria line. I think there are about four claims on that. Each of these lines I have pointed out run parallel to the Mallee Bull, which I first described as the centre of the field. Out of the Victoria Mine there have been about 1,500 tons crushed, and the average is about 1 oz. per ton. There has been some stuff sent from Klink's on the same line—I think about 20 tons—which has averaged 11 oz., but that has been treated by the chlorination process. Coming $\frac{1}{2}$ a mile south-east from that, you have the Pioneer Mine, of which Mr. Neeld was the owner. Some of that, I believe, has gone as high as 5 or 6 oz. a ton; but what I have crushed on that line has been 2 oz., principally from the Christmas Gift in large samples of 200 tons. That exhausts what we could call the south-east portion of the field within the granite belt. I might explain that Wyalong proper exists in what is termed by our scientists a granite belt of very old formation, with belts of diorite and slate. Some permanently rich discoveries have been found still south-east in diorite, known as the Pine Ridge and Pine Hill. The Pine Ridge average crushing is between 2 and 3 oz. From Pine Hill, which is still further south-east, I crushed 5 tons from 100 oz., and I crushed 100 tons from the same claim for 23 oz. That deals with the whole of the gold discovered south-east from the Mallee Bull. Now we go north-east from that, and we begin on the line known as Stanley's Block. There has been a large body of stone crushed from that, ranging from 1 oz. 5 dwt. to about 6 dwt. a ton. Then there are several other claims—I do not remember the names for the moment—still north-east of that line, running also parallel, which have crushed with good results. There is another line, also running parallel about 200 yards, known as the Torn Cheque, which has crushed 18 dwt. per ton. That exhausts the discoveries within the granite belt going north-east; but still north-east, in the diorite belt, there were some rich discoveries made last week. Some of that stone is remarkably rich. It is somewhere beyond the Hospital Hill or north-east of the town and of the granite. We go south-east from the Mallee Bull and we have Taylor's Mine. That has crushed from 5 oz. to 2 oz. in large samples. There are five or six claims on that line. Then you go a little west from that, but still north-west from the Mallee Bull line, and come to what is known as the Hell-fire Jack. On that there are about five claims, which have crushed large samples averaging 1 oz. or $1\frac{1}{2}$ oz. and some as low as 15 dwt. a ton. Then going a little further west, barely 200 yards, you come to what is known as the Ri-Buck line, which has crushed 2 oz. to the ton. All these lines run parallel to each other. They are not the same reef, because they lie as do the fingers on your hand. Then we go a little west again and come to what is known as Pringle's Red Flag line. There is the Appeal Claim, Pringle's Red Flag, and I think two others, and the average crushings there would be something over 1 oz. That, as far as I know, exhausts the discoveries on the south-western portion of the granite belt. Directly west from the Mallee Bull line or True Blue Claim you come to what is known as the Kurrangong Mine, which has crushed 1,400 or 1,500 tons of stone. Their average crushing is considerably over 1 oz. to the ton. Then, going north-west from the Mallee Bull line, you come to what is known as Hilderbrand's. Here there are three claims, and their average crushing is considerably over 1 oz.

734. You are sure of these amounts? Yes; because most of them I have crushed myself, and the reason I can give you the figures so accurately is because I wrote an article on the subject some time ago, and it appeared in the *Mining Standard*. I took the trouble to state the facts absolutely correctly.

735. *Mr. Davies.*] Could you produce the results from your books—that would be more satisfactory than a simple statement? I will give you what I have absolutely treated. Having come to Hilderbrand's portion of the field you then have the Welcome Stranger; I treated 107 tons in that claim for over 600 oz. of gold. I know by repute—and it can be substantiated by the local manager of the Bank of New South Wales—that their last crushing was over 200 tons with about the same result—6 oz. to the ton. West of that you have what is known as Gorman's line, and the Democrat—these have crushed between 1 oz. and 3 oz. per ton. Going directly west from that you have a bunch of claims known as Fraser's, the Gipsy Queen, and Perry's, which have crushed 5 oz., but as low as 2 oz. The area I have outlined would in square miles be about 10, so that I assume there are about twenty-five different lines of payable reef on the field, so far as they have been proved to their greatest depth, containing seventy payable claims. The deepest I know of on the field is about 180 feet, and at that level the gold has improved.

Mr.
J. G. Gough.
17 June, 1895.

improved rather than otherwise. It has improved from the surface downwards. With regard to treatments, I find I have treated at No. 1 Battery 2,500 tons since the 10th June, last year. We had to shut down last March for want of water. The average was something over $1\frac{1}{2}$ oz. per ton. At No. 2 Battery we started crushing at the end of last September, and we have treated there about 3,000 tons, the average being about 1 oz. 7 dwt. per ton. Those 3,000 tons were from forty different claims. Those are the figures taken from my own books. With regard to my opinion as to the permanency of the field, as far as one can judge from a practical standpoint, I believe it has as good a future as any gold-field I have been on in New South Wales. The country is remarkably soft for 200 feet; you scarcely want to use a shot at all, and when you get to 200 feet you begin to mine exactly in the same way as you begin on most other fields as soon as you break through the surface of the hard rock. I do not think the water difficulty will be anything to speak of. There will be plenty of water, but nothing but what reasonable machinery can keep down. You may judge of the water supply from the fact that I have been running No. 2 Battery with water brought from the bottom for the last five weeks, and I have worked on that water about two-thirds time. Therefore, you will see that the flow is not very great so far.

736. *Mr. Roberts.*] How long have you been on the gold-field? I came twelve months ago last March.

737. So that you have really seen Wyalong grow? I think so; I had the first crushing plant on the field, running for five or six months before anyone else came.

738. After the statement you have made, I do not think it is necessary for me to ask you if you are assured of the permanency of the field? Of course my opinions may be wrong, as well as the opinions of any other man. You cannot tell what is below the surface; but judging from years of experience—and I have been mining ever since I was 14 years of age, and I have been on a number of gold-fields both here and in Victoria—I think the field has a good future before it.

739. Can you tell us the amount of gold which has been raised up to the present time? I could not tell you exactly. I think you will be more likely to obtain that information from the local bankers. I think most of the gold has passed through the bank here or in Barmedman.

740. Are there not several thousands of tons of stone waiting to be crushed? I should judge from the heaps I know to be in existence now, that there are about 5,000 tons of stone awaiting treatment on the field.

741. What do you think it would yield per ton? I think it is quite up to anything that has been treated, and perhaps better. I think the average of the stone now at grass will be fully $1\frac{1}{2}$ oz. per ton.

742. May I ask what previous experience you have had in mining? I had a good many years' experience as an alluvial miner on the old Lambing Flat diggings; then I went to Grenfell twenty-seven years ago, and have worked with pick and shovel and hammer and drill. Of course I have been in business apart from mining, but during the whole of my life I have been interested in mining.

743. Therefore the opinion you give is, that of one who has had many years' experience in mining pursuits? I started mining when I was 14 years old, and I did nothing else until I was 32.

744. In your opinion, is there any necessity for the construction of a railway from Temora to Wyalong? I should say that if any necessity existed in the past it really exists now, and more so. In the first place, we have a district which has undoubtedly first-class agricultural soil surrounding it, and if the mines were to play out to-morrow, Wyalong would be Wyalong in the same way as Temora, Forbes, Young, and Parkes are towns to-day—the result of mining enterprise and industry.

745. You know as a fact, that the land around Wyalong is suitable for agricultural pursuits? The soil is rich chocolate soil. It grows abundance of scrub, and my experience is that land of this character, which will produce an abundance of scrub, will produce an abundance of anything else if you take the scrub off and plant it. I have seen some good crops of hay in the district.

746. Have you any knowledge of its being a wheat-growing district? Nothing beyond comparing the soil with that of Temora, which is very much the same. I believe the same results with regard to wheat growing would be produced here.

747. What about the water-supply? I am one of those who believe that people should help themselves. Really this is one of the best gold-fields I was ever on in my life for water. For instance, if I wanted water now I would simply get a condenser and condense the water which was being raised from the bottom. I have done that already, and I find it to be good drinking water. I am certain that one of the claims would produce enough water, if it were condensed, to serve the field very well—that is, if we were driven to those straits. Last year—in July, August, and September, as much rain fell as would have lasted us for the next five years if we had conserved it.

748. *Mr. Lee.*] For battery purposes? Yes; it ran away simply in shoots of water to waste, because we had not sufficient storage made. Of course we have profited by past experience, and most of us have made very large tanks. Messrs. Plumb and Shank are running with a good supply of water collected last August; they will be able to run for another eight or ten months even if no rain comes, simply because they collected a lot when it did fall.

749. Have you ceased to work at any of your batteries? Not at No. 2; but I would have done so, if it had not been that I had drawn water from the bottom.

750. Has ample provision been made now? Yes; I think if we once get our tanks full, we shall not be short as far as battery purposes are concerned. I might mention that I know the country between here and Lake Cowal, and I think the nearest point would be 28 miles. Generally speaking, there is an abundant supply of water there. There have been times in protracted droughts when it has been dry. For instance, I remember twelve years ago it was dry.

751. *Chairman.*] That was before the flood-gates were put there? Yes.

752. If they are kept in order it should never be dry? I hardly think so. Since the place has been improved, I do not think it could ever be dry. There is an enormous watershed to it, and there is an abundant water supply there. The expense of bringing that water to the field would not be a great undertaking. It is practically level country all the way.

753. You are speaking from hearsay, I think; we have the evidence of Mr. McKinney to the effect that the elevation is 130 feet? I would not consider that a great elevation to force the water.

754. But how about the distance? You would only have the friction of your pipes to contend with. I have put up a good many water-pipes, and have put water up 2 miles without any difficulty. Of course, it is simply a matter of engineering calculation.

755. Is there any elevation at Lake Cowal? Yes; about 6 or 7 miles on this side of it. I might mention that I am only referring to the matter of water to show, that as far as water is concerned, the railway need have no fear. The water question could not be any bar to the railway.

756.

Mr.
J. G. Gough.
17 June, 1895.

756. If you could get water by gravitation you would not, of course, think of a pumping scheme? Certainly not.
757. It would appear to us, without a knowledge of the country, that you would have to look somewhere above Wyalong, somewhere under the range, or to the Yeo Yeo Creek, for water? I do not think it is possible to bring a gravitation scheme direct to Wyalong. Speaking from a practical standpoint, if I were going to bring water to Wyalong, I would do one of two things—I would either pump it direct to the high ridge about a mile north, and gravitate from there over Wyalong, or I would pump it from the high point of the range between here and Lake Cowal, about 7 or 8 miles on this side of the range.
758. To Billy's Look-out? Yes; it is on the same line of range. That will be about 20 miles from here. I would pump it to a large tank on the top of that, and let it gravitate from there. I think that is the most expeditious way of bringing it. But with regard to water for battery purposes, my opinion is that the battery owners will have to spend their own money and make their own conservation. I am perfectly certain that for the expenditure of a few thousand pounds amongst them they can get an abundant supply, if they will only store what falls in a wet season.
759. You know the country thoroughly well? Yes.
760. Have you any hope from artesian boring in a country of this kind? I can only go upon what I read, and geological opinion is certainly against it.
761. We are out of the cretaceous formation? Yes; we are in granite country, and I have never heard of anybody getting through granite.
762. How far west would it be to the cretaceous country? I do not think you would get any to the west of the Lachlan country. My reasons for saying that are because I know the country lying between here and Lake Cargellico. I know reefs exist there as they do here, and there are gold-mines working there and have been for some years past off and on. That being so, I think it is not likely that you will find any cretaceous bed between here and the Lachlan.
763. Then, if water is to be brought to Wyalong, you fall back on Lake Cowal? Yes; that is the most practical scheme, I think.
764. Would you dismiss any idea of the Narra Burra Creek, or the Yeo Yeo Creek, or the Bland Creek giving you a supply? Yes; because they are absolutely dry three parts of the year. I know the Yeo Yeo Creek from its source to Lake Cowal, and it is nothing but a chain of waterholes three-fourths of the year. I have seen the Narra Burra Creek almost dry from one end of the year to the other.
765. How far away is the range? The range I speak of is about 20 miles slightly north-east from here.
766. Do you know the range to the south, which seems to follow the main road? Yes; that is the range dividing the watershed from the Lachlan to the Murrumbidgee.
767. The range, according to the map, appears to be 7 or 8 miles from Wyalong? Yes; I think it comes closer than that at one point. According to my own calculations, I think the range could be tapped within 4 miles; but you are nearly as high here as you would be when you got to the top of it. The elevation west of this place is so flat that you would almost go over it without knowing it.
768. Are there suitable areas there for damming purposes? Yes; but you would get the same rainfall here as there, and if the excavation were taken along the field you would have it here instead of running along ditches, flumes, or through pipes.
769. I think you said there were seventy claims on payable gold? Yes.
770. And the mines are held as mining claims? Yes, as ordinary mining tenants' registered claims. There are no leases at present.
771. Then, necessarily, the miners upon the seventy claims must be widespread? Yes.
772. And you have no hesitation in stating that seventy claims on payable gold is an extraordinary average? It is the most extraordinary field I have ever been on in my life, without exception.
773. Did you ever on any new reef field see so many payable claims? Never; and I never saw so many reefs running parallel on any field that I have been on.
774. Is it not a source of great hardship to many of the claim-owners that they are not able to have their stone crushed for want of water? There has been considerable inconvenience caused in that direction certainly; but the reason is not so much that there has been no water there, but that the people did not come here quickly enough and make provision for it.
775. But, as a matter of fact, that is the state of affairs at the present time? Yes; great inconvenience is felt owing to the want of water. I think there are only three mills working at present, when there should be six.
776. And the consequence is that there is a large accumulation of stone, and little ready money? Yes.
777. You are of opinion that when the next heavy rainfall comes there will be sufficient water to keep the batteries going for some considerable time? Yes.
778. For how long? Twelve months.
779. Do you not think that the want of a permanent supply of water for battery purposes will always be a trouble here? There is no doubt we shall require very large tanks indeed if we get protracted droughts here.
780. You know from past experience that nothing shuts a field out so quickly as having to hang up the batteries? Quite so.
781. Then there is nothing at the present time of such vital importance to the field as a proper water supply? Yes; it is a very important matter.
782. Do you think if there was a reliable supply of water there would practically be no doubt about the permanency of the field for a very much longer period than would be the case if there were only an intermittent supply? There is no doubt that if we had a good supply of water the field would develop more rapidly than it is developing at the present time.
783. Would not one result of a water supply be cheaper crushings? If we had an abundant supply of water, there would be considerable employment of labour, which is at present absent. Mine-owners, instead of putting men on to work in the mines, as they would if they had water, are working them themselves. If there was an abundant supply of water, and they could get the stone crushed as they raised it, numbers of them would employ labour.
784. And would not a lot of the low-grade stone be put through the mill? Yes.
785. Is it not a fact that when the crushing plant is large and reliable, good and medium stone is sent to the mill at an average? Yes.

- Mr. J. G. Gough. 786. Whereas, when they can have a limited supply only crushed they pick the best? Yes.
 787. Of course, the more stone which can be crushed the better for the field and the country generally? No doubt.
 17 June, 1895. 788. In your opinion, is not the really burning question at the present moment the question of a water supply? I do not quite see that it is really a burning question. It is certainly an important question, and it would be a great thing for us if we had a water supply.
 789. Supposing you had the choice between a railway and a water supply—which would be the better to develop the field? Personally, I should say, “Give me a railway.”
 790. At the same time you admit the necessity of a supply of water? Quite so. At the same time I am one of those who hold that the difficulty can be got over by private enterprise and by people helping themselves.
 791. *Mr. Davies.*] Do you advocate the construction of a line of railway between Temora and Wyalong? Yes.
 792. Would you advocate the construction of the railway if it showed an annual loss of £4,150? Yes. My reason for that is because it will mean a loss of that much or more to the State if they have to make a macadamised road to bring our goods here, and no one ever heard of a road paying. When I see the advantages which will result from the opening of a railway through a district like this, I say, “Never mind the loss of £3,000 or £4,000”; it is more than recouped by the extra production which is brought into existence.
 793. You believe that, indirectly, it will be an advantage to the State, even though there may a loss on the actual working? I do. A road would always be a loss to the State. On the other hand, a railway would open up a large area of country and give facilities to a number of selectors, who have already settled in the district, to take their produce to market, and it would also induce further settlement.
 794. But would it not be necessary to maintain a road, even though a line of railway were constructed? Not for the same expense; it would not have to be so costly.
 795. But it would have to be maintained? Yes; but my experience in the past has been that the cost of maintenance is considerably reduced. Take the road from Murrumburrah to Young. There were six men continually on it before the railway was constructed, and now about one man does the work.
 796. Another reason why you advocate the construction of the line is that you believe it will be the means of inducing a large agricultural settlement? Yes.
 797. Is not this an extraordinarily dry country? It is not more extraordinarily dry than it is around Temora, Parkes, and Peak Hill.
 798. But is not the rainfall there better than it is here? They are as hard-up there as anywhere. For instance, the mining industry at Parkes is shut down for want of water. I have an interest at Cootamundra, and we have been shut down there for four months for want of water.
 799. But is not the rainfall better at Parkes and Temora than it is here? Very slightly.
 800. But it is in favour of those districts? Of course, the further you get towards the coast-line your rainfall increases.
 801. Then the rainfall is slightly in favour of those districts as compared with Wyalong? Yes.
 802. Although the soil is equally as good here, the rainfall is not so general? Quite so.
 803. What was the quantity of stone crushed up to March last? I have treated altogether 5,200 tons of stone since the 10th June. I do not know what the other plants have crushed.
 804. I suppose the clerk would be able to supply the information? No doubt, if his data were correct; but no one has ever come to me to collect the quantities.
 805. Supposing he states that 11,686 ounces of gold have been obtained from 7,328 tons, as the result of the crushing since the field has been opened, up to the 8th March last—would that be correct? Taking those figures with my own statement, it may be correct.
 806. Would you regard that as an extraordinary yield for a field twelve months old? Yes, in view of the situation.
 807. And in view of the fact that the decomposed granite can be almost picked out with a spade? Yes, under the circumstances. We are a long way out west here from civilization, and twelve months ago we were still further out. Of course the yield was lower then than it would have been if we had been nearer to older mines, and there had been an abundant supply of water at the start.
 808. You have stated that the reefs are easily worked up to the water-level? Yes.
 809. Consequently, a great deal of stone can be got without any great effort? Yes; it is very easy ground to work.
 810. Consequently, a large quantity of stone could be raised up to that level? Yes.
 811. Now that they have got below that level it would be more expensive work? Yes.
 812. But you say that the reef has widened in most cases where they have got to a greater depth? Yes, in many cases.
 813. It makes and pinches out, practically, and then makes again? That is a feature of the soft country.
 814. Do you condense the water you get out of the low levels for your engines? No, but I have condensed water; but I have never put up a proper condenser for the purpose of utilising the whole of the salt water. We are carrying water now for our boiler.
 815. You do not condense the water out of the claims? No; we use it for the battery, but not for the boiler.
 816. You have abundance of water from the deep shafts for your batteries? I am perfectly certain that when the whole of the mines get to water-level and start baling, there will be more water baled from the bottom than will be used by the batteries on the field.
 817. You have no doubt whatever as to the permanency of the field? None whatever.
 818. You advocate the line for the purpose of the development of agriculture? Not only for that, but it will be a means of developing the field. It will give greater facilities for people to send their stuff away. There is a great deal of ore on the field which cannot be treated by the plants here. Even if chlorination works were established it is a question whether any company would expend the amount of capital to erect works which would treat the whole of the output of the field. I do not think they would.
 819. What is your battery? An ordinary battery—simple copper plates, silver wells, and blanketings.
 820. You have heard Mr. Neeld say that a great deal of the gold is lost by the ordinary treatment? Yes; it is lost in the pyrites.

821. Most of the ore is of a mineralised character? Some of it; but some of it is fairly free stone. What I have crushed has been in the granite belt.

Mr.
J. G. Gough.

822. Decomposed granite? Yes.

17 June, 1895.

823. And easily extracted? What gold is free is easily extracted. All the gold has pyrites more or less, but some has it much richer than others, and in some cases where the pyrites is the richest there is not much free gold—that is to say, a battery may only get $\frac{1}{2}$ an oz. to the ton. The pyrites from the battery, when concentrated to its pure state, would go 8 oz. or 15 oz. to the ton. That has to be reduced to a chlorine state before the gold can be obtained.

824. So that without those appliances you would lose most of the gold? You would lose a good deal.

825. Have you anything further to say in favour of the construction of a railway? I know of nothing beyond what I have already stated. We are in a good mining centre and appearances indicate that it is a permanent field. We are also in a good agricultural district. I think we might fairly hope that the conditions which have surrounded every gold-field in New South Wales will surround this—I mean that the rainfall has always increased where population has gone.

826. You advocate the battery-owners combining to make provision for themselves? Yes.

827. Leaving the Government to provide a domestic supply of water? Yes.

828. *Chairman.*] What is your opinion with regard to the future agricultural development of the district? I believe if perpetual leases were given at, say, 6d. per acre—which I regard as a fair price for the land in its present state—that, going towards Lake Cowal, coming westward across Humbug Creek, and then coming around southward to a distance of 20 miles south of Wyalong, there will be no difficulty in settling 100,000 acres. It appears to me reasonable to believe that people could be found to take it up.

Mr. John Walter Broughton, Manager of the Bank of New South Wales, West Wyalong, sworn, and examined:—

829. *Chairman.*] How long have you been resident here? Since the 21st April, 1894.

Mr. J. W.
Broughton.

830. *Mr. Davies.*] What quantity of gold has been deposited with your Bank since that period? About 13,000 oz. The first parcel was deposited on the 18th July, 1894. That was from one of Mr. Gough's batteries—the only one which was working at the time.

17 June, 1895.

831. Does that include the whole production of the field? Yes.

832. Is there any other Bank than yours here? No.

833. So that the whole of the deposits of gold have been made at your Bank? Yes; several large parcels of stone have been crushed in Barmedman.

834. Does that come to you? No; it stays in Barmedman. The 13,000 oz. I refer to have been treated in Wyalong.

835. Have you any personal knowledge of the claims from which that gold came? It came from all parts of the field.

836. Where was the largest result obtained? From the Welcome Stranger line of reef.

837. That returned about $6\frac{1}{2}$ oz. to the ton? Yes; 6 oz. 5 dwt.

838. 105 tons were crushed? Yes, in one parcel.

839. Has anything been crushed from there since? Yes; 197 tons.

840. Independent of the 105 tons? Yes.

841. What did it give? Something over 6 oz.

842. So that it has improved? Yes, slightly.

843. Do you know of any other instance where a large parcel has been crushed, and where there has been an increased yield? Yes; the White Reef crushed on the 18th July, 1894, with a return of over 1 oz. They had a crushing a short time ago of 300 tons, and had a return of 2 oz. 11 dwt.

844. Where is that situated? It is the same line of reef as the Welcome Stranger—No. 2 South.

845. The same reef only some distance away? Yes.

846. Then whilst the Welcome Stranger had $6\frac{1}{2}$ oz. the other only had about 2 oz.? Yes.

847. What is the distance of the White Reef from the Welcome Stranger? About 200 yards.

848. Could you take the same reef any distance along the line and show a better result than 2 oz. to the ton? You can go north of the Welcome Stranger out about a mile, and the claims go from 2 oz. to 3 oz. 18 dwt. in large parcels of from 50 to 100 tons.

849. Is the Hidden Treasure on the same line as the White Reef and Welcome Stranger? It is supposed to be.

850. And the Three Stars? I do not know the Three Stars. I think it is west of that line.

851. Can you tell me any other portion of the reef large parcels of which have given a yield equal to 6 oz. per ton? About $\frac{1}{2}$ a mile west there is the Mallee Bull line, and Neeld's prospecting claim, which is a very rich one.

852. Is it on the same line as the Welcome Stranger? No; it is not on the same reef. I think 6 tons went for treatment to Ballarat the other day, and the return is 15 oz. per ton. I saw the returns.

853. The claim "Two-up," 180 feet deep, has 19 tons of stone crushed, and a return of 2 oz. to the ton. Did you see that gold? I have had several parcels of gold from there; it is a rich claim.

854. On what reef is the Star of Peace;—is it on the same reef as the Welcome Stranger? Yes, that is a very good claim.

855. 105 tons only gave a yield of 1 oz. 16 dwt.? Yes; but the concentrates went 3 oz. 5 dwt.

856. Is the Golden Fleece on the same reef? No; that is $1\frac{1}{2}$ mile south.

857. The reef is very wide at the Golden Fleece? Yes; they have a big body of stone.

858. But a small yield of gold? It averages about 1 oz. It is near the Currajong, which has crushed, I think, more stone than any claim on the field, and the average has been slightly over 2 oz.

859. What about Pine Ridge—Doyle and Party? That is about 3 miles south-west from the Currajong claim or the White Reef line.

860. Is it a big reef? Yes, it always went over 2 oz. to the ton, and sometimes over 3 oz.

861. Then all this gold and other gold for crushings, making a gross total of 13,000 oz., has been deposited with you? All the gold which has been obtained here from crushings has been deposited with the Bank. Several of the claims, Doole and the Currajong, have crushed their stone in Barmedman.

862. And that does not come to your Bank? No.

863.

- Mr. J. W. Broughton.
17 June, 1895.
863. What has been the general opinion of those who have deposited gold with you as to the permanency of the field? All the miners think it will be a permanent field.
864. They are all very hopeful? Yes; they consider it is the most wonderful field yet discovered in New South Wales.
865. *Mr. Lee.*] I should be glad if you would give your opinion as to the commercial aspect of the field during the time you have been here? It is in a very good position at the present time. I think there is more actual business done here in a day than in any of the country towns.
866. How is the business now as compared with the period when you first came here? It is quieter now. When I first came here there were 8,000 or 9,000 people here, but now the population will be about 5,000.
867. That is in both towns? Yes.
868. Has there been any sign of improvement in the shape of buildings? Yes; the town is improving every day.
869. Are the buildings chiefly of wood? Yes; there are some substantial wooden buildings, and brick buildings are going up now.
870. Does that incline you to the belief that people have great faith in the permanency of the town itself? Yes.
871. It is hardly to be supposed that people would erect brick buildings if they thought the gold was going to collapse in few years? No.
872. You know the commercial pulse of the town, and may be able to tell us whether there is any back to the district? Yes; a lot of country has been taken up in a westerly direction from here.
873. How far? Right out to Wollongough, which, I think, is about 30 miles from here. There are a good many selectors all along the road.
874. Do they do their business with Wyalong? They do; of course, they are simply running sheep at present. That is what they are depending upon for a living.
875. Are they selectors? Yes; selectors and graziers, with 5,000-acre blocks.
876. And little or no cultivation? No; they do not grow much except for their own use. They have no market for their produce.
877. Are you in a position to say that if the land is thrown open, there is a probability of there being more selectors than there are now? I do not think the country would be taken up at all if the railway did not come here.
878. Notwithstanding that portions of it might be resumed under the new Land Act, the country would not be settled unless the railway were brought here? No; I do not think the land would be taken up.
879. I suppose, with the road in its present state, business goes on without interruption? If we get rain, traffic will be at a standstill, but we can go on at present.
880. I suppose there is no shortage of supplies in the town? No; teams can travel between here and the railway in two days, but when it rains they cannot travel at all. There is no bottom to the road, and they become stuck up.
881. So far as you are able to judge, the prospects of the field are good? Yes.
882. And the business people think so too? Yes.
883. Otherwise you could not understand them investing their money? No.
884. *Mr. Roberts.*] Has it come to your knowledge that any great inconvenience has been experienced by the residents of Wyalong owing to the want of railway communication. Is there any difficulty in getting supplies here? There is no difficulty at present.
885. I suppose the only difficulty would be during the wet weather? Yes; you simply cannot travel at all in the wet weather. It would not be safe even for a man to walk on the road after heavy rain.
886. Then, I suppose, you favour the construction of a railway in preference to spending a large sum of money in making a road? Most certainly.

Mr. Robert John Campbell, licensed surveyor, Wyalong, sworn, and examined:—

- Mr. R. J. Campbell.
17 June, 1895.
887. *Chairman.*] Are you employed in this district? Only privately.
888. To what aspects of the case do you desire to direct the attention of the Committee? Really, I have not given the question any consideration. I thought you might require me to speak on the water supply. That is the only question I have considered.
889. We have a report from you with regard to the matter—a report which you wrote to Mr. R. O. French. From that report it appears that you have come to the conclusion that the easiest way to bring water from Lake Cowal to Wyalong West will be by going a short distance up the Bland Creek, forcing the water for a distance of 10½ miles on to the range, a height of 300 feet; and thence it will gravitate down to Wyalong West? Yes; I might state that my estimate of the height of the country is almost guesswork; I had not an aneroid with me.
890. This is simply a general statement as to the best route? Yes; simply a flying examination of the country.
891. Can you offer any suggestion with regard to the cost? No.
892. What class of country is it from Wyalong to Lake Cowal? For about halfway to Wyalong—that is, to the Wyrra Range—the country is principally timbered with box, mallee, ironbark, oak and scrub; from the Wyrra Range northwards to the lake the country improves very much; but before getting to the lake it is pretty well all purchased land.
893. Do you know this country pretty well all through? Yes; I inspected it as an Inspector for the Government about nine years ago.
894. Do you see the line AB on the wall-map? Yes.
895. Starting north from Barmedman, and running north-westerly as far as Englo Creek? Yes.
896. What kind of country is there to the north of that line? Very good agricultural country.
897. What kind of country is it south of that, and on to the range? That is inferior country, although in patches it is very good.
898. In other words, do you regard it as a very good area for agricultural settlement? No.
899. You regard that to the north of the line as better? Yes.
900. Will you subsequently hand in a report and tracing dealing with a water supply from Lake Cowal? Yes.

Mr.

Mr. Charles McHardy, Sergeant of Police, and Mining Registrar, West Wyalong, sworn, and examined:—

901. *Chairman.*] Did you give evidence before the previous Committee? Yes.

902. *Mr. Lee.*] That was in April, 1894? Yes.

903. The Committee would like to hear from you some information as to the position of the field during the period which has elapsed between that time and the present, and also as to the present population? I think there are about 2,000 people less now than there were then.

904. How many do you estimate on all the field at the present time? Four thousand five hundred, within a radius of 5 miles.

905. Does that include men, women, and children? Yes.

906. Are those who are here mostly workers, or is there a large floating population? I think they are mostly workers now, the floating population has mostly gone.

907. Are many people coming into the district now? I cannot say there are.

908. I suppose, owing to the want of water, the amount of employment has been reduced? Yes.

909. And at the present time there is not very much paid labour in the district? No.

910. Most of the mining work is done by the owners of the claim? Yes; in nearly every case the registered owners work their own claims.

911. What progress has the township made since you last gave evidence? A large number of buildings have been put up, and a large amount of money has been spent on improvements.

912. Was East Wyalong in existence in April, 1894? No; it was commencing to come into existence at that time. I do not think there were more than half a dozen houses in it then.

913. How many licensed houses are there in the two towns? Eighteen at present.

914. Of that number how many are in West Wyalong? Ten, including King's Hotel.

915. Are the remainder in East Wyalong? Yes.

916. Are the improvements of such a character as to lead one to suppose that the investors have confidence in the field? Yes.

917. Are you in a position to give any evidence as to the actual quantity of gold raised on the field? Only up to the end of 1894.

918. And it was supplied to the Mines Department? Yes.

919. Can you tell us anything as to what has been turned out from the first of the year to date? No, it would only be an estimate.

920. I suppose, as a matter of fact, the return has fallen off? Certainly; because the batteries have been idle owing to the want of water.

921. At present the batteries are practically hung up? They are.

922. And the field is nearly brought to a standstill in consequence? No doubt.

923. Do you think that by excavating the people would ever be able to conserve sufficient water to keep the batteries going all the year round? The rainfall is so variable and unreliable that I doubt it.

924. Where were you stationed before coming here? Goulburn.

925. Is this your first experience in a dry country? I was at Cootamundra two or three years where it was pretty dry.

926. But this country is supposed to be even drier? Yes.

927. What do you estimate the rainfall here? I do not know; it has not been taken properly.

928. Anyhow, you doubt very much whether the ordinary rainfall would give sufficient water to keep the batteries going all the year round? I do.

929. That being so, are you in a position to suggest any course by which water can be brought here? I think the present prospects of the field justify an outlay of a considerable amount of money in getting water by some means or other. I consider it would amply pay to invest a large amount of money in obtaining a permanent supply.

930. Do you think this field will ever be properly developed unless there is a certain supply of water. I am speaking now of water for battery purposes? I think not; I have no faith in the rainfall up here at all.

931. You think at the best the rainfall must always be uncertain? It must.

932. And that it will fall in such an erratic way that it will not run? Exactly; it will be practically useless for filling the tanks.

933. Are many of the claims being abandoned? If they are abandoned most of them are taken up again.

934. Have you ever been stationed on a gold-field before? No.

935. You do not know much about the ups and downs of gold-field life? No; although I was at Temora a short time, but that was long after it was opened.

936. Have you any returns which you wish to bring before the Committee? I have copied out some returns upon which I base to some extent my estimate of the population of the field. The number of miners' rights issued in 1894 was 2,764.

937. And how many since the 1st January to date? About 1,900.

938. Is that for West Wyalong only? No; for the whole of the field up to 18 May.

939. Since that date a registrar has been appointed for East Wyalong? Yes; 330 business licenses have been issued up to the present date. The total amount of revenue collected by me since I became Mining Registrar is £3,300. The total number of claims now at work complying with the labour conditions is 600.

940. Within what area? Within a radius of 5 miles. I estimate 130 of those to be on gold.

941. Have 130 reported gold? They are not required to report gold except in the case of prospecting claims.

942. Do you know whether there is a tendency for the field to extend itself after the discoveries being made outside the radius of which you have spoken? Claims are being taken up in various outlying places such as Sandy Creek and Billy's Look-out. I do not say they are all payable. It is only the batteries which will prove that they are payable. I may state that good prospects of gold are being obtained at Billy's Look-out, Sandy Creek, and other places at a distance of from 20 to 30 miles from here.

943. Is Wyalong the nearest town to them? Yes; this is undoubtedly the centre of those places. There is a tremendous area of country about here which has not been prospected yet.

944. There is every indication, then, under a system of proper prospecting, that the field will become much larger than it is at present? I am certain of it.

- Mr. C. McHardy. 945. What, in your opinion, is most required to properly develop the mines? A constant and permanent supply of water.
- 17 June, 1895. 946. Would that have more effect than the construction of a railway? I believe it would.
947. *Mr. Davies.*] What is the total revenue received from the 19th March, 1894, to the present date? About £300.
948. What is that from? From the sale of miners' rights, business licenses, survey fees, stamp duty on transfers, Warden's Court fees, and so on.
949. Do you know much of the country outside of Wyalong? No.
950. Supposing it is good country, would it be possible to grow wheat with a rainfall such as you have in the district? Yes; I think the rainfall is sufficient for the purposes of wheat-growing.
951. Have you any knowledge of the condition of the road between Wyalong and Temora during the last eighteen months? Yes; in the winter time it has been almost impassable.
952. Have you heard many complaints as to the condition of the road? Yes; it has been in a fearful state of mud, and in some places it has been almost impassable for ordinary traffic.
953. Do you think the construction of a railway to Wyalong, showing an annual loss of £4,150, would be justifiable in the public interests? No; I do not think it would be if it would show that amount of loss.
954. Then you would not advocate its construction? I should first want to know what it would cost to make a good road, and keep it in proper repair.
955. What would you think would be the annual cost of a good road suitable for the traffic of the district? I could not say; but before I should be inclined to give any opinion as to constructing a railway at a loss of £4,150, I should like to know something about the initial expense of a road, and the cost of keeping it in repair.
956. The road is fairly good just now? Yes.
957. You attribute that to the dry season? Yes.
958. Is the traffic likely to increase or decrease? As soon as the rain falls it will increase to a great extent.
959. For what reason? I expect a large influx of population as soon as there is a heavy fall of rain.
960. Do you think the results of the crushings will be an inducement for people to come here? Yes.
961. You regard the field as a permanent one? Yes.
962. And it is likely to be a permanent settlement? Yes; I have no doubt about it.
963. Then in view of the fact that you think the population will increase, do you think the Government will be warranted in constructing a line of a cheap description between Temora and Wyalong? I think so.
964. You are not in a position to express an opinion as to whether the country can be profitably cultivated or not? Most of the land I have seen I consider to be fairly good wheat-growing country; but I have not seen much of it.
965. What provision has been made for a supply of water for domestic purposes? The Government have made very good provision, only the rain does not come. Two tanks are made, but they are empty.
966. How long would they last the population upon the fields, if they were full? If they were full I think there would be sufficient for all domestic purposes, and would be likely to satisfy the wants of the people.
967. How long do you think they will last? In my opinion they would give more than a six months' supply.
968. The water in the district for domestic purposes, is it good? A large number of people have managed to save water in tanks.
969. Are there not several cases of typhoid at present in the hospital? I am not certain, I think there have been a few recently.
970. Have you heard any complaints of the want of water for domestic use? Yes.
971. I presume most of the complaints have been as to the want of water for battery purposes? Yes; complaints have been made as to the want of water both for domestic and battery purposes.
972. What provision has been made in West Wyalong for supplying the batteries with water? Dams have been sunk, but no rain fell to fill them.
973. And there is no water at present? No; except in one or two instances at the bottom of shafts,—which is not sufficient.
974. Then the field will be at a standstill unless you have a rainfall within the next month? It will be at a standstill until the rainfall comes.
975. Will the absence of rain be a means of driving men out of the district? It will be a means of depopulating the field.
976. Is the population gradually decreasing now? Yes.
977. At what rate per week? I could not say, but I can see it dwindling away for no other reason than the want of water.
978. Have you anything further to say with reference to the construction of a railway between Temora and Wyalong? I can only say that my opinion is that it would be as well and better to build a railway from Temora to Wyalong than between any other two places in the Colony at the present time.
979. But you believe a water-supply will be more useful, and would serve the public interest better than a railway at the present juncture? Yes, a permanent supply for battery and domestic purposes.
980. Would it be better and wiser, in the public interest, to spend money on securing a supply of water of a permanent character, than to construct a line of railway? I believe it would, provided it were permanent for both battery and domestic purposes.
981. The traction on the road is not so heavy as it was twelve months ago when stone was carried to Barmedman? No.
982. Nearly all the stone was carried to Barmedman at first? Yes.
983. That is not the case now I suppose? No.
984. So that the traffic from here to Barmedman would not be so great as it has been in previous years? No, nothing like it.
985. That traffic was very heavy? Yes.
986. It would cut up a light road which was not properly formed? Yes.
987. If the road were properly formed would it, in the absence of a railway, serve the purposes of the district for some time to come? It would be sufficient, of course.
- 988-98. And would the money spent in giving you a water-supply more thoroughly meet the wants of the district? Yes; I believe a permanent water-supply is better than a good road or railway.

Mr. Alfred Helyer, storekeeper, West Wyalong, sworn and examined:—

Mr.
A. Helyer.
17 June, 1895.

999. *Chairman.*] Have you a general knowledge of the district? Yes; I have been round it in every direction since I have been here—during the last fifteen months.
1000. Have you any knowledge of the Colony generally? Yes; I have been in a good many different districts, and have lived there for periods of months or years.
- 1000½. Where have you been? I have lived at Parkes for about two years, and on the other side of Parkes for about six months. I have also been near Albury, where I lived for about twelve months. I have been on the North Coast between Byron Bay and Murwillumbah. I lived there for seven months.
1001. Have you been in Court all day? Yes.
1002. Has any statement been made to which you think exception should be taken? One part of the evidence with which I cannot agree has reference to the suitability of the land in the vicinity of Wyalong for agricultural purposes. I have been all round here, and I have not seen any place yet which I do not consider to be really good land for wheat-growing and general agricultural purposes.
1003. That is going north-east and west from Wyalong? Yes.
1004. You say there is a large area fit for wheat-growing? I think it is one of the finest wheat-growing countries I have been in.
1005. With what other places can you compare it? I can compare it with several districts in Victoria—the North-Western district for instance.
1006. You mean Wycheproof and Horsham? Yes; I was all over the Wimmera country for eight years, and I took particular notice of agriculture. I have also been out in the western districts of Victoria, and I think the land about here is the finest I have seen for wheat-growing purposes.
1007. You mean to the north and east;—for instance, you would not call it good wheat-growing country between Temora and Barmedman? I am speaking between here and Barmedman. There is some very good land—in fact, I consider all this mallee country is first-class wheat-growing country.
1008. Exactly the same kind of country as they are growing wheat on in other parts? Yes; it is the same as that about Donald and Warracknabeal.
1009. They simply roll it down there? Yes; and after a few years all the roots come out. They drag out year by year as the harrows go over them, and after the ground has been cultivated six or seven years it can be ploughed with any ordinary plough.
1010. How do they get the first crop in? They roll the mallee down and leave it lying until late in the summer, and set fire to it. It may then be cleared for 2s. an acre. They then use the stump-jumping ploughs. It is a plough made specially for that kind of country. That goes over the stumps which are left, and which are broken off level with the ground.
1011. Does the mallee snap at the root when you put the roller over it? Yes; and it will break easier at the root than 3 inches above it.
1012. You say then that the mallee country here compares very favorably with the Wimmera country in Victoria? It is identical.
1013. What is the rainfall of the Wimmera country? It is not above 15 inches.
1014. Therefore, it is less than it is here? I think it is.
1015. You infer, therefore, that if wheat will do well in the Wimmera country it will do well here? I think it will do equally well if not better.
1016. Is there anything else you wish to say? I have been out from here to Lake Cowal, and I know the country. The farmers out there have told me that if they had a market here, they would go in more extensively for agriculture, whereas at present they are only going in for grazing.

Mr. James Magnus Jamieson, selector, Wyalong, sworn, and examined:—

1017. *Mr. Roberts.*] Do you remember giving evidence in April, 1894? Yes.
1018. Have you anything to add to what you then said? No.
1019. Do you think the land about here is suitable for wheat-growing? Yes.
1020. Did you hear the evidence of the last witness? Yes.
1021. Do you agree with all he said? Yes; I come from the Cootamundra district. I have been here over five years, and I find that the land is quite suitable for growing wheat or hay.
1022. In what direction from Wyalong do you live? At about 10 miles south by west.
1023. What area have you under crop? About 50 acres. I only cultivate for my own use because I have no market.
1024. Do you feel the want of better facilities for getting your produce to market? Yes.
1025. If better facilities were afforded, would you be likely to extend your area under cultivation? By all means I would.
1026. Do you think the land would be quickly taken up for agriculture if a railway were constructed? Yes.

Mr. J. M.
Jamieson.
17 June, 1895.

Mr. John Jones, selector, Wyalong, sworn, and examined:—

1027. *Mr. Davies.*] What evidence do you wish to tender to the Committee? As to the nature of the country.
1028. Do you endorse the evidence of the last witness? Yes.
1029. Is it a good wheat-growing district? Yes.
1030. But you require better facilities for getting your produce to market? Yes.
1031. What is the rainfall of the district? It ranges from 9½ to 27 inches. The driest year was 1888, which was 9½ inches. I have not recorded the present year.
1032. Do you keep a gauge? I have done so, and a record also.
1033. Do you send your returns to the Observatory? No; I keep them for my own purposes.
1034. What is the average rainfall? About 17½ inches.
1035. Is that sufficient to enable you to grow wheat profitably? Yes.
1036. What have you under cultivation? Nothing this year; mine is a small area.
1037. What is the extent of your holding? 2,500 acres.
1038. Where does your wool go to? To Sydney, by way of Temora.

Mr. J. Jones.
17 June, 1895.

- Mr. J. Jones. 1039. *Mr. Lee.*] You are of opinion that this country is suitable for growing wheat? Yes.
 1040. You also say you have had a rainfall of $9\frac{1}{2}$ inches? That was an exceptional year.
 17 June, 1895. 1041. Under those conditions would not wheat-growing be a very precarious kind of cultivation? It has not been to those who have grown it.
 1042. Would not there be a large proportion of bad years when the yield would be small? I do not think so. The year I have mentioned is one in fifteen.
 1043. You could not grow wheat with a rainfall of $9\frac{1}{2}$ inches? No.
 1044. Nor with 15 inches? Yes, we could.
 1045. Under severe conditions of that character, how could you grow wheat and send it to Temora, Cootamundra, and other places, and compete with growers who are placed under more favourable conditions? It may not be profitable; but still it is done. It is carted now from Hiawatha.
 1046. But can they make a living out of it? Well, they have to live.
 1047. Then whatever the land may be capable of, I suppose you are prepared to admit that it is not probable that a large area of country will be brought under cultivation? I think it is probable.
 1048. As against other districts more favourably situated? Yes; take Cootamundra, for instance. Land there, worked year after year, has given a poor return.
 1049. I suppose if it would pay you better to graze than to cultivate you would graze; if it paid you better to cultivate than to graze you would cultivate? Certainly.
 1050. I suppose you cannot hold out, as a strong inducement for the extension of the railway, any probability of the district being brought under wheat;—is there any probability of wheat being grown? Yes.
 1051. But there is no certainty of it? No; I cannot answer for anyone else.
 1052. Then you speak in general terms to the effect that wheat can be grown here, but it is problematical whether it can be grown in sufficient quantities to afford freight for a railway? That is so.

TUESDAY, 18 JUNE, 1895.

[The Sectional Committee met at the Albion Hotel, Cootamundra, at 9 p.m].

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

CHARLES ALFRED LEE, Esq.

The Sectional Committee further considered the proposed Railway from Temora to Wyalong.

Mr. John Gordon, Resident Engineer for Roads, Cootamundra, sworn, and examined:—

- Mr. J. Gordon. 1053. *Chairman.*] Do you reside here? Yes.
 18 June, 1895. 1054. Does your district go beyond Wyalong? It is only lately that I have gone to Wyalong—since the field broke out. I go as far as Marsden.
 1055. Where is that? Twenty-five miles east from Wyalong.
 1056. Can you tell the Committee what operations you have at present in progress and what you intend to do with regard to the road from Temora to Wyalong? At the present time we are expending the balance of money from 1894 and 1895 in forming and gravelling between Temora and Barmedman. There is no work going on at present between Barmedman and Wyalong.
 1057. What are your contracts between Barmedman and Temora? At the Temora end they are forming and gravelling, and near the Ten-mile two contracts for forming and metalling are being carried out.
 1058. What is the total length of your contracts? About 2,200 yards— $1\frac{1}{4}$ mile altogether; that is the total of new work.
 1059. Does that exhaust your money? Yes, very nearly.
 1060. Therefore, I presume, no more work can go on until you get more money? No.
 1061. More will be voted, I presume, in the early part of the next half year? Yes.
 1062. We noticed going along the road different kinds of gravel;—for instance, the gravel nearest to Temora appeared to us to be inferior to that further on? Yes, the gravel is patchy. Last year I got some gravel, which was not so good as that which is coming out this year. In the bush we find little patches. There does not seem to be any thoroughly-defined gravel pit.
 1063. But before passing the material you see that it is suitable? Yes.
 1064. Have you inspected all the heaps on the road? Yes.
 1065. And do they appear to you to contain the best gravel that can be obtained? Yes. I warned the men in charge of the road to let me know if they found that the material coming out was inferior.
 1066. And you believe the gravel at present stacked on the road is the best obtainable? As far as I can learn it is the best they can find.
 1067. Will you tell the Committee your process of road-forming and its cost—I am speaking now of a gravel formation? We are forming the road 24 feet wide. It used to be 30 feet wide, but I find 24 feet is quite enough. We give it a round of 9 inches in the centre.
 1068. A crest of 9 inches? Yes; and this year I am putting on $1\frac{1}{2}$ cubic yard to the lineal yard of road on that formation. Where I find a fall can be obtained I drain it. In some parts I put a drain on each side; in other parts, only a drain on one side. Where there is the slightest indication of side-lying country to be had we form stone crossings. The country generally is so flat that if we put in culverts we could not get a discharge from them. We form stone crossings with a depression from 12 to 18 inches in the centre.
 1069. Having got your crest, you put the gravel on? Yes.
 1070. At the rate of $1\frac{1}{2}$ cubic yard to the lineal yard—that gives an average in depth of 9 inches;—what will that cost per chain in ordinary country—I mean for clearing, putting a crest on the road, and putting the gravel upon it? The road is all cleared there. We have had no clearing to do, but we generally get clearing done for 5s. 6d. a chain. Then the forming and gravelling I estimate at about 7s. 6d. per running yard. The width of the road is 24 feet, and 18 feet are allowed for gravel.

Mr.
J. Gordon.
18 June, 1895.

1071. *Mr. Lee.*] Are you stating actual prices, or only an estimate? I am giving an estimate as between Temora and Barmedman.
1072. But, as a matter of fact, work is being done very cheaply? Yes.
1073. Would it not be better to base the amount upon the actual expenditure rather than to give an estimate, because I believe in every district now work can be done, in some instances, for one half the estimate of the engineers? I put down 2s. 6d. per cubic yard for gravel. The forming we get done now, in some instances for 6d. Those prices would have to be contingent on the state of the weather.
1074. What is your ordinary rate for forming? 8d. and 1s. We have scarcely ever had it done for 9d. At present prices, that would be 2s. 6d. for forming. Then the draining we get done for 3d., which is very low.
1075. What does it cost per chain to clear, form, and gravel;—what does it come to per chain? One and a half yards to the lineal yard would be 3s. for gravel, 6d. for forming, and 3d. for draining per yard. That would be 3s. 9d., at the rate of $1\frac{1}{2}$ cubic yard to the lineal yard of road, or £4 2s. 6d. per chain for the gravel, forming, and draining. Then there is the clearing in addition to that, where required, at 5s. 6d. per chain. Then there are three stone crossings to the mile at £5 each, or a total of £367 per mile.
1076. And that is the price at which you can get the work done? Yes; at present.
1077. Will a gravel road carry the heavy traffic? No; not very well.
1078. In fact, you cannot recommend it as a road suitable to carry the traffic? No.
1079. Supposing you can put down metal, instead of gravel, what will the cost be per mile? The only difference will be as between the metal which we should get at 5s., as against 3s. for $1\frac{1}{2}$ cubic yard, to the lineal yard of gravel. That is 2s. a yard more. Then there is the blinding. If we put down metal we have to blind it. That would be from 3d. to 4d. at the lowest for the running yard. That is putting on 1 cubic yard of metal to the 1 yard of road.
1080. Are we to understand that metal will cost per chain £2 9s. 6d. more than gravel? Yes.
1081. How much more per mile? £198.
1082. Therefore, a metalled road will cost per mile £565? Yes.
1083. Would a road for that amount carry all the traffic from Temora to Wyalong? I think so.
1084. What is the distance from Temora to Wyalong? It is 23 miles to Barmedman, and from there it is 17 miles to Wyalong township. Wyalong West is $2\frac{1}{2}$ miles further. Altogether it is between 41 and 42 miles.
1085. That means £23,165 for the whole of the road? Yes.
1086. Would such a road carry heavy traffic? I believe it would. It would require maintenance, and would have to be closely watched.
1087. What would your maintenance be? We should require at least 100 yards to the mile.
1088. How much to the mile? £25.
1089. Would that maintain it? That would have to be provided immediately with the other road, as a new road always requires more than an old one.
1090. Would £40 a mile maintain it? Yes.
1091. Would less than £40 a mile maintain it? No; £40 a mile would pay, I believe, for the material and the men's wages.
1092. Therefore, you think that the mean would be a £1,640 a year? Yes.
1093. How much can we take out of the road as being permanently dealt with already? Six miles between Temora and Wyalong.
1094. Has it been metalled? Gravelled principally.
1095. I mean so as to be able to carry a good heavy load? I look upon that part of the road as finished, and it will do with the usual attention.
1096. Would £20,000 make a first-class road to Wyalong? I think so, at present prices.
1097. And it would take £1,600 a year to maintain it? Yes.
1098. You dismiss the idea of gravel carrying heavy traffic? It will not do it with such gravel as we get there.
1099. The gravel appeared to us to be very inferior? It is too fine altogether, and is full of dirt. That is why I have abandoned it. I am abandoning the gravel altogether, as I do not put any faith in it at all.
1100. *Mr. Davies.*] How long have you been Resident Engineer for the Roads Department in this district? Eighteen months.
1101. Did you see a report furnished to the Department by Mr. Mullens, with reference to the cost of the road? I only saw a few remarks in the newspaper; but nothing in detail.
1102. How long have you been in the Service? I joined the Service in 1864.
1103. Your estimate differs very much from the one supplied to the Department by Mr. Mullens? The prices are put down very much lower than I ever knew them before.
1104. Is the road from Temora to Barmedman cleared for 1 chain in width? Yes.
1105. *Mr. Lee.*] Is not the road from Temora to Wyalong cleared right through? From Barmedman to Wyalong it is cleared $\frac{3}{4}$ a chain, and from Temora to Barmedman it is cleared 1 chain.
1106. Then you must be slightly wrong in your figures, because you would not have to clear from Temora to Barmedman? No.
1107. *Chairman.*] There appears to be a considerable difference between the estimate furnished at headquarters and the statement you make; can you explain that difference? I believe it is caused by the fact that at first it was thought stone could not be had between Barmedman and Wyalong; but that there was stone only at Barmedman, or a short distance from it. Consequently the stone would have had to be carted a long distance. From inquiries I have made I have ascertained that stone is in every inch of the country. I have been assured that it can be obtained at distances of from 5 to 6 miles—that is at one point 5 miles, and then at another point from 5 to 6 miles further on. That would make an average for cartage of about $2\frac{1}{2}$ miles. I think that will explain the difference between the first estimate and mine.
1108. *Mr. Davies.*] What did you give per yard for the mullock, which is called gravel, now lying on the road? From 1s. 11d. to 2s.
1109. It consists of slate and dirt; is that the best stuff you can get in the district? That is all we can get there.
1110. Is it not a waste of public money to put that stuff on the road? I have come to the conclusion it is no use putting it on, and I am doing away with it.

- Mr. J. Gordon.
18 June, 1895.
1111. Have you reported to the Department that it is waste? No; I have introduced stone instead.
1112. How far have you to go for the stone? The contractor obtains it about 3 miles away, near what is called the Ten-mile, towards Reefton.
1113. Do you agree with what Mr. Scarr has stated that a new metalled road could be made for £46,000, and would be a permanent work, and would not cost much to maintain after being thoroughly made? In my opinion a road can be made for £20,000. I am only going upon the ruling prices and the information I have lately received as to the position of quarries between Barmedman and Wyalong. Some months ago my estimate would very likely have come up to that of Mr. Scarr. My estimate has been made on the supposition that we can get the stone, as stated by those who purport to know the country well, at from a distance of from 5 to 6 miles.
1114. You believe, judging from the supplies you are likely to get and the rate of wages ruling, you can make a metalled road between Temora and Wyalong for about £24,000? Yes.
1115. *Mr. Lee.*] And that, according to your own showing, is an over-estimate, because you have allowed for clearing all through, and that of itself will make a difference of £902? Yes; no clearing is required to Barmedman.
1116. *Mr. Roberts.*] Have you seen the metal upon which you depend for a supply? No, I have not inspected it minutely. It appears to me to be probable that the metal will not be first-class. Still it will be the best obtainable in the district, and will probably do for all practical purposes. By "minutely" inspecting I mean that, although I have seen the reef, I have not had the metal taken up and tested so as to make myself absolutely sure with regard to it.
1117. Why, in connection with an important matter of this kind, when the question of road construction is before the Department, did you not look carefully into the matter of metal? I had no metal contracts between Barmedman and Wyalong. I simply saw the outcrop.
1118. Still, the question of the supply of metal is a very important one in that district;—would it not be well for you to make yourself perfectly sure with regard to it? That cannot very well be done until tenders are called for. Then the contractors look out and find metal sometimes where we cannot find it. I do not think there is any first-class material. It is admitted by those who tell me that metal can be found at an average distance of 5 or 6 miles that the metal would not be first-class; it would not be blue metal.
1119. How long would it take you to make sure that you could obtain this metal supply? The best way would be to get a couple of men to go out with a pick and thoroughly examine the bush.
1120. How long would it take you before you could let your superior officers in Sydney know what the metal supplies along the road really are? I think I could do it in a week. My own opinion is that there is no really good metal between Barmedman and Wyalong, and any quartz which there may be is not very good. It grinds away to such an extent that it will not stand the traffic.
1121. *Mr. Lee.*] How much a mile is voted for that road? £680 was voted for the road last year, and £50 a mile has been voted for it this year.
1122. That means £2,050? Yes.
1123. I believe about £3,000 has already been spent on the road between Temora and Wyalong? Yes, about that.
1124. Apart from the clearing which has been carried out from Barmedman to Wyalong, has there been any attempt at road-making at all? Nothing except the gravelling and the corduroying at 11 miles from Barmedman.
1125. Beyond that, there has really been no attempt at making a road? Not between Barmedman and Wyalong, with the exception of the corduroy.
1126. During the time the road was so bad, which did you consider was the best part? The part which has been corduroyed.
1127. And that was the reason you put in that work? Yes.
1128. Is there any very bad place between Temora and Wyalong called Donkin's or Barmedman Lane? Yes; there is about 4 miles of it there.
1129. Where the road was literally ploughed from end to end? Yes.
1130. And where the road is fenced on either side? Yes.
1131. What is the width of the road at that particular place? Three chains, and one chain is cleared.
1132. At present, the road right through to Wyalong is trafficable owing to the long spell of dry weather? Yes.
1133. What do you anticipate will be the result if the ordinary winter rains set in? Donkin's Lane will be almost like what it was last winter; it will very soon become impassable. I had a portion of it scrubbed so as to allow the traffic to pass over in dry weather; but it will be impassable in wet weather. Last year, three-quarters of a mile of it, at a distance of $1\frac{1}{2}$ mile beyond Barmedman, was very bad; it was totally impassable.
1134. Beyond the few small pieces which you have been able to corduroy and gravel, the road from Temora to Wyalong is, with the exception of the clearing, in a state of nature? Yes.
1135. Not even drained? A short portion of it is.
1136. Would it be possible to put a crown on that road, open the drains, and keep it dry? I do not think so; the country is too flat.
1137. But if you make a metalled road, you will have to get rid of the water somewhere? Yes; but if it were drained on each side the traffic would be confined, and in wet weather it would in a short time be totally impassable.
1138. Therefore, in your opinion, it is better to leave it as it is, and allow the traffic to find its own tracks through the bush? Exactly.
1139. I suppose, as the country is not fenced between Barmedman and Wyalong, there is an opportunity for the traffic to spread? Yes.
1140. Do you see any other way of giving the Wyalong people an ordinary road trafficable in wet weather, except by making a metalled road? No.
1141. Then you are strongly opposed to any attempt at raising the crown of the road and opening water tables? Yes.
1142. You have admitted that the use of gravel would be, practically, a waste of money? I do not think you could get it.
1143. But even if you put it on, it would be a waste of metal? Yes; I look upon its quality as very unsuitable.
- 1144.

Mr.
J. Gordon.
18 June, 1895.

1144. In view of the fact that there is an abundance of timber along the road, would it not be possible to put in considerable lengths of corduroy, similar to that you have put in near the Half-way House? There is a good deal of timber there, but it is very difficult to get it straight. If the timber were crooked and had to be trimmed or dressed, it would become very expensive.

1145. What was the cost per chain of the corduroy at the Half-way House? 6s. 6d. a yard, or £7 3s. per chain, and there are 53 chains of it. That makes the total cost £378 19s.

1146. What do you think would be the actual cost per chain of corduroy? I think, under ordinary circumstances, it might be done for 3s. 6d. for the corduroy, and 1s. for the ordinary gravel; in all, 4s. 6d. a yard. That is £4 19s. per chain, or nearly £400 a mile.

1147. *Chairman.*] Does that include putting gravel or binding upon it? No; it would simply mean putting clay on the top.

1148. Then you would require to put rotten rock or gravel upon it? Yes.

1149. How much would the rotten rock cost per mile? About the same price as gravel—perhaps 2s. per cubic yard.

1150. If there is to be a vote of £50 a mile for the road, and corduroy, which is the cheapest possible form of road-making, cost £400 a mile, the total grant for that road will be very small? Yes; and it is only in similar localities that we can get material suitable for corduroy. Crooked timber is of little use. There would be spaces between the timber, and the gravel between would settle down and cause a trap for horses. The logs must be close. The man who did the corduroy to which we have been referring told me he had exhausted all the straight timber he could get, even in that scrub of belar down there.

1151. Under any circumstances, if the vote of £50 a mile is continued, it would take some years before a good road could be made from end to end? Yes.

1152. Will there be any possibility of diverting the road in any way, so as to obtain a better road to travel over? No; I do not think so. The scrubs and gilgai localities extend a long way on each side.

1153. Therefore you see no hope whatever, except to go on gradually and metal the road? That is the only thing we can do.

1154. And under the conditions you have enumerated, the road would be finished within the next ten years? Not without special grants.

1155. At present the traffic is not quite so heavy on the road? No; not so far as I can see.

1156. There was an immense traffic at first? Yes; you sometimes met three and four, and sometimes five teams, with sixteen or eighteen bullocks in each waggon, all following in the same track. No road would stand that in such weather as that we have had.

1157. Is the country of such a nature that the teams bog, or do they only cut the road up? It is more cutting, as a rule.

1158. And to about what depth do they usually cut it? I have seen them down 12 and 14 inches—down to the nave in some places.

1159. Does not the cleared portion of the road, nearly the whole distance, present an appearance of having been ploughed? Yes.

1160. Is it possible that the road will stand any traffic when the rain comes again? I do not think it will stand much. It is in a condition now to hold all the wet which falls.

1161. Is there not a possibility of traffic being brought to a full stop altogether? It is quite possible.

1162. Supposing, for instance, rain were to come in sufficient quantities to enable a large supply to be stored at Wyalong, sufficient to work the mines, that would also mean the cutting up of your road; traffic would increase very largely for the mines, and I should like to know what would be the condition of the road under such circumstances? In a short time it would be in the same condition it was in last winter. It would simply be impassable; in fact, I daresay it would be worse than it was last winter, because the available tracks are pretty well cut up. Last winter teams even had to take to the bush. They could not possibly attempt to follow the line. However, there was extra traffic last year which would not exist this year. Last year the road had to sustain double traffic, inasmuch as the stone from the mines was being brought back to Barmedman.

1163. You think it is possible, then, that the traffic would be of a lighter character? I believe it would.

1164. Do you see your way clear, in improving the road, to keep within the limits of the vote you are likely to have? No; the £50 a mile would go a very short way. We could only make a very small portion of the road with it.

1165. How many public vehicles are plying between Temora and Wyalong at the present time? About five.

1166. Are there five different lines of coaches? I think they belong to different people, but they do not seem to be doing much.

1167. Have you kept any record of the passenger traffic? No.

1168. Does it appear to you to have slackened off considerably? Yes, very much.

1169. I suppose you consider that the first flush of the field has worn off? There is no doubt of that. As far as I can see there is nothing like the number of teams on the road there used to be, and the coaches sometimes run without a passenger.

1170. Do you know Wyalong pretty well? Yes.

1171. Do you know the field? I have not been out for any distance.

1172. Are you led to believe the field will be of a permanent character for some years? I think it is likely, from all I can hear, but I do not suppose it will ever be a very rich field. However, opinions differ.

1173. In view of your position here, do you imagine there will be a permanent population there;—do you not think that Wyalong will now be a township for all time? I do.

1174. Hence the necessity of keeping open communications? Yes. I have noticed that there is more digging going on and more places are being opened up there.

1175. You have an idea of the traffic over the road? Yes.

1176. Do you think that traffic would be sufficient to keep a railway going? I do not think it would at present.

1177. Do you think the time has arrived when it would be expedient to construct a line from Temora to Wyalong? Taking into account what I have seen of the traffic, I do not think so.

1178. Am I to understand from your answer that you think it will be in the interests of the country to defer the construction of the line for a further period until the actual state of the field has been ascertained? I think so, although communication must be kept up.

Mr.
J. Gordon.
18 June, 1895.

1179. But you know better than I can I tell you that, no matter what money is granted for the road, it would be expended over a long series of years. A railway would be constructed quickly, and if it were constructed, what is the likelihood of the interest on the cost of construction and the working expenses being paid? From what I see of the traffic on the road, I do not think it would pay.

1180. As a means of easy communication of course it would be desirable? Yes.

1181. But you do not think there is any present prospect of a railway being payable? No; I do not think so.

1182. *Mr. Roberts.*] You do not think the time has arrived when the construction of a railway from Temora to Wyalong would be justified? From what I have seen of the traffic lately, I think not.

1183. In view of the condition of the road, and the probability of Wyalong being a permanent field, do you think a special grant should be made for the construction of a road which would give a certain communication at all periods of the year? I certainly think so.

1184. What amount would, in your opinion, be necessary as a special grant? To do the worst parts of the road, which were impassable last winter, we should require from £7,000 to £8,000.

1185. If the Government granted a sum of £10,000, would that construct a road which, with an annual grant for maintenance, would keep in good condition for all time? I think so. On one occasion I made out an estimate, taking into account the different places which were impassable last year, and £10,000 was the amount I arrived at.

1186. Were you ever asked to report as to the necessity of a special grant? No; there are 10 miles of very bad road now. If that were attended to the ordinary yearly grant of £50 might keep the remainder of the road open.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Temora to Wyalong.

SECTIONAL COMMITTEE.

APPENDIX.

A.

[To Evidence of Mr. J. Gordon.]

COST OF ROAD FROM TEMORA TO WYALONG.

Sir, When thinking the matter over this morning *re* cost of completing road from Temora to Wyalong, I think when calculating the cost per mile for stone, only one cubic yard per lineal yard was allowed for. Again, portions of the road will require brushing before putting on stone, and having thought the matter over carefully, I beg to submit the following, and trust it will be taken as my evidence on that portion of your inquiry :—

	Per lineal yard.
	s. d.
Forming and brushing 6 inches deep	1 6
Drain on one side	0 3
Metal, 1½ cubic yard, per lineal yard.....	6 3
Blinding	0 3
	8 3
Estimate without Brushing.	
Forming 24 feet wide.....	0 6
Drain on one side	0 3
Metal, 1½ cubic yard, per lineal yard.....	6 3
Blinding	0 3
	7 3

There are 42 miles from Temora to West Wyalong, only about six of which have been formed and gravelled. About 12 miles will require brushing before being metalled, which at 8s. 3d. per lineal yard = £726 3s. per mile, and adding £15 for crossings = £741 3s. per mile. There remains, after deducting as above and the 6 miles completed, 24 miles to be done in the usual manner, viz. :— Forming, &c., 7s. 3d. per lineal yard = £638 per mile, which with £15 added for stone crossings = £653 per mile.

Summary.

Forming, brushing, &c., 12 miles at £741 3s. per mile	£8,893 16 0
Forming, &c., 24 miles at £653 per mile	15,672 0 0
Maintenance metal, say, 100 cubic yards per mile on 36 miles for first year = 3,600 cubic yards at 5s. per cubic yard	900 0 0
Cost to complete 36 miles	£25,465 16 0

The above is based on the very low prices for which work is now being done.

The Chairman, Sectional Committee, Public Works.

I have, &c.,
JOHN GORDON.

B.

REPORT ON AGRICULTURAL AND PASTORAL LAND WITHIN 20 MILES OF WYALONG.

Sir,

Wyalong, 18 June, 1895.

I have the honor to forward herewith report as required in reply to the enclosed letter of 17th instant. I have carefully examined the whole of the Crown lands within a radius of 20 miles of Wyalong, and in doing so have also examined the alienated lands of the locality.

The agricultural land within a radius of 20 miles of Wyalong is comprised in three-fourths of the whole area of the piece of country to the south, west, and north of Wyalong, and may be fairly described as all the country west of a line drawn from Barmedman through Wyalong to Marsden; and the land to the east of the same line is good pastoral land, but not well suited for agriculture.

The agricultural country just referred to is chiefly granitic, much decomposed, and consequently rich in most of the mineral elements required for successful cultivation. Together with the granite are belts of slate in small hills and ridges; and these two formations, with their accompanying quartz and mineral veins, constitute the whole of the agricultural area.

Within a radius of 20 miles, there is an area of about 936 square miles of agricultural land, of which I estimate 702 square miles to be profitable agricultural land, clear of ridges or rocky hills.

As nearly as I can form an estimate, about 468 square miles, or half the total amount of agricultural land, is Crown land and reserves; and I estimate about 320 square miles of Crown land, exclusive of reserves, within the agricultural area.

From the numerous inquiries made for land in this locality, it is most probable that all the agricultural and pastoral land within 20 miles of Wyalong will be taken up as soon as it becomes available for selection, and this in the face of the heavy expense which must be incurred before the land can be made use of for either agricultural or pastoral pursuits. Before any profitable results can be obtained from any holding in this locality, it will be necessary to enclose with rabbit-proof fencing and destroy the rabbits within the enclosure. This work, together with the necessary water conserving and the destruction of scrub, will be costly, and may operate against the immediate prosperity of this locality, which must eventually become a rich agricultural and pastoral district.

The best agricultural land in this locality is covered with a dense growth of cypress pine, bull oak, and scrubs; pine and yellow box, also, always indicate a good agricultural soil.

There are considerable patches of dense mallee also, and this land is all good soil.

The ridges and stony rises are generally timbered with ironbark trees and various scrubs of a prickly nature; these gritty soils have proved very good for fruit growth.

In different parts of this locality have been grown in profusion and perfection the following fruits and grains, and only under the usual conditions of good farming and without irrigation, viz., apricots, apples, almonds, cherries, figs, grapes, lemons, mulberries, oranges, pears, plums, peaches, wheat, barley, maize, lucerne.

In the pastoral portion of the country, within the 20-mile radius of Wyalong, the country east of Wyalong is of slate formation, and on the plains about the Bland and Back Creeks, an alluvial clay soil. This is timbered with balar, boree, or myall, and is not well suited for agriculture, being too intractable and not so rich in some of the mineral constituents of the granitic country.

Some time ago I forwarded to the Agricultural Department for analysis characteristic samples of the various soils found in this locality, but have not yet received any results of analysis. The soils submitted were—pine soil, mallee soil, balar soil, boree or myall soil.

The pine and mallee soils are over the whole of the agricultural area, and the balar and myall or boree soils over the greater part of the pastoral country; and from these samples an opinion of the chemical possibilities of this country can be obtained.

I have, &c.,

JOHN RICHMOND,

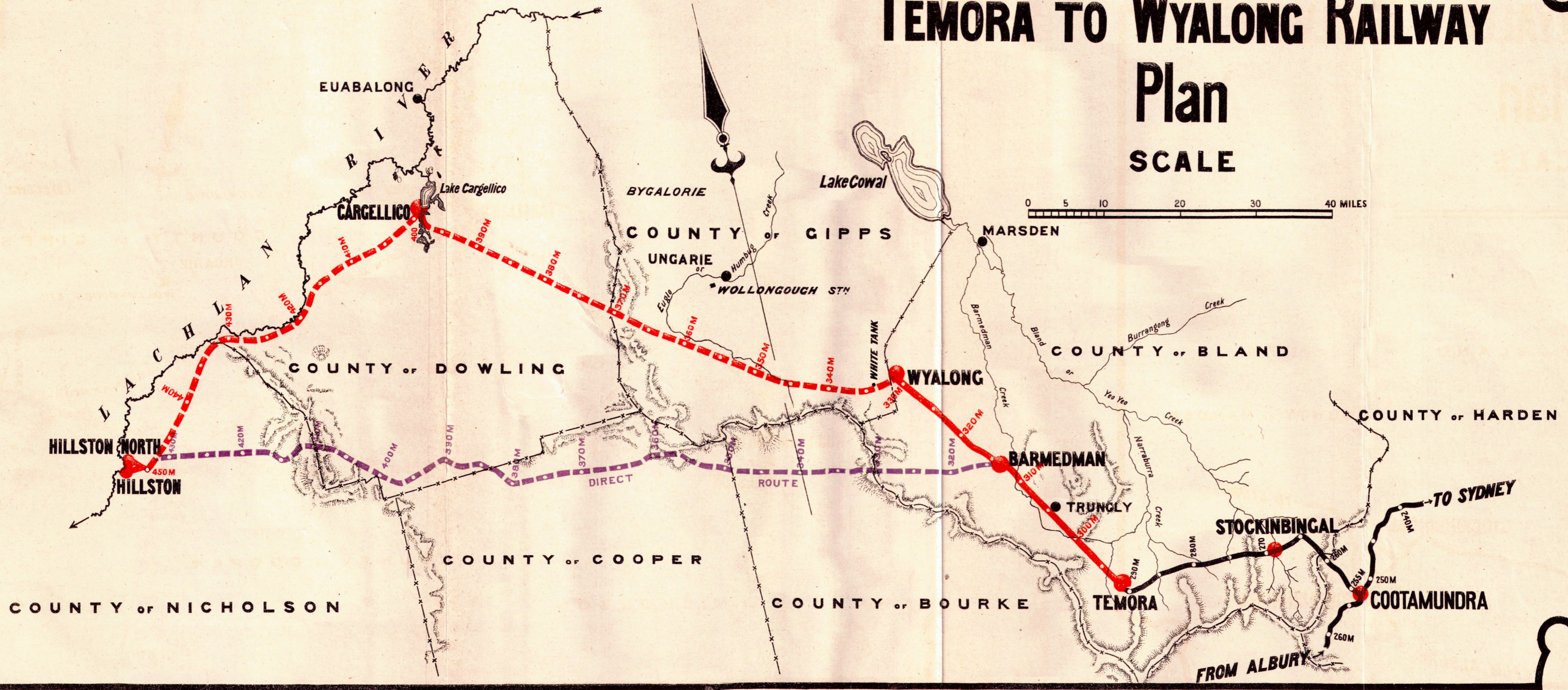
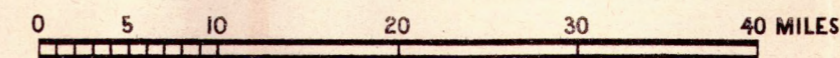
Staff Surveyor, Lands Department.

he Secretary, Parliamentary Standing Committee on Public Works.

[Two plans.]

TEMORA TO WYALONG RAILWAY Plan

SCALE



(Sig 643)

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

NARRABRI TO MOREE RAILWAY BILL.

(MESSAGE No. 14.)

Ordered by the Legislative Assembly to be printed, 26 September, 1894.

R. W. DUFF,
Governor.

Message No. 14.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the construction of a line of railway from Narrabri to Moree.

*Government House,
Sydney, 25th September, 1894.*

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT RAILWAYS ACT AMENDMENT BILL.

(MESSAGE No. 47.)

Ordered by the Legislative Assembly to be printed, 6 March, 1895.

By Deputation from the Governor

FREDK. M. DARLEY,

Lieutenant-Governor.

Message No. 47.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to amend section 10 of the "Government Railways Act of 1888," so far as that section relates to the salary of the Chief Commissioner, and to repeal in part the "Government Railways Act Amendment Act."

Government House,

Sydney, 6th March, 1895.

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COBAR TO COCKBURN RAILWAY BILL.

(MESSAGE No. 70.)

Ordered by the Legislative Assembly to be printed, 20 June, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 70.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the construction of a Line of Railway from Cobar to Cockburn.

*Government House,
Sydney, 19th June, 1895.*

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COSTS IN CASE EDDY *v.* MARTIN.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 18 October, 1894.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25th September, 1894, That there be laid upon the Table of this House,—

“Copies of all papers having reference to the payment by the Government of a sum of £332, costs in case Eddy *v.* Martin, together with a letter on that matter from Mr. McMillan, M.P., to Sir George Dibbs.”

(*Mr. Schey.*)

SCHEDULE.

NO.	PAGE.
1. Crown Solicitor to Chief Commissioner for Railways. 28 March, 1890	1
2. Messrs. Laurence and McLachlan to Chief Commissioner for Railways, with enclosures. 9 July, 1890	2
3. Messrs. Laurence and McLachlan to Chief Commissioner for Railways, with enclosure. 5 September, 1890	2
4. Messrs. Laurence and McLachlan to Chief Commissioner for Railways. 22 September, 1890	2
5. Messrs. Laurence and McLachlan to Chief Commissioner for Railways. 5 November, 1890	2
6. Receipt for £105 costs paid by the Chief Commissioner for Railways. 21 November, 1890	3
7. Messrs. Laurence and McLachlan to Chief Commissioner for Railways. 24 November, 1890	3
8. Minute by Mr. Treasurer McMillan. 27 July, 1891	3
9. Secretary to the Railway Commissioners to Under Secretary for Finance and Trade, with enclosure. 3 January, 1892	3
10. Minute by Mr. Treasurer See. 18 January, 1892	3
11. Mr. Railway Commissioner Oliver to Secretary to the Attorney-General. 15 February, 1892	3
12. Memorandum by the Principal Under Secretary, with minutes. 26 April, 1892	4
13. Crown Solicitor to the Under Secretary for Finance and Trade, with minutes and enclosure. 29 April, 1892	4
14. Under Secretary for Finance and Trade to the Crown Solicitor, with minutes. 9 August, 1892	4
15. Minute by the Principal Under Secretary. 11 August, 1893	4
16. Under Secretary for Finance and Trade to the Principal Under Secretary. 16 August, 1893	4
17. Chief Secretary Sir George Dibbs to the Colonial Treasurer, Mr. John See. 21 August, 1893	5
18. Examiner, The Treasury, to the Secretary to the Railway Commissioners, with minute. 5 September, 1893	5
19. Cabinet minute. 4 September, 1893	5
20. Mr. W. McMillan, M.P., to the Hon. Sir G. R. Dibbs, K.C.M.G., M.P., with minute. 21 August, 1893	5

No. 1.

The Crown Solicitor to The Chief Commissioner for Railways.

Dear Mr. Eddy,

Sydney, 28 March, 1890.

I could not get hold of Want until late yesterday afternoon, and therefore could not send you a note. He will take your brief with pleasure, and thinks you have been much ill-used of late. He agrees with me in thinking that you have no option—that you must prosecute. He also thinks it will be better that the prosecution should be in Sydney, on account of the newspaper reports being better taken than they are in the country.

I am sure that when you come to know each other you and he will be great friends.

Laurence had better draft the information at once, and show it to Want, at the same time giving him his retainer.

I have received the two newspapers.

Yours very truly,
JOHN WILLIAMS.

No. 2.

No. 2.

Messrs. Laurence and McLachlan to The Chief Commissioner for Railways.

Dear Sir,

12, Spring-street, Sydney, 9 July, 1890.

As requested we now send memo. of our costs in connection with the prosecutions for libel, &c., which, as you will see, we have stated at 100 guineas, covering all work, attendances, &c.

This amount of course simply represents our own charges. As to Mr. Want's fees we propose to arrange these after conferring with him thereon.

With reference to the costs incurred in proceeding against the several proprietors of newspapers who had circulated the libel, we have succeeded in obtaining payment of costs from some of them, which receipts amount altogether to 15 guineas.

We propose therefore to make no charges in respect of the other parties who have not paid, and to treat the amount received as full satisfaction for our costs in respect of the whole of those matters, so that the enclosed memo. will represent the whole of our claim against yourself.

Yours truly,

LAURENCE AND McLACHLAN.

[Enclosures.]

Memorandum.

E. M. G. Eddy, Esq.,—

12, Spring-street, Sydney, 30 June, 1890.

To professional costs, charges, and disbursements to date in the undermentioned matter:—

Re libel—To costs herein as per letter of 9th July, 1890 £105

We also enclose Mr. Austin's account for 6 guineas for searches.

With compliments.

LAURENCE AND McLACHLAN.

Messrs. Laurence and McLachlan debtor to C. R. Austin,—

Sydney, 31 May, 1890.

To searching newspapers for copies of leader, "Alleged Audacious Nepotism," published in the *Tamworth News*, £6 6s.

No. 3.

Messrs. Laurence and McLachlan to The Chief Commissioner for Railways.

Dear Sir,

12, Spring-street, Sydney, 5 September, 1890.

You *v.* Joseph; You *v.* Martin.

We enclose herewith a memorandum of fees charged by Mr. Want, amounting to £222 17s. 6d. Mr. Want has asked us to let him have a cheque for the amount of his fees.

Yours truly,

LAURENCE AND McLACHLAN.

[Enclosure.]

MEMORANDUM OF MR. WANT'S FEES.

1890.			£	s.	d.
March 28.	—	<i>Ex parte</i> Eddy, Conference	5	15	6
April 1.	—	" " "	5	15	6
" 17.	—	" " "	5	15	6
" 17.	—	" " Brief for prosecution	107	10	0
" 18.	—	Eddy <i>v.</i> Martin—Conference	5	15	6
May 3.	—	" " "	5	15	6
" 5.	—	" " Brief for prosecution	32	10	0
" 15.	—	" " Refresher	27	0	0
" 16.	—	" " "	27	0	0
			£222 17 6		

No. 4.

Messrs. Laurence and McLachlan to The Chief Commissioner for Railways.

Dear Sir,

12, Spring-street, Sydney, 22 September, 1890.

You *v.* Joseph; You *v.* Martin.

Referring to our letter to you of the 5th instant, accompanying memorandum of Mr. Want's fees, we have had several messages from him, and to-day a most urgent request for a cheque.

Would you kindly forward us a cheque so that we may pay Mr. Want's fees.

We have endeavoured to induce him to make a reduction in the total, but he declines to do so, and is importuning us for the amount as rendered.

Yours truly,

LAURENCE AND McLACHLAN.

No. 5.

Messrs. Laurence and McLachlan to The Chief Commissioner for Railways.

Dear Sir,

12, Spring-street, Sydney, 5 November, 1890.

To facilitate the adjustment of our books to 30th June last, we shall feel obliged by a settlement of the amount due by you to us at that date, viz., £105, and also £6 6s., Mr. Austin's account, which we have since paid, making, in all, £111 6s.

We are, &c.,

LAURENCE AND McLACHLAN.

3

No. 6.

Receipt.

RECEIVED from E. M. G. Eddy, Esq., the sum of £105, costs as per memo. of 30/6/90.
£105.

12, Spring-street, Sydney, 21 November, 1890.

LAURENCE AND McLACHLAN.

No. 7.

Messrs. Laurence and McLachlan to The Chief Commissioner for Railways.

Dear Sir,

12, Spring-street, Sydney, 24 November, 1890.

We have to thank you for your cheque for £105, in payment of our costs. The counsel's fees amounted to £222 17s. 6d., and you sent us a cheque for £227, leaving a balance in your favour of £4 2s. 6d. We have since paid Mr. Austin's charges, £6 6s., so that the account at present shows a debit balance of £2 3s. 6d. We propose to accept your cheque in full satisfaction of our account, and have written off the last amount accordingly, so that you may now consider the account as squared.

Yours, &c.,

LAURENCE AND McLACHLAN.

No. 8.

Minute by The Colonial Treasurer.

Treasury Minute.

The Treasury, New South Wales, Sydney, 27 July, 1891.

Subject:—Costs of the Chief Commissioner for Railways, in libel action against Martin.

THE above case, in which Mr. Eddy has to pay costs, amounting to £332, was so obviously undertaken in the public interests that I think the amount should be refunded in full, and I therefore beg to recommend this course to the favourable consideration of my colleagues.

W.M.

No. 9.

The Secretary to The Railway Commissioners to The Under Secretary for Finance and Trade.

3 January, 1892.

I SEND you herewith copy of Martin's letter, as promised. Of course you will understand it is not to be made public.

H.McL.

[Enclosure.]

Sir,

Milson's Point, North Sydney, 1 January, 1892.

I do not think, considering the time which has elapsed, that my motive can be misconstrued, when I say that I desire to convey to you the expression of my deep regret for my conduct last year in writing a libel upon you. I write this without reserve or qualification. The *amende* should have been offered before, I know, previous to the matter reaching the Court, but I was ill advised in every way. The apology I now make, so late in the day, might be considered by yourself supererogatory, but as I was temporarily employed in your Department I was certainly guilty of thoughtless ingratitude, as well as of folly. If, however, I erred, I have suffered grievously, in impoverishment and irretrievable ruin, and the closure of all avenues of regular employment.

I can only say, in conclusion, that I regret the tardy sense of propriety which impels me to this communication did not move me at a time when your anger might have been disarmed, and much trouble saved.

I am, &c.,

RESEIGH MARTIN.

E. M. G. Eddy, Esq.

No. 10.

Minute by The Colonial Treasurer.

Treasury Minute.

The Treasury, New South Wales, Sydney, 18 January, 1892.

Subject:—Payment by the Government of the costs of the prosecution in connection with the criminal libel action, "Eddy v. Martin."

I SHOULD be glad if the Under Secretary would be good enough to forward, for perusal by my honorable colleague, the Attorney-General, the enclosed papers in connection with the criminal libel action, "Eddy v. Martin." It is understood that Mr. McMillan submitted this matter to Cabinet for consideration of the question of the Government paying Mr. Eddy's costs, on the grounds that they were incurred in the discharge of a duty he owed to his public position, but the minute has been inadvertently lost in the course of its return to the Treasury.* The subject has recently been engaging my attention, but before arriving at a decision I should esteem it a favour if Mr. Barton would assist me with the benefit of his advising.

JOHN SEE.

The Crown Solicitor.—F.K., 18/1/92.

No. 11.

Mr. Railway Commissioner Oliver to The Secretary to The Attorney-General.

My dear Stephen,

Sydney, 15 February, 1892.

Thanks for your attention. I return a copy of the late Mr. Williams' letter. If Mr. Barton would only advise the payment of the cash Mr. Eddy has been so long out of pocket it would be most satisfactory. Mr. Eddy acted on the advice of the Crown Solicitor and by the direction of the then Minister for Railways, and the only mistake he made was in paying the accounts instead of sending them to the Treasury for payment. You might see that the matter is not lost sight of among the host of things Mr. Barton has to attend to.

Yours, &c.,

CHARLES OLIVER.

No. 12.

* This minute has since been found, and is shown herein as paper No. 8.

No. 12.

Memorandum by The Principal Under Secretary.

26 April, 1892.

THIS paper* was found this morning, and it is now desired that it should be sent on to the Attorney-General, with a view to payment of the amount.

Approved.—G.R.D., 26/4/92. The Secretary to the Attorney-General.—C.W., B.C., 26/4/92.
Place with paper *re* Reseigh Martin. The money should be paid, and I will write to that effect.—E.B., A.-G., 26/4/92.

No. 13.

The Crown Solicitor to The Under Secretary for Finance and Trade.

Crown Solicitor's Office, Sydney, 29 April, 1892.

Subject:—In re payment by the Government of the costs of the prosecution in connection with the criminal libel action, "Eddy *v.* Martin."

Sir,

I have the honor to return herewith the papers relating to the above matter which were forwarded to me from your Department on the 18th day of January, 1892, and to state that I have submitted them to Mr. Attorney-General Barton, a copy of whose advising thereon will be found herewith.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

OPINION OF THE HONORABLE THE ATTORNEY-GENERAL.

I FELT some difficulty in offering any opinion in this matter until yesterday, as not only did it seem that no question of law was involved, but the papers contained little in the way of data for the formation of an opinion. Yesterday, however, the Colonial Secretary forwarded a Treasury minute which had been found in his office, and under which Mr. McMillan, then Minister for Railways, recommended to Cabinet on 27th July, 1891, that the costs should be refunded to Mr. Eddy in full on the ground that the prosecution was undertaken in the public interests. That had been previously the tendency of my view, which is greatly strengthened by the emphatic declaration of Mr. McMillan, who being in office at the time of the prosecution probably knew every fact which tended to show that the course taken was a necessary one. In any aspect of the matter I do not think Mr. McMillan's decision should be disturbed. My honorable colleague the Colonial Treasurer will, I am sure, not think otherwise, but as I understand that he still desires me to advise formally, I do so. I am now clearly of opinion that these costs should be refunded to the Chief Commissioner for Railways. As, however, the matter in its way involves a question of policy, and the case may be referred to hereafter as a precedent by public officers of other Departments, who institute prosecutions for libel, my colleague will perhaps think it well to bring the matter before the Cabinet at the next meeting, this being also the course which Mr. McMillan had decided to take.

EDMUND BARTON,

Attorney-General.

27 April, 1892.

Cabinet.—J.S., 9/5/92.
Accountant.—F.K., 12/5/92.
Done.—M.R., 13.

By Cabinet: Submit on Supplementary Estimates.—E.B., 10/5/92.
Inform Mr. Eddy.—J.S., 11/8/92. Mr. Ross.—F.K., 11/8/92.

No. 14.

The Under Secretary for Finance and Trade to The Crown Solicitor.

Sir,

The Treasury, New South Wales, Sydney, 9 August, 1892.

I am directed by the Colonial Treasurer to invite your attention to the circumstance that the papers in the case of Reseigh Martin were forwarded to you by this Department on 19th January last, and to inquire how the matter stands.

I have, &c.,

F. KIRKPATRICK.

The papers in this matter were returned to you on the 29th April last with a copy of the Attorney-General's opinion thereon.—ERNEST A. SMITH, Crown Solicitor. The Under Secretary for Finance and Trade, B.C., 10/8/92. Now attached.—J.S.W., 10/8/92. The Under Secretary.

No. 15.

Minute by The Principal Under Secretary.

Railways—Miscellaneous Services.

Costs in the criminal action for libel—Chief Commissioner *v.* Reseigh Martin ... £332 0 0

Mr. Eddy is pressing for settlement of this claim. Perhaps authority may be given for the payment of the amount

C.W., P.U.S., 11/8/93.

I should like the Treasurer to order payment of this amount forthwith.—G.R.D., 11/8/93.
The Principal Under Secretary.—F.K., 15/8/93. Cabinet.—J.S., 12/8/93.

No. 16.

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

My dear Mr. Walker,

The Treasury, New South Wales, 16 August, 1893.

Will you kindly have these papers submitted to Ministers at the next Cabinet meeting?

Yours, &c.,

F. KIRKPATRICK.

No. 17.

* This reference is to the paper herein shown as No. 8.

5

No. 17.

The Chief Secretary, Sir George Dibbs, to The Colonial Treasurer.

My dear See, Chief Secretary's Office, Sydney, 21 August, 1893.
 Before I go I want you to authorise the payment of Eddy's costs. I specially want it done,
 as I have promised him it shall be paid, and my word must be of value.

Yours, &c.,
 G. R. DIBBS.

No. 18.

The Examiner, the Treasury, to The Secretary to the Railway Commissioners.

Dear Mr. McLachlan, 5 September, 1893.
 The Treasurer has approved of the payment of Mr. Eddy's costs in the libel action against
 Reseigh Martin. Will you kindly let me know the amount we shall have to pay? Is it £332?

Yours, &c.,
 S. R. CORKHILL.

Yes.—H. McL.

No. 19.

Cabinet Minute.

The Treasury, 4 September, 1893.
 At the last sitting of the Cabinet it was decided that the costs incurred by Mr. Eddy in the case of
 Eddy v. Martin should be paid, provided that Mr. McMillan gave a reply in the affirmative to a letter to
 be written by him to the effect that the late Government had agreed to pay them. Mr. McMillan having
 so replied, the Cabinet, to-day, confirmed its decision, and the Hon. the Treasurer will be good enough to
 pay the amount from the advance account.

GEORGE R. DIBBS.

The Under Secretary for Finance and Trade, B.C., 5/8/93.—C.W., P.U.S. Approved.—
 J.S., 5/9/93. Examiner.—F.K., 5/9/93. £332 passed for payment to-day.—S.R.C.

No. 20.

Mr. W. McMillan, M.P., to The Hon. Sir G. R. Dibbs, K.C.M.G., M.P.

* [Private.]

My dear Dibbs, York-street, Sydney, August 21, 1893.
 Our Government fully admitted Mr. Eddy's right to be paid out of the public funds, as the
 action was taken entirely upon public grounds, and I personally insisted on the policy of making it a
 criminal, not a civil, prosecution. It was to have been placed on the Estimates, as we thought that the
 better course. It should have come before the House long ago. I do not know why it was omitted. I
 trust it will not be longer delayed.

Yours, very truly,
 W. McMILLAN.

On this note I would pay the money and fight the devils afterwards.—G.R.D., 21/8/93.
 Honble. the Treasurer.

* On reference to Mr. McMillan it is found that he has no objection to the publication of this letter.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE BETWEEN THE CHIEF COMMISSIONER OF RAILWAYS AND THE GOVERNMENT, RESPECTING BACK PAY AND RE-ENGAGEMENT FOR A SECOND TERM.)

Ordered by the Legislative Assembly to be printed, 6 November, 1894.

The Chief Commissioner for Railways to The Minister for Railways.

Sir,

Sydney, 20 September, 1894.

I have the honor to invite your attention to the enclosed copy of correspondence regarding my engagement as Chief Commissioner of the railways of this Colony, particularly in respect to the question of salary.

You will observe therefrom that when signing the agreement entered into with Sir Daniel Cooper, Bart., on behalf of the Colony, it was in Sir D. Cooper's own words:—

"* * * Upon the distinct understanding that should his services hereafter prove to be satisfactory to the Government, an increase in the salary should be made;"

the original condition stipulated for by me under which the appointment was considered being:—

"Salary of £3,500 per annum, with seven years' engagement, any future advance being left open, results being the element to influence the Government regarding it; or £3,000 per annum to begin with, with an agreement for an advance of £1,000 at the end of two years."

It was ultimately agreed that the commencing salary should be £3,000, and that the future increase should be "left to the justice of Government and Parliament."

Sir Daniel Cooper's letter of the 31st August, 1888 (extract from which is given above), shows clearly the understanding on the subject.

As the subject has been allowed to remain unsettled so long, I can only conclude that the exigencies of political life have prevented the Government from dealing with the question; but as the arrears are now so considerable, and I am within a few weeks of entering upon the seventh year of office, and the question of re-engagement or otherwise will require to be dealt with almost immediately, I feel that as nothing has been done by the Government I must myself bring the question forward, and ask that it may be dealt with in that spirit of justice which I feel sure the Government and people of the Colony would wish to show towards me.

The result of the work of myself and colleagues is before the country, and requires no comment from me to assist the Government in coming to a decision as to whether my services have been "satisfactory."

In order that I might be advised by a legal mind in regard of my moral claim for consideration at the hands of the Government in this respect, I asked Mr. Want, Q.C., to give me friendly advice upon the question, and attached hereto is a copy of his letter to me.

I feel I may now safely leave the question in your hands to award to me that measure of justice upon which I relied when relinquishing my career in England; but I may remark that, in addition to the ordinary work of administering the great national property placed in the hands of myself and colleagues, I am sure the difficulties of various kinds surrounding the position I have the honor to hold could not have been anticipated when the appointment was first made.

I am, &c.,

E. M. G. EDDY.

To the Honorable G. H. Reid, M.P., Prime Minister and Minister for Railways.

[Enclosures.]

Dear Mr. Eddy,

I am treating your request to examine the papers in connection with the question of your right to an increase in salary just as you wish, viz., not to give an opinion with a view to any intended litigation, but giving you an opinion to guide you as to your position and your right to demand consideration at the hands of the Government.

In the first place, therefore, I will say that, from a legal view, it is the nearest shave of being a binding legal contract that I can imagine possible. In fact, had the negotiation been altogether verbal or by parol, the Government would have been legally bound to increase your salary as the circumstances now stand.

The fact, however, of the actual agreement being in writing, and the words "it being understood," &c., excluded from it, that understanding has no effect in law. Your right, however, to demand it, and the justness of your claim, outside the legal aspect, can hardly be doubted for one moment. Nothing could be clearer to my mind than that the restriction to the £3,000 was adhered to in consequence of the hands of the Colonial Secretary being tied by Parliament, and that the appointment of the Commissioners being an experiment, the Government very properly guarded themselves by saying we will not put it in the contract, while on your part it seems to me you took the view that, while you were willing to allow the Government to protect themselves by a written contract, you thought you could safely rely on the unwritten code of honor of the Colonial Government.

Presuming that the present or any other Government were satisfied that you had "*given satisfaction*," then your part of the undertaking is fulfilled, and I can hardly believe that the Government would refuse to carry out their part. The very fact of there being so much said at the time of your appointment on this subject to the Agent-General and by the Colonial Secretary accentuated its importance.

The Colonial Secretary's wire of 9th June, 1888, after a full discussion of the question of increased salary, is in these words:—

"*Re Eddy*.—In agreement the Colony cannot be committed to further increase of salary, must be left to justice of Government and Parliament, &c."

No words can be clearer to convey to Mr. Eddy that he might safely rely upon the justice of Government. To place the matter beyond all doubt, when the Agent-General concludes the negotiations he again brings this question of depending on the justice of the Government. See his letter to the Colonial Secretary of 31st August, 1888.

Sir Daniel Cooper's letter to the Colonial Secretary contains these words:—

"*You will doubtless remember in regard to the increase of salary that your telegram is distinct, that this point must be left open in considering the engagement, while Mr. Eddy consented to this, and also that in the agreement the Government should not be formally pledged to increase his salary, he nevertheless accepted the position of Chief Commissioner upon the distinct understanding that should his services hereafter prove to be satisfactory to the Government, an increase in the salary should be made, and I desire to call your express attention to this which is specifically referred to in the correspondence enclosed.*"

This document, and many others, emphasises the question of increased salary, which shows that the matter was not lightly treated, and that both parties were negotiating with that understanding.

No one could place any other construction on these papers except that you were led to believe you might rely upon the honor of the Colony, and I will venture as one of its citizens to hope that you have not trusted in vain.

19/9/94.

J. H. WANT.

RAILWAYS.

(CORRESPONDENCE RESPECTING THE ENGAGEMENT OF MR. E. M. G. EDDY AS CHAIRMAN OF THE BOARD OF RAILWAY COMMISSIONERS.)

Telegram from The Colonial Secretary to The Acting Agent-General.

[Confidential.]

Sydney, 4 May, 1888.

RAILWAY Act just passed, by which a Board of Commissioners appointed to manage Government Railways. Term of office, seven years; only removable by Parliament (see letter 4th April, 1887). Chief Commissioner's salary, £2,500. Wish to engage thoroughly experienced man of energetic character from railway service in England. * * * * * Salary fixed by Act; prospect of increase if services satisfactory. * * * * * Inform me before finally engaging.

Urgent.

HENRY PARKES.

[Private and Confidential.]

Major Marindin to E. M. G. Eddy, Esq.

1, Whitehall, 15 May, 1888.

The Agent-General for New South Wales asked me a few days ago to advise him in the selection of a man for the new post of Chief Commissioner of Railways of that Colony; salary £2,500, to be raised if services are satisfactory; term of office, seven years, only removable by Parliament, *i.e.*, not by Ministry.

I took the liberty of mentioning your name (together with two others), as men whose services the Colony would be fortunate to obtain if willing to go.

The Agent-General now asks me to write to you on the subject, and to inquire whether you would take the post if offered to you, subject, of course, to the arrangements being satisfactory. If your answer be in the affirmative I fall out of the negotiations, and you will doubtless hear direct from the Agent-General, who, I may say, does not wish to advertise the appointment if he can get a good man without doing so.

Please understand that this letter is to be considered entirely private.

I may say that your name was the first on my list.

Yours, &c.,

F. A. MARINDIN.

E. M. G. Eddy, Esq., to Major Marindin.

Glasgow, 16 May, 1888.

Dear Major Marindin,
I am obliged for your letter of yesterday's date. Looking at my position in the railway service in this country, I do not think it would be a wise step on my part to go abroad for a salary of £2,500 per annum; could this salary be increased if I agreed to consider the question? Another point in connection

connection with the appointment would be the question of competition. I could not agree to enter into competition for it in any way, and I think you will readily see why it is necessary to make this stipulation when you consider my position here.

Of course our respective letters will be looked upon as strictly private and confidential.

Faithfully yours,
E. M. G. EDDY.

Major Marindin to E. M. G. Eddy, Esq.

Dear Mr. Eddy,

22, Sussex Villas, Kensington, W., 19 May, 1888.

I did not in the least expect that the New South Wales appointment would tempt you, but I was so sure that you were the best man for the place that I thought it as well to give the Colony the off chance of getting you.

The Agent-General cannot, at present at any rate, go beyond the £2,500, but he is, I think, quite disposed to ask for authority to offer more, if he finds that he cannot get a really good man for the less sum.

I have no doubt that should he obtain authority for a higher salary he would wish to reopen negotiations with you.

There was no question of competition in your case.

I may say that I quite agree with your view, that with your prospects "it is not good enough."

Yours, &c.,
F. A. MARINDIN.

P.S.—The Agent-General will not mention a word to anyone about our correspondence.

Major Marindin to E. M. G. Eddy, Esq.

[Private.]

Dear Mr. Eddy,

31 May, 1888.

My excuse for writing to you again in reference to the New South Wales Commissionship will be found in the following extract from a letter I received this morning from Sir Daniel Cooper, Bart., Acting Agent-General for that Colony:—

"I will ask you kindly to communicate again with Mr. Eddy to see if he will take the post if offered. If I know his terms I can telegraph to Sydney and ascertain whether they are acceptable. There will be no other name mentioned in competition with Mr. Eddy, and when I recommend him it will be for the Government to take or refuse him before I treat with anyone else. If he is accepted no one can complain. I should, of course, like to see Mr. Eddy if he can come south, and I will let him know when and where he can meet me."

The meaning of all this evidently is that Sir Daniel Cooper is anxious to secure you if he can get you, and is prepared to ask the New South Wales Government to accept you on your own terms—if not too high, of course—and to improve upon the offer they have made originally.

I cannot see any objection to your saying what would tempt you, or replying that you are not inclined to go at all.

I have told Sir Daniel Cooper that I have written to you. Of course any letter I may write will be kept strictly private.

Yours, &c.,
F. A. MARINDIN.

E. M. G. Eddy, Esq., to Major Marindin.

[Private.]

Dear Major Marindin,

Glasgow, 1 June, 1888.

I am obliged for your letter of yesterday's date. In accepting an appointment abroad I shall have to overcome two or three very strong oppositions, on whatever terms I go, and undoubtedly I should be acting foolishly to go unless the salary is a good one. Money, generally speaking, is not, I believe, so valuable in Sydney as here, so that too has to be considered. The position, however, has attractions for me, as I take so much delight in my work, and I can see how, in a country which will owe much to the judicious management and extension of its railways, I could be of great service to the Colony, and also obtain credit for myself.

Without pledging myself absolutely to accept the position, I will go so far as to say I should feel strongly inclined to do so if the salary is increased to £3,500 per annum, with seven years' engagement, any future advance being left open, results being the element to influence the Government regarding it, or £3,000 per annum to begin with, with an agreement for an advance of £1,000 at the end of two years.

Yours, &c.,
E. M. G. EDDY.

Telegram from The Acting Agent-General to The Colonial Secretary.

London, 31 May, 1888.

Most difficult to find Railway Commissioner; Allport has failed so far to name one; think I may secure Eddy, of Caledonian, at £3,000 per annum. Marindin and Allport say he is nearest your standard. Consult Speight of Victoria in confidence about Eddy, and direct me what to do.

DANIEL COOPER.

Telegram from The Acting Agent-General to The Colonial Secretary.

[Confidential.]

London, 5 June, 1888.

SEEN E. M. G. Eddy to-day. He was twenty years with London and North-western. Last eighteen months with Caledonian. * * * * * Will not go for less than three thousand to commence with and promise of increase if services satisfactory. Could leave end of September. Strongly urge you appoint him.

DANIEL COOPER.

Telegram

Telegram from The Colonial Secretary to The Acting Agent-General.

ENGAGE Eddy at £3,000. Question of increase must be left open in considering engagement.
Sydney, 6 June, 1888.
HENRY PARKES.

Telegram from The Acting Agent-General to The Colonial Secretary.

EDDY has accepted Chief Commissionership at £3,000 per annum, with increase, if services satisfactory to Colonial Government. Can leave September next. Colonial Government to provide free passage for himself, wife, and child. Send copy of Act appointing Commissioner. I will prepare agreement.
London, 8 June, 1888.
DANIEL COOPER.

Telegram from The Colonial Secretary to The Acting Agent-General.

Re Eddy.—In agreement the Colony cannot be committed to further increase of salary. Must be left to justice of Government and Parliament. Passage out will be provided. Copy of Act will be sent.
Sydney, 9 June, 1888.
HENRY PARKES.

Telegram from The Acting Agent-General to The Colonial Secretary.

HAVE closed with Eddy; £3,000. Increase salary left to justice of Government and Parliament. Sir Richard Moon, Chairman, and Findlay, General Manager, of London and North-western, assure me Eddy is very best man you could have selected in Great Britain.
London, 14 June, 1888.
DANIEL COOPER.

The Acting Agent-General to The Colonial Secretary.

Re Appointment of Chief Commissioner of Railways.

Sir,

5, Westminster Chambers, Westminster, S.W., 31 August, 1888.

With reference to the telegrams that have passed between yourself and this Department in regard to the appointment of Chief Commissioner of Railways under the Government Railways Act, 1888, I have the honor to forward herewith copies of correspondence between Mr. Edward Miller Gard Eddy and myself in relation to his appointment, authorised by your telegram to me of the 6th June last, as follows:—

“Engage Eddy at three thousand. Question of increase must be left open in considering engagement.”

It was considered preferable that Mr. Eddy should enter into a formal agreement as Chief Commissioner. I therefore instructed Mr. Want, the solicitor, in London, to the Government, to draw up this document for execution by Mr. Eddy and by myself on behalf of the Government of New South Wales. The part executed by Mr. Eddy I forward herewith, together with his letter to me, having particular reference to the understanding as to the future increase of his salary.

You will doubtless remember, in regard to the increase of salary, that your telegram is distinct, that this point must be left open in considering the engagement. While Mr. Eddy consented to this, and also that in the agreement the Government should not be formally pledged to increase his salary, he nevertheless accepted the position of Chief Commissioner upon the distinct understanding that, should his services hereafter prove to be satisfactory to the Government, an increase in the salary should be made; and I desire to call your express attention to this, which is specifically referred to in the correspondence enclosed.

I append copy of a letter addressed to me by Mr. Findlay, the General Manager of “The London and North-western Railway,” having reference to Mr. Eddy’s fitness for the position of Chief Commissioner of Railways of New South Wales.

I have, &c.,

DANIEL COOPER.

P.S.—Mr. Eddy leaves to-day for Sydney in the S.S. “Austral.”

[Enclosures.]

(2,914.)

My dear Mr. Eddy,

5, Westminster Chambers, London, S.W., 6 June, 1888.

In continuation of my note of last night, in which I informed you that I had telegraphed to the Government in Sydney, strongly recommending your appointment to the Railway Commissionership, at a salary of three thousand pounds (£3,000) per annum to commence with, I am pleased to say that I have this afternoon received a reply from my Government in the following words:—

“Engage Eddy at three thousand. Question of increase must be left open in considering engagement.—HENRY PARKES (Premier).”

I shall be glad to hear from you, at the earliest possible moment, whether you are prepared to accept this appointment, in order that I may again telegraph to Sydney for the information of my Government.

I need only say that, for the reasons I stated to you at our interview yesterday morning, how glad I should be if you can arrange to accept the offer of the New South Wales Government.

Yours very truly,

DANIEL COOPER.

E. M. G. Eddy, Esq., “Myross,” Aytoun Road, Pollockshields, Glasgow, N.B.

(2,985.)

(2,985.) Constitutional Club, Northumberland Avenue,
8 June, 1888.
My dear Sir Daniel,
Referring to your letter of 6th June, and confirming our conversation of this afternoon, I beg to state that I accept the appointment of Chief Commissioner of Railways to the New South Wales Government at a commencing salary of £3,000 per annum, it being understood that if the result of my management of the railways is found satisfactory the salary will be increased.
I will arrange with the Caledonian Company to be free at the end of August.
The question of passage money, agreement, &c., I am sure I may leave in your hands.
I am, &c.,
Sir Daniel Cooper, Bart., &c. E. M. G. EDDY.

Telegram from The Agent-General for New South Wales to The Colonial Secretary, Sydney.
8 June, 1888.
EDDY has accepted Chief Commissionership at £3,000 per annum, with increase if services satisfactory to Colonial Government. Can leave in September next. Colonial Government to provide free passages for himself, wife, and child. Send copies of Act appointing Commissioners. I will prepare agreement.

(2,985) Chief Commissionership of Railways.
5, Westminster Chambers, London, S.W., 11 June, 1888.
My dear Mr. Eddy,
With reference to the offer I made you, on the afternoon of the 8th instant, on behalf of the New South Wales Government, of the appointment of "Chief Commissioner of Railways" of the Colony, and to your letter of that evening, confirming our conversation, in which you state that you accept the above-mentioned post at a commencing salary of £3,000 per annum, "it being understood that if the result of my management of the railways is found to be satisfactory the salary will be increased," I would point out that it would be impossible for me, under existing circumstances, to insert a clause in your agreement to the foregoing effect; but if you are content to leave any future increase of salary to the justice of the Government and Parliament, I accept your letter at once.
The Colonial Government will provide free passages for yourself, wife, and child to Sydney.
Will you kindly reply to this at once.
Yours, &c.,
E. M. G. Eddy, Esq., &c., &c., &c. DANIEL COOPER.
Constitutional Club, Northumberland Avenue, W.C.

Telegram from E. M. G. Eddy, Esq., to Sir Daniel Cooper.
14 June, 1888.
(3,063.) LETTER of eleventh only reached me this morning. I agree to proposal regarding the future.
EDDY,
Glasgow.

(3,094.) Caledonian Railway, Glasgow, 14 June, 1888.
My dear Sir Daniel,
Confirming my telegram, your letter of the 11th instant only reached me this morning.
I agree "to leave my future increase of salary to the justice of the Government and Parliament," as you propose. * * * * * Believe me, &c.,
Sir Daniel Cooper, Bart. E. M. G. EDDY.

E. M. G. Eddy, Esq., to The Agent-General.
Constitutional Club, Northumberland Avenue,
29 August, 1888.
Dear Sir Daniel,
In signing my agreement regarding my appointment to the position of Chief Commissioner of Railways in New South Wales, I have done so subject to the understanding come to between us regarding the future increment of salary, as shown in my letter of the 8th June, and your reply of the 11th of the same month, viz., that although what I originally stipulated for cannot be embodied in the agreement, £3,000 per annum is not to be considered the permanent salary. Any future increase, however, is to be left to the justice of Government and Parliament.
I have, &c.,
E. M. G. EDDY.

G. Findlay, Esq., to The Agent-General.
House of Lords, 8 June, 1888.
My dear Sir,
I had intended to have done myself the pleasure of calling on you with Mr. Eddy this afternoon to congratulate you on the selection you have made in him as Chief Railway Commissioner for New South Wales. I have known him pretty nearly his whole railway service, which has been principally with the London and North-western Railway Company. I have the highest opinion of his practical knowledge and ability and of his integrity, and I honestly believe no better selection could be made. I write this as I am prevented from accompanying Mr. Eddy to-day; but at some other opportunity I hope to have the pleasure of telling you personally what I have now very shortly written.
Yours, &c.,
GEORGE FINDLAY,
General Manager, L. & N. W. Ry. Co.

The Agent-General to The Colonial Secretary.
Re appointment of Chief Commissioner for Railways.
Sir,
5, Westminster Chambers, Westminster, S.W., 7 September, 1888.
In continuation of my letter to you of last mail, dated 31st ultimo, S. 310-88, respecting the appointment of Mr. E. M. G. Eddy as Chief Commissioner for Railways, in which I forwarded to you one part of the agreement appointing that gentleman, I have now the honor to forward the remaining part, and to ask you to be so good as to give instructions that the part signed by me may be handed to Mr. Eddy upon his arrival in Sydney.
I have, &c.,
DANIEL COOPER.

The Minister for Railways to The Chief Commissioner for Railways.

My dear Mr. Eddy,

The Treasury, Sydney, 30 October, 1894.

The Cabinet have given their earnest attention to the question which you have brought before us; and I have to state, with reference to your claim under the correspondence between yourself and Sir Daniel Cooper at the time of your appointment, that the Government, under all the circumstances, and considering the time which has elapsed, cannot now see their way to recognise it by submitting a money vote to Parliament; but, taking your past services and the question of a second term into consideration, we are willing to give you leave of absence for an extended period during the last year of your term, and to ask you to represent us at the Railway Congress at London in June, with a liberal allowance for expenses, and offer you, subject to the approval of Parliament, a re-engagement for a second term of seven years at £4,000 a year.

I may add that I feel, as every one must who has watched your administration of our railways, the very highest appreciation of your great services to the country during a most trying time, and the highest opinion of the value of those services in the future. Indeed, nothing short of that could have prompted the (for this country) high offer of £4,000 a year for a second term.

Yours sincerely,
G. H. REID.

The Chief Commissioner for Railways to The Minister for Railways.

My dear Mr. Reid,

Office of Railway Commissioners of N.S.W., 31 October, 1894.

I have the honor to acknowledge the offer made in your letter of yesterday of re-engagement as Chief Commissioner of Railways at a salary of £4,000 per annum, and to express my thanks to the Government for the proposal made. After most earnestly considering the question of re-engagement, for various reasons I have decided not to accept a further term of office. In forwarding this letter I would beg to be permitted to express my appreciation of the terms of the offer of the Government, and your own kindly expressions regarding my services to the country.

My most grateful thanks are also due to the several Ministers for Railways who have represented the Department, for the whole-hearted support they have rendered to the Railway Commissioners in the House and elsewhere during most difficult times, and I must more particularly refer to the Hon. W. McMillan, M.L.A.

I must also express my highest esteem and regard for the able and loyal co-operation of my colleagues, Mr. Oliver and Mr. Fehon, throughout the whole period of our association. No better colleagues could possibly have been selected for me.

I shall always remember with feelings of the deepest gratitude and pleasure the confidence shown and the support given by the people and the press of the Colony to the Commissioners when they were working under most difficult and trying circumstances.

I need hardly say that I shall always take the deepest interest in the railways of the Colony, and if at any time my advice or views upon any important question relating thereto will be of any service to the Colony, I shall be very pleased to place the same at the disposal of the Government or Railway Commissioners.

I am, &c.,
E. M. G. EDDY.

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY FROM WALCHA ROAD TO WALCHA.
(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 25th September, 1894.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18th September, 1894, That there be laid upon the Table of this House,—

“Copies of all papers, reports, and correspondence in connection with
“branch line of railway from Walcha Road to Walcha.”

(*Mr. Frank Farnell, for Mr. Piddington.*)

SCHEDULE.

No.		PAGE.
1.	Letter from Mr. J. T. Campbell, C.E., to the Members of the Walcha Railway Committee. 28 February, 1891	1
2.	Report of Deputation. 18 September, 1891.....	2
3.	Petition. 4 August, 1891	3
4.	Letter from the Under Secretary for Public Works to Mr. J. Inglis, M.P. 25 September, 1891	3
5.	Letter from Mr. J. Inglis, M.P., to the Under Secretary for Public Works. 30 September, 1891.....	4
6.	Letter from Mr. E. M. Hill to Mr. J. Inglis, M.P. 16 December, 1891	4
7.	Letter from the Under Secretary for Public Works to Mr. J. Inglis, M.P. 7 January, 1892	4
8.	Letter from Mr. E. M. Hill to the Hon. H. Copeland, M.P. 7 January, 1892	4
9.	Letter from Mr. E. M. Hill to Mr. J. Inglis, M.P. 7 January, 1892	4
10.	Letter from Mr. E. M. Hill to the Under Secretary for Public Works. 7 January, 1892	5
11.	Letter from Mr. E. M. Hill to Mr. J. Inglis, M.P. 26 February, 1892	5
12.	Letter from Mr. E. M. Hill to the Hon. H. Copeland, M.P. 26 February, 1892	5
13.	Letter from Mr. J. Inglis, M.P., to the Secretary for Public Works. 9 March, 1892 ..	6
14.	Extract from <i>Hansard</i> . 28 March, 1892.....	6
15.	Letter from the Under Secretary for Public Works to Mr. E. Lonsdale, M.P. 4 May, 1892.....	6
16.	Extract from <i>Hansard</i> . 22 March, 1892.....	6
17.	Report by the Examiner of Public Works Proposals. 11 October, 1892	7

No. 1.

Mr. J. T. Campbell, C.E., and Mr. P. Wright, J.P., to The Members of the Walcha Railway Committee.

Gentlemen,

Walcha, 28 February, 1891.

In accordance with your request that we inspect the country lying between Walcha and the Great Northern Railway, to discover if possible a practicable route for a branch line to connect the town of Walcha with the above-mentioned railway, we have the honor to lay before you the following report under its various headings. A reference tracing is also herewith attached showing the present coach route between Walcha and Walcha Road railway-station, and the proposed route for a branch line. The proposed route is shown by a firm red line, and the road in use is tinted brown. A section of the proposed route is also shown, with approximate heights and gradients.

169—

REPORT.

[782 copies—Approximate Cost of Printing (labour and material), £5'16s. 3d.]

REPORT.

Route.

After careful inspection of the present line of road tinted brown on tracing, we found the country in its immediate vicinity as far as the Great Dividing Range (*see tracing*) suitable for an easy line of railway, but the grade from the range to the railway-station is much too great to admit of a junction at that place. At 224 miles from Newcastle, or 2 miles above the railway-station, the Great Northern Railway reaches the edge of the New England table-land, and at that point we are of opinion the proposed branch line should junction with the main line. To follow the proposed route, or the alternative on the south from that point, easy grades with moderate cuttings can be obtained throughout. The broken red line, C D, which is a more direct route, should not be overlooked in the event of a trial survey. The country through which it passes is somewhat more difficult, but we are not in a position to express a decided opinion regarding it.

Land.

The land through which the proposed line passes is alienated from the Crown, excepting the following reserves:—Forest reserve 1,008, water reserve 149, reserve 145, and the town common of Walcha, and about 2 miles of the land near the proposed junction which has lately been selected, but is not yet confirmed.

The largest owner of the land along the route, Edward Baker Boulton, who is also lessee of the run, and who, by the way, resides in England, is opposed to a railway interfering to any extent with his property. He is not opposed to having the present road widened to admit of a railway, which proposition, in our opinion is quite feasible, as far as the road may be followed.

The proposed route would involve the resumption of 136 acres of alienated land at an average width of 2 chains.

The improvements along the route are of a primitive kind, including ringbarking, fencing, and a few acres of clearing.

Formation.

The general formation throughout is shale, apparently of the Silurian age, and is intersected here and there by bands of soft white quartz-granite outcrops and gravel beds.

The rock is weathered to a considerable depth, especially the shale. Ridges of boulder basalt occur along the northern watershed of the main creek.

We may also state that the range shown on tracing running parallel in part to the Great Northern Railway, is a portion of the Great Dividing Range between the eastern and western waters of the Colony. This range is also the edge of the granite belt which forms for many miles the southern extremity of the New England table-land.

Watershed.

The area drained by the creeks from the south is about 20 square miles, requiring 800 square feet of water-way. The greater part of the drainage is confined to two creeks from the south, and the head of the main creek on the west. The largest opening need not exceed, say, 6 feet in height by 50 feet in length of the viaduct form, as the waters in flood time are sluggish, owing to the easy grade of the water area.

Timber.

There is a good supply of stringybark on all the main ridges of the district. The supply near the proposed route has been greatly diminished since the construction of the Great Northern Railway.

Cost.

In the absence of a trial survey we are not prepared to give an estimate of the cost with any degree of accuracy, but from our considerable knowledge of these matters, combined with a careful inquiry into the cost of lines constructed over similar country, we are of opinion that a substantial single line of railway similar to the main line need not cost more than £3,000 per mile, and to meet the requirements of Walcha and district, a line of similar gauge may be constructed for about £2,500 per mile, or about £30,000 for the total length of railway along the proposed route, the length of which is about 13 miles.

I have, &c.,

J. T. CAMPBELL, C.E.,

Licensed Surveyor.

PERCY WRIGHT, J.P.,

Grazier.

For the consideration of the Minister for Works, with Mr. Inglis' compliments.—JAS. INGLIS, 4/8/91. Mr. Deane to see.—J.B., 5/8/91. Seen; but the rough estimate is not reliable.—H.D., 7/8/91. Under Secretary. Submitted for matter to be put by for the present.—J.B., 11/8/91. Approved.—W.J.L., 14/8/91.

No. 2.

Report of Deputation to the Secretary for Public Works.

Department of Public Works, Sydney, 18 September, 1891.

Deputation.—Proposed Railway, Walcha to Walcha Road.

THIS morning a deputation, representing the New England Electorate, introduced by Messrs. Inglis, Lonsdale, and Copeland, M's.P., waited upon the Minister for Works to represent the desirableness of a railway being made from Walcha railway station to Walcha Road.

The line, it was stated, would extend for about 13 miles through well watered agricultural districts from one of the largest principalities in that part of New England, and would tap very rich mining centres and auriferous areas. The local people display much public spirit in making roads, which were inadequate for the purpose of conveying grain to the railway. A light line, similar to that from Campbelltown to Camden, would relieve the farmers in the Walcha Road and adjacent districts of the heavy handicap of £1 per ton

on their produce. Such a line, it was contended, would not be a burden to the State. Generally, the soil was exceedingly productive, and Mr. Inglis stated there were silver-mines which compared favourably with the Great Comstock mines of America. The line would reduce the cost of road-making to a minimum, and largely promote settlement and transform large areas from pastoral to agricultural lands.

The MINISTER: Well, gentlemen, I have a fair knowledge of the neighbourhood of Walcha and the character of the country, and I am led to believe that it is very good agricultural country. My own impression, as well as yours, is that when its turn comes to be made, the line will be a payable one, but before you can have the railway a survey must be made. We must send up one of the Public Works Examiners to ascertain the character of the country truly, the probable cost, and returns in connection with the proposed line, and whether it would be likely to pay. All this must be ascertained without doubt, and as soon as I can spare one of the Examiners I will send him to the district to make the most careful investigation possible. You must understand, however, that I cannot send the officer at once, as there are other proposals to consider, and everything must be taken in turn. If, however, his report is satisfactory, a more careful survey will be made, and this, I think, is all I can promise, and all you can expect.

Put on the Examiner's list.—J.B., 23/9/91. Done, 24/9/91. Put by for the present.

Proposed Walcha Railway.

A STATEMENT was made by one of the members of a deputation which waited upon the Minister in regard to the proposed Walcha Railway, that a petition on the subject, with plans and other information attached, had been presented to the House.

Ask Mr. Webb what steps are necessary to be taken to obtain these papers for the use of the Department.

J.B., 18/9/91.

Mr. Wise.—The Petition was presented by Mr. Inglis without plans or documents. Possibly these are still in his hands. A copy of the petition referred to is attached.—A.W., 23/9/91. The Chief Clerk,—Ask Mr. Inglis for them.—J.B., 23/9/91.

No. 3.

Petition to the Legislative Assembly.

RAILWAY—WALCHA TO THE GREAT NORTHERN RAILWAY.

(PETITION FROM CERTAIN INHABITANTS OF THE TOWN AND DISTRICT OF WALCHA IN FAVOUR OF.)

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned inhabitants of the town and district of Walcha,—

Respectfully sheweth:—

1. That the pastoral, agricultural, and mining resources of the district are sufficient to justify the construction of a railway from Walcha to the Great Northern Railway, a distance of 12 miles, over a country of easy gradients.

2. That your Petitioners respectfully point out that, since the opening of the Lands Office in Walcha in May, 1887, the revenue derived from the district has been, up to June, 1891, £233,857, or an average of £16,704 per annum, during which time upwards of three quarters of a million acres have been alienated, being about one-fourth of the estimated area of the district. The foregoing amount of revenue is exclusive of the payments made direct to the Government, such as licenses, stock assessments, rent of runs, &c., which annually amount to several thousands.

3. That the revenue received at the Walcha Road railway station for the carriage of goods and passengers is upwards of £13,000 per annum. The receipts for the last year, ending June, 1891, show an increase of over £1,000 over those of 1890.

4. That your Petitioners desire respectfully to draw your attention to the remarkable increase of population in the district during the last decade, the numbers in 1881 being 309 persons, and in 1891, 3,016 persons—an increase of 900 per cent.

5. That your Petitioners would point out that Walcha is the first town on the table-land of New England, and that its climate and abundant rainfall make it most suitable for the production of all English fruits and cereals, and therefore a most desirable place for settlement—its present drawback being the difficulties and heavy cost of communication with the larger commercial centres.

Your Petitioners therefore pray that your Honorable House will be pleased to grant that a branch line of railway may be constructed to connect Walcha with the Great Northern Railway.

Your Petitioners therefore humbly pray that your Honorable House will take the foregoing matter into your favourable consideration.

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

[Here follow 828 signatures.]

No. 4.

The Under Secretary for Public Works to J. Inglis, Esq., M.P.

Dear Sir,

Department of Public Works, Sydney, 25 September, 1891.

Will you be so kind as to lend me the plans and documents which, according to the members of a recent deputation to the Minister respecting the proposed Walcha railway, were intended for presentation to Parliament with a petition on the subject, if they are in your possession.

I have, &c.,

J. BURLING.

No. 5.

No. 5.

J. Inglis, Esq., M.P., to The Under Secretary for Public Works.

Dear Mr. Barling,

30 September, 1891.

The plan was on the usual tracing paper, and I think I handed it to Mr. Bruce Smith, or sent it to you next day with a note. Kindly inquire of Mr. Bruce Smith if it is among any papers of his. If you cannot find it we must get a copy.

I have, &c.,

JAS. INGLIS.

Please make further inquiry.—J.B., 30/9/91.

No. 6.

The Honorary Secretary to the Walcha Railway League to J. Inglis, Esq., M.P.

Dear Mr. Inglis,

Walcha, 16 December, 1891.

Several of the folk having been worrying me to find out what has become of the Walcha railway, and as I could give them no further information than what Mr. Young told the deputation, the Committee of the Railway League suggested I should write you, to ask you if you would be good enough to make inquiry at the Department as to how the matter stands.

I have, &c.,

MAULE HILL,

Hon. Sec., W.R. League.

Mr. Barling,—Dear Sir,—Kindly read and return, and tell me if anything is being done *re* promised trial survey for Walcha railway.

Yours truly,

J. INGLIS.

Please get me the papers.—J.B., 19/12/91. Submitted, to inform that no new work, which will have to be provided for out of loan money, can be undertaken at present.—J.B., 23/12/91. Approved.—W.J.L., 31/12/91. Write.—J.B., 31/12/91. Mr. Deane.—D.C.M'L. (for U.S.), B.C., 8/1/92. Seen.—H.D., 9/1/92.

No. 7.

The Under Secretary for Public Works to J. Inglis, Esq., M.P.

Sir,

7 January, 1892.

With reference to the letter, dated the 16th ultimo, presented by you from Mr. E. M. Hill, of Walcha, upon the subject of the construction of the proposed Walcha railway, I am directed by the Secretary for Public Works to inform you that no new works which will have to be provided for out of loan money can be undertaken at present.

I have, &c.,

J. BARLING,

Under Secretary.

[The Hon. H. Copeland and Mr. E. Lonsdale, M's.P., were similarly informed.]

No. 8.

The Honorary Secretary to the Walcha Railway League to The Hon. H. Copeland, M.P.

Dear Sir,

Walcha, 7 January, 1892.

I am desired by the Committee of the local Railway League to ask you to be good enough to lay the accompanying letter before Mr. Barling, and ascertain how the matter at present stands. You were, I believe, one of the deputation which waited upon the late Minister for Works, who, I believe promised inspection of the proposed route.

I have, &c.,

E. MAULE HILL.

I shall be glad if Mr. Barling will furnish me with a reply.—H.C., 9/1/92. Send letter at once.—J.B., 9/1/92. See letter sent on, 9/1/92.

Sir,

Walcha Railway League, 7 January, 1892.

With reference to your letter acknowledging mine of the 16th December last on the subject of the proposed Walcha railway, I have been requested by my Committee to ask if you will be good enough to inform me if any and what steps have been taken to have the proposed route for the line inspected with a view to survey of same.

I have, &c.,

E. MAULE HILL,

Hon. Secretary.

The Under Secretary, Public Works Department, Sydney.

No. 9.

The Honorary Secretary to the Walcha Railway League to J. Inglis, Esq., M.P.

Dear Sir,

Walcha, 7 January, 1892.

Will you, at first opportunity, lay the enclosed (*see* following letter) before Mr. Barling, and ascertain how the matter at present stands. You were one of the deputation which waited on the late Minister for Works, who, I believe, promised an inspection of the route. Hope you will do what you can to push the project.

I have, &c.,

E. MAULE HILL.

No. 10.

No. 10.

The Honorary Secretary to the Walcha Railway League to The Under Secretary
for Public Works.

Sir,

Walcha Railway League, 7 January, 1892.

With reference to your letter acknowledging mine on the 16th December last, "on the subject of the proposed Walcha Railway," I have been requested by my Committee to ask if you will be good enough to inform me if any and what steps have been taken to have the suggested route inspected with a view to future survey.

I have, &c.,

E. MAULE HILL,
Hon. Secretary.

Dear Mr. Barling,

9 January, 1892.

Kindly let me know what is being done in this matter. You know the interest I have taken in it, and the late Minister, Mr. Bruce Smith, clearly gave me to understand that the Department would do what it could to have the matter officially examined. I hope you will not let it slide, but do what you can to push on such inquiry and examination as may be useful.

Yours truly,
J. INGLIS.

This has been replied to ; letter has crossed.—J.B., 11/1/92.

No. 11.

The Honorary Secretary to the Walcha Railway League to J. Inglis, Esq., M.P.

Sir,

Walcha, 26 February, 1892.

With reference to the letter addressed to you by the Under Secretary, Public Works, on the subject of a railway to Walcha, in which he states "that no new works which will have to be provided out of loan money can be undertaken at present," I have been requested by the Committee of the Railway League to point out that all the deputation which waited upon the Minister asked for, was an inspection of the country over which the proposed line would be taken. This the deputation was promised should be done, and I most respectfully submit that the trifling expense entailed thereby will not justify a refusal to carry out the Ministerial promise.

I would state also, with submission, that my Committee fails to see at the present stage any relevancy in the reference to the present difficulty in providing for new works out of the Loan Fund, as, under the most favourable circumstances, it would be a year or two before the work could be commenced.

Will you, therefore, be good enough to bring the matter afresh before the Minister, and urge an immediate inspection of the proposed route?

I have, &c.,
E. MAULE HILL,
Hon. Sec., Walcha Railway League.

Dear Sir,

You will see from the enclosed (*see* foregoing letter), that all that is asked at present is the carrying out of the promised examination of the proposed route, and as this will not involve any large expense, but will have to be done sooner or later as a preliminary, and as the district have undoubtedly been led to hope that this will be done, I very earnestly commend the matter to your favourable consideration, and ask for a corresponding answer.

Yours, &c.,
(for self and Mr. LONSDALE),
J. INGLIS.

Hon W. J. Lyne, M.P., Secretary for Public Works.

Mr. Copeland being out of town, I have not been able to ask him. 29/2/92. Let me see the other papers. What has been done in the matter?—J.B., 29/2/92. Mr. Jones may perhaps report. Submitted.—J.B. Omit.—W.J.L., 8/3/92.

No. 12.

The Honorary Secretary to the Walcha Railway League to The Hon. H. Copeland, M.P.

Sir,

Walcha, 26 February, 1892.

With reference to the letter addressed to you by the Under Secretary, Public Works, on the subject of a railway to Walcha, in which he states "that no new works which will have to be provided out of loan money can be undertaken at present," I have been requested by the Committee of the Railway League to point out that all the deputation which waited upon the Minister asked for was an inspection of the country over which the proposed line would be taken. This the deputation was promised should be done, and I most respectfully submit that the trifling expense entailed thereby will not justify a refusal to carry out the Ministerial promise.

I would also state, with submission, that my Committee fails to see at the present stage any relevancy in the reference to the present difficulty in providing for new works out of the Loan Fund, as, under the most favourable circumstances, it would be a year or two before the work could be commenced.

Will you, therefore, be good enough to bring the matter again personally before the Minister and urge an immediate inspection of the proposed route.

I have, &c.,
E. MAULE HILL,
Hon. Secretary, Walcha Railway League.

Forward to my honorable colleague for Works.—H. COPELAND, 4/3/92.

[A similar communication was addressed on the same date to Mr. E. Lonsdale, M.P.]

No. 13.

J. Inglis, Esq., M.P., to The Secretary for Public Works.

Dear Lyne,

Parliament House, Sydney, 9 March, 1892.

Oblige me and look up papers re proposed survey, Walcha railway. Let me have reply to my last letters. It was a decided promise by your predecessor, and should be carried out. All that is asked for is a preliminary survey at present.

I have, &c.,

J. INGLIS.

Submitted.—J.B., 17/3/92.

No. 14.

Extract from the *Debates* of the Legislative Assembly, No. 64, dated 28th March, 1892.

WALCHA ROAD TO WALCHA RAILWAY.

MR. INGLIS: I desire to ask the Secretary for Public Works, with reference to a promise which he made as to the Walcha Road to Walcha railway line, and whether he is prepared to carry out the promise made by his predecessor, the Honorable Member for The Glebe, that as soon as possible an officer will be sent up to make a preliminary survey of the railway, and to report as to the advisability and practicability of the route?

MR. LYNE: I did make a promise to look up this matter, and I found that a report in favour of sending an officer had been made to the Department; and I also ascertained, though I did not know it before, that a promise had been made by my predecessor on the subject. Although I think that if we carry out all the surveys proposed, we would require a great deal more money than we have at present; still, as in this case a promise had been given, I shall have no objection to a survey being made.

Resubmitted with the other papers.—J.B., 5/4/92. Submitted. A report may be obtained.—W.J.L., 26/4/92. Can Mr. Jones do this? It will be a very short matter.—J.B., 28/4/92. Mr. Hickson. Yes, I can arrange for this.—R.H., 29/4/92. Under Secretary, B.C. Inform Members for the District.—D.C.M'L. (for U.S.), 30/4/92.

No. 15.

The Under Secretary for Public Works to Mr. E. Lonsdale, M.P.

Sir,

4 May, 1892.

With reference to the proposal for the construction of a line of railway from the Great Northern Line to Walcha, I am directed by the Secretary for Public Works to inform you that an officer has been instructed to report upon the desirableness of such a line.

I have, &c.,

J. BARLING,

Under Secretary.

[Similar letters were sent to the Hon. H. Copeland and Mr. J. Inglis, M's.P.]

No. 16.

Extract from the *Debates* of the Legislative Assembly, No. 61, dated 22nd March, 1892.

RAILWAY TO WALCHA.

MR. INGLIS: I desire to ask the Secretary for Public Works whether his attention has been called to a promise made by his predecessor in office that an officer should be sent up to report upon the desirableness of a railway from the Great Northern line to Walcha? A promise has been distinctly made, and all that is now asked is that the officer who is generally sent out to report upon these matters should be sent up. I do not wish to put the country to any unnecessary expense; but seeing that the question has been fully debated before, and has had the attention of the honorable gentleman's predecessor in office, seeing also that all the papers are before him, and that a distinct promise has been made, I think I am only asking what is reasonable in requesting that that promise should be carried out.

MR. LYNE: The Honorable Member says he is only asking what is reasonable in requesting that I should carry out a promise. I do not know that I have made any promise in the matter, nor do I even know whether the papers have been before me. At all events, I have no recollection of them; but I will make inquiry to-morrow as to how the matter stands, and will see what has been made.

MR. INGLIS: That is all I ask.

The papers are now before the Minister. Resubmit in a week to see if any decision given.—D.C.M'L., 7/4/92. End of month.—27/4/92. Forward all papers to Mr. Jones through Mr. Hickson.—D.C.M'L. (for U.S.), 6/5/92. Mr. Roseby. Mr. Jones to see me before undertaking this work.—R.H., 9/5/92.

No. 17.

Report by Mr. R. E. Jones, Examiner of Public Works Proposals.

WALCHA is the most southern town on the New England table-land, and is situate 12 miles to the east of the Great Northern Railway at Walcha Road, the latter being 320 miles from Sydney, and 222 miles from Newcastle. Walcha.
Railway
distances.

Like most towns off the railway line, Walcha considers its trade, importance, and prospects warrant the construction of a branch, and asks that what is termed the original error of not taking the northern line through the town should be remedied by a rail connection from Walcha Road. It is pleaded that 12 miles of heavy road haulage is a great hardship, causes inconvenience and delay, and greatly impedes the progress of the locality. No doubt there are disadvantages connected with this want of a railway, but it must be apparent lines cannot be made to every township, and I think these short branches can only be justified—1st. When there is a present or early probability of the line being a commercial success, giving a fair return for money invested and cost of working; 2nd. By providing improved facilities of transit, enabling distant producers to compete with those nearer the centres of consumption; 3rd. To aid in the establishment of new industries and occupations, which, without railway communication, could not profitably exist; 4th. When such branch forms part of a larger and more important scheme. Of course, in regard to any new line, the additional or fresh traffic brought on to the main or parent railway should not be lost sight of. There are cases, also, where saving in road maintenance should be considered, but generally this item is balanced by increased outlay on feeders to the new terminus, &c. Branch railway.

Walcha is a thriving municipality, containing at the last census 953 people; many of the buildings are of brick, and generally the town has an appearance of prosperity and permanency. Walcha town.

The district is at present essentially pastoral, although no doubt there are some thousands of acres, the soil of which is most suited for the production of cereals, especially wheat. As bearing upon the progress of the locality, I may state that in 1871 the census gave 246 as the population of Walcha District; in 1881, 309; while last year the return was 3,016—this great increase having taken place notwithstanding the absence of near railway facilities. The town post office receipts expanded from £712 for stamps in 1887 to £1,066 in 1891, while 3,500 telegrams were forwarded in 1883, as against 8,000 for last year. District.

The area within the trafficable sphere of a line to Walcha embraces 879,175 acres, made up of 327,320 acres of alienated land, 371,836 Crown lands exclusive of reserves, which latter amount to 180,019 acres. Trafficable area.

Stock, as per this year's return, includes 1,890 horses, 17,282 cattle, 317,072 sheep, and 950 pigs, the owners numbering 161. Stock.

Last season, within the above trafficable area, 1,415 acres were cultivated, comprising 236 of wheat, producing 3,630 bushels; 103 maize, giving 2,070 bushels; 148 acres of oats yielded 3,196 bushels, whilst hay (oaten, wheaten, and lucerne) produced 965 tons from 608 acres. Five hundred and three tons of potatoes were obtained from 178 acres, but, although supposed to be a fruit district, only 41 acres were returned as being orcharding or gardens; artificial grasses were laid down on 1,611 acres. Cultivation.

The rainfall for the last seven years averaged 33.17 inches, with a maximum of 42.30 and minimum of 22.81. Rainfall.

Gold and silver mining is carried on to a small extent near the Tia River and at other places. The most important fields are, however, at Nyangula and Swamp Oak, where gold-reefing has been in operation for some time. The population, unfortunately, has of late greatly diminished; and as these "diggings" are equidistant from Walcha Road and Walcha, to both of which good departmental roads give access, they can scarcely be considered within the sphere of traffic of the proposed branch. Mining.

Very little good timber is to be found in the vicinity of Walcha; but, between Nowendoc and falls to the Macleay, forest reserves exist, and, in what are known as "Murphy's Brush" and the "Comboyne Scrub," good red stringybark, blackbutt, sassafras, cedar, &c., are to be found; but the drawing to Walcha would not be less than from 30 to 40 miles. There is a little stringybark near Nyangula. Timber.

A tannery, two flour-mills, soap-works, woolscouring establishment, brick-works, aerated water factory, &c., exist in Walcha. Industries.

Four schemes have been put forward for the proposed branch:—

No. 1 is that suggested by Messrs. Campbell and Wright, starting at 224 miles on existing main line, or 2 miles above Walcha Road Station. The length given is 13 miles, with grades of 1 in 30, 70, and 85. Railway routes—
four schemes.

No. 2 differs only slightly from No. 1. Starts at 224 miles 17 chains; follows up Breakfast Creek Gully, where it crosses the previous scheme. It then bears southward, passing over Great Dividing Range at a low gap; joins No. 1 line near the Half-way House; and terminates in Walcha, near Dr. Boodie's residence.

Both these schemes are about same length, but latter gives better grades, although the ruling inclination would not exceed 1 in 50. Both would mean a junction with the main line or duplication to the present station.

No. 3 proposal starts at 224 miles 70 chains, where there is a good site for a depôt, the idea being to transfer Walcha Road Station to this point. This scheme joins No. 2 at about 2 miles; after which it is identical. Length, about 13½ miles.

No. 4 commences at 600 yards north of Walcha Road; crosses Surveyor's Creek; then proceeds at back of township and police barracks; crosses the Dividing Ranges at a gap about half a mile south of the road to the station, and continues on the same side to near Walcha. Length, not quite 13 miles.

In the absence of surveys and levels it is difficult to determine the best route. The grades, however, of No. 1 preclude its adoption; while No. 3 means the abandonment of present station at Walcha Road, and the cost of providing another with necessary road connection, &c. I am inclined to think the residents at Nyangula and Swamp Oak would, with some justice, raise an objection to this scheme, although, it must be admitted, they have means of communication with Woolbrook, another station nearer Sydney. Of Nos. 2 and 4 I prefer the latter, which, I think, will be found the cheaper. It also makes full use of the present accommodation at Walcha Road, and avoids the creation of another junction with the main line. I am afraid on either of the routes a better grade than 1 in 50 cannot be got on the western side of the Dividing Range. No surveys or
levels.
Most southern
route preferred.

Ballast

Ballast.	Ballast will not be difficult to obtain, although not of very good description.
Sleepers.	Ironbark sleepers not obtainable within easy distance, but fencing timber is available, also water
Water.	from the Bergem-op-Zoom Creek.
Cost.	I estimate the cost of No. 4 scheme at £43,300, based on the supposition that second-hand rails may be used. There will be heavy works at Walcha Road, the crossing of the Dividing Range, and at the terminus at Walcha; hence the apparently high estimate.
Present traffic.	Calculating the present traffic for 14 miles, and deducting therefrom a small percentage for what would still go to Walcha Road, I find the revenue would amount to £1,003 per annum. Very little credit can be taken for wool or parcels, as the rates for the former, in grease, are the same from Walcha Road and all places north, while under the "Zone" system Sydney parcels would produce no revenue.
Interest on construction.	Taking, therefore, interest on the cost of construction at 4 per cent. we have £1,732, whilst maintenance and working, calculated for but seven trains each way per week at the small rate of 63d. per train mile, would require £2,580; so that to pay expenses a revenue of £4,312 per year is needed, and, as present traffic would only give £1,003, there is a deficiency of £3,309 to be met.
Working expenses.	It is not advanced, nor is it at all probable, that this branch will form part of a through line to the coast.
Extension towards coast.	It is clearly a matter of speculation as to what additional revenue may be expected by the extension of railway into Walcha. A strong point has been made of the large area of soil well adapted for the production of cereals, especially wheat.
Future revenue.	I have no doubt there are thousands of acres of rich soil within the districts that might be cultivated. The fact, however, remains that at present Walcha is not self-supporting in breadstuffs, for during the last twelve months no less than 290 tons of flour were imported by rail from Tamworth, Goulburn, and other places into the town. According to last return only 236 acres were wheat-producing, and it would require an additional 1,000 acres to give enough for the districts own consumption; and as the whole of New England Electorate, including Armidale, &c., had in 1891 only 3,440 acres under wheat, it can scarcely be expected the mere extension of 12 miles of line is going to revolutionise the production of grain within a radius of 40 miles of Walcha. The road carriage from the town to present railway station is 6d. per bushel. At present little fruit is grown in the district, although with suitable soil and climate this is difficult to account for. Potatoes are largely grown; the soil, especially around St. Leonard's and Orundumbie being favourable for root crops. An increase in this item of production may be expected, also in oats.
Land for cultivation.	Passenger traffic will undoubtedly expand, there being much to recommend Walcha as a summer resort, and the 12 miles of coaching from rail at present are a great drawback to the advent of visitors.
Imported flour.	Granting, however, that passenger receipts will increase by 50 per cent.; goods, 30; stock, 100; that wool, with 30 per cent. increase, can be charged for at tramway rates, 5s. per ton (for 988 tons), and allowing for mails, parcels, and sundries, the probable revenue will not exceed £1,680, thus giving a likely loss on the line of £2,632 per year. Against this may be put additional traffic brought on to the parent or main line, which, after deducting working expenses at 61.6 per cent., cannot be put at more than £1,000. To this may be added a possible saving on road maintenance, say, £300, so that we have a net deficit of £1,332 per annum.
Fruit.	That such a short extension should lead to much increase in settlement is highly improbable, and although there is a large area of Crown land available, much of this is of such a character that at present it is not even held under license, and being at some distance from Walcha the extra 12 miles to rail is of small importance. I therefore consider the proposed line will not produce much increment upon land still in possession of the State.
Potatoes.	As already mentioned, the good timber requires from 30 to 40 miles of haulage even to the town, so that traffic in such, to any extent, is not probable, especially with respect to cedar, which at present is a "drug" even in the coastal districts where the road haulage is merely nominal.
Passenger traffic.	A line into Walcha would have little beneficial influence on the mining industry.
Increased traffic.	
Benefit to parent lines.	
Saving on road maintenance.	
Influence on settlement.	
Timber traffic.	
Mining industry.	

CONCLUSIONS.

It is possible the rapid progress which has taken place in the district during the last ten years may continue. I cannot however base my estimate of traffic on such an assumption, and having given careful consideration to the proposal for a branch line to Walcha, I am of opinion that the advantages to the community are not such as to warrant the Government in constructing what must be, at any rate for some years to come, a nonpayable railway.

ROBERT E. JONES,
A.M.I.C.E.

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(RETURN SHOWING NET REVENUE OF CAPITAL INVESTED DURING LAST SIX YEARS BY LATE COMMISSIONER AND THE PRESENT COMMISSION.)

Ordered by the Legislative Assembly to be printed, 12 December, 1894.

[Laid upon the Table of this House in answer to Question No. 2, of 15th November, 1894.]

Question.

(2.) RAILWAY REVENUE:—MR. STEVENSON (for MR. MCGOWEN) asked THE COLONIAL TREASURER,—

- (1.) What were the average returns which the net revenue of the railways yielded per annum to the capital invested during the last six years of their administration by Mr. Goodchap?
- (2.) What are the average returns which the net revenue of the railways has yielded per annum to the capital invested during the six years of the present Commissioners' administration?
- (3.) What was the number of miles of additional railway opened for traffic during the last six years of Mr. Goodchap's administration?
- (4.) What was the number of miles of additional railway opened for traffic during the six years of the present Commissioners' administration?
- (5.) Was any amount voted by Parliament during Mr. Goodchap's administration to repay the estimated cost of carrying Members of Parliament and others free by railway?
- (6.) What has been the total amount voted by Parliament on this account during the administration of the present Commissioners?

Answer.

[NOTE.—Appended to the Return (which has been prepared by the Auditor-General) is a memorandum by the Railway Commissioners.]

Auditor-General's Report.

STATEMENT in reply to Questions Nos. 1 and 2, put by Mr. McGowen, on 15th November, 1894, to the Colonial Treasurer:—

Year.	Capital invested.	Net revenue.	Rate per cent.	Year.	Capital invested.	Net revenue.	Rate per cent.
<i>Under Mr. Goodchap's Administration.</i>				<i>Under the Administration of the present Commissioners.</i>			
Up to	£	£		Up to	£	£	
1883.....	19,677,466	630,325	3·23	1889.....	31,295,600	1,042,021	3·33
1884.....	22,606,716	688,740	3·04	1890.....	32,486,102	927,940	2·85
1885.....	25,589,470	726,978	2·84	1891.....	35,582,892	936,721	2·63
1886.....	28,344,153	638,966	2·25	1892.....	37,417,319	1,123,384	3·00
1887.....	29,777,835	775,511	2·60	1893.....	38,560,649	1,233,804	3·20
1888.....	30,693,665	896,727	2·92				
inclusive.							
		Average...	2·81			Average...	3·00

NOTE.—The information as to capital invested, and net revenue, includes both Railways and Tramways, as it cannot readily be distributed to the two branches of the Service. It will be found in the Appendices to the Auditor-General's Reports to Parliament upon the Public Accounts of 1891, 1892, and 1893, and the principles on which the statements referred to are compiled, are explained in paragraphs 42 to 53 of the Report for 1891. The information for 1894 cannot be given until the accounts for that year shall have been completed, and the information for the broken periods of 1888 cannot be properly divided, but as three-fourths of that year were under Mr. Goodchap's administration, the whole year's transactions are considered to be fairly so classified.

Questions 3 and 4.—No records are kept in this Department that afford the information sought by Questions 3 and 4.

Question 5.—No.

Question 6.—For each of the years 1891, 1892, and 1893, a vote of £25,000 was given (and debited in full) for conveyance by rail without charge of Members of Parliament, distinguished visitors, school children, and others. For 1894 a vote has been taken for like purposes of £20,000, and is in course of application thereto.

Attached (A) to Treasury M.P. 593.

Railway Commissioners' Report.

THE Railway Commissioners state that the figures given by the Auditor-General for capital invested are not reconcilable with the figures that appear in the Railway Commissioners' Report for the following reasons:—

The Railway Report deals with capital of lines opened for traffic, the Railway Commissioners having nothing to do with the construction, and until the lines are handed over they naturally cannot, as they are not in possession, be expected to find interest upon them; the Auditor-General's figures include all moneys as expended upon the works.

The Auditor-General's net revenue return also is made up to the end of December; the Railway Commissioners' Reports are, as provided for in the Government Railways Act of 1888, section 45, subsection 2, made up to the 30th June in each and every year.

The Railway Commissioners' accounts are based upon the actual earnings and expenditure, and brought up to date in each report; the Auditor-General's figures are based upon the receipts paid into the Consolidated Revenue Account and the expenditure when it is charged against the Votes.

The actual figures dealing with the lines open for traffic and dealing with the accounts to the 30th June in each year are as follow:—

RAILWAYS ONLY.

Year.	Total Expenditure.	Total Earnings.	Net Earnings.	Total Capital expended.	Per cent. on Capital invested.	Average percentage.
	£	£	£	£	Per cent.	Per cent.
1883	1,177,788	1,931,464	753,676	16,905,014	4.48	4.02
1884	1,301,259	2,086,237	784,978	20,080,138	4.20	
1885	1,458,153	2,174,868	716,215	21,831,276	3.37	
1886	1,492,982	2,160,070	667,078	24,071,454	2.90	
1887	1,457,760	2,208,295	750,535	26,532,122	2.96	2.90
1888	1,530,551	2,295,124	764,573	27,722,748	2.85	
1889	1,634,602	2,538,477	903,875	29,839,167	3.14	3.15
1890	1,665,835	2,633,086	967,251	30,555,123	3.17	
1891	1,831,371	2,974,421	1,143,050	31,768,617	3.59	3.52
1892	1,914,252	3,107,296	1,193,044	33,312,608	3.58	
1893	1,738,516	2,927,056	1,188,540	34,657,571	3.48	
1894	1,591,842	2,813,541	1,221,699	35,855,271	3.46	

TRAMWAYS.

Year.	Total Expenditure.	Total Earnings.	Net Earnings.	Total Capital expended.	Per cent. on Capital invested.	Average percentage.
	£	£	£	£	Per cent.	Per cent.
1883	184,563	193,929	9,366	583,062	1.64	1.91
1884	217,647	223,454	5,807	636,402	0.87	
1885	210,459	227,144	16,685	751,730	2.22	
1886	208,687	234,143	25,456	857,483	3.07	
1887	215,039	229,773	14,734	923,608	1.72	1.98
1888	219,196	236,519	17,323	877,244	1.98	
1889	221,835	243,563	21,728	903,595	2.39	4.56
1890	224,073	268,962	44,889	933,614	4.82	
1891	239,679	292,850	53,171	1,004,212	5.32	4.56
1892	248,591	305,090	56,499	1,099,659	5.28	
1893	233,806	295,367	61,559	1,118,471	5.51	
1894	229,283	278,194	48,911	1,248,966	4.07	

If the object is to obtain accurate information as to the relative value to the country of the working of the railways during a period of twelve years, no proper comparison can without a large amount of inquiry be arrived at by a question like that under notice. For instance, as has been shown in the statement recently laid before Parliament, the following figures will have to be brought into consideration.

The Commissioners paid a sum of £50,000 on account of works carried out on the railways and tramways prior to 1888 and not debited against the working expenses.

For services rendered by other departments, now paid for, which were not debited against the railways under the old administration, a sum of £91,000 has been paid by the present Commissioners.

An additional sum of £583,000 has been expended out of working expenses upon the permanent way in excess of the amount paid for the previous six years, in order to bring the lines into a state of efficiency from the condition into which they had been allowed to fall by improperly saving working expenses.

An additional sum of £733,000 also has been spent upon the repairs and renewals of the locomotives, carriages, and waggons, so as to raise them from the state of disrepair into which they had been allowed to fall by an improper curtailment of expenditure.

With regard to the Tramways, an additional sum of £24,000 has been spent in renewing the permanent way over and above what was spent in the six years prior to the Railway Commissioners taking office. Seventy-six new tram-cars have also been built out of working expenses, and four motors, as against no renewals of this class for the six years prior to the Commissioners' taking office.

The

The rates for the conveyance of permanent way materials for the Works Department have been reduced by a sum of over £90,000 during the present Commissioners' term of office. For the previous six years, had the rates which are now charged by the Railway Commissioners for the carriage of the Works Department's materials been in force, a sum of £66,500 only would have been paid, instead of a sum of £286,000 that was debited against the Works Department and credited to the earnings of the railways during that time.

Had the rates for goods traffic which were in operation in 1883 been in operation during the year closed on the 30th June last, an additional net revenue of £300,000—which would have been an additional tax upon those using the railways to that extent—would have been shown. This annual saving of £300,000 to the people is a great consideration.

An enormous additional burden has had to be borne by the present Commissioners in connection with unproductive lines, which had not to be borne by the late administration. For instance, taking those lines which were completed within a year or so of the present Commissioners taking office or after they assumed office, amongst which are to be included the lines to Kiama, to Cooma, North Shore line, Armidale to the Queensland border, and the Blayney-Murrumburrah line, the aggregate amount that has had to be made up out of the earnings of the general system to meet the deficit on these five lines alone, amounts to a gross sum of £1,164,000.

These are some of the points that require consideration if a proper and fair comparison is required; but the few figures given perhaps may be of service in showing that general consideration of services rendered to the country, condition of the property, and various other questions have to be dealt with.

The Railway Commissioners' policy throughout has been, whilst annually improving the financial position of the property, to reduce rates as much as possible to benefit the producers, and also to improve the position of the Staff where such a course was justified. Had they had only one object in view, viz., to make the largest financial return, and to allow the property to depreciate in value by reducing the working expenses as much as possible, they could have shown a great financial result, but a disastrous one for the country and those who use the Railways.

SUMMARY.

Additional expenditure incurred by the present administration not borne under the political system of management:—

	£
Services rendered by other Departments, now paid for	91,000
Arrears of payments brought into the accounts by present administration	50,000
Reduction in rates to Works Department	90,000
Additional sum spent in relaying and improving Permanent Way	583,000
Additional sum spent upon repairs of rolling stock	733,000
Additional payments made upon Tramway Permanent Way (76 new tram-cars and 4 motors also paid for)	24,000
Reduction in rates for one year, comparing 1894 traffic with 1883 traffic rates	300,000
Additional burden during past six years on account of some of the unprofitable lines opened within one year of Commissioners taking office	1,164,000
	£
As against the allowance of	90,000
for services rendered, estimated to be worth £158,000,	
There was paid to the late administration, for conveyance of materials for new lines, in six years ending 1888	£ 286,000
The amount the present Commissioners' scale of charges would have given would have been ...	66,000
Showing, therefore, an excess payment to the late administration of about	220,000
If the present system of payment for unremunerative services and, at the same time, lowering rates for other Departments, in the way pointed out, had been adopted for the six years prior to 1888, the saving to the country would have been ...	130,000

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(INFORMATION RESPECTING EARNINGS, &c., FOR THE SIX YEARS ENDING JUNE, 1888, AND FOR THE SIX YEARS ENDING JUNE, 1894.)

Ordered by the Legislative Assembly to be printed, 7 March, 1895.

[Laid upon the Table of the House in answer to Question No. 10, of the 19th December, 1894.]

Question.

- (10.) RAILWAY COMMISSIONERS' REPORT FOR 1894.—MR. MCGOWEN ASKED THE COLONIAL TREASURER,—
- (1.) Referring to the Railway Commissioners' Report for 1894, page 2, do the figures therein given show an average return to capital for the six years ended 30th June, 1888, of 3·44 per cent.; if not, what percentage do they show?
 - (2.) Do the figures in the same report, page 2, show the average return to capital for the six years of the Commissioners' administration ending 30th June, 1894, to be 3·39 per cent.; if not, what percentage do they show?
 - (3.) In making the last calculation, have the Commissioners been debited with the advance of one million, made to them in 1889, less the amount returned to the Treasury?
 - (4.) If the statement of accounts was debited, as suggested in preceding Question, would not the return to capital made by the Commissioners be less than the return made for the six years preceding their administration?

Answer.

The table in question is intended to show the gross and net earnings each year, as well as the capital.

The Million Vote is not included in the capital, as it would be improper to do so, the Act of Parliament authorising the money having prescribed the manner in which it should be dealt with, namely:—

“On the thirty-first day of December, one thousand eight hundred and ninety-one, the sum of seventy-five thousand pounds shall be paid from the Consolidated Revenue Fund, to the credit of a Special Trust Fund Account in a bank doing the Government business, and the like sum shall be paid to the said Special Trust Fund Account annually thereafter until a sufficient amount shall have accumulated to pay off and extinguish one million pounds of the Public Debt for Railways, and the Colonial Treasurer shall apply such accumulated funds, and for no other purpose whatsoever: Provided always that such Special Trust Fund, to the extent of moneys at the credit thereof, shall be available from time to time to pay off and extinguish Government Debentures issued on account of Railways and becoming due in the meantime.”

If the value of the change of the system of control is wished to be arrived at, it might be shortly summarised as under:—

For the seven years prior to the Railway Act of 1888 coming into force, the gross earnings increased by £2,668,164, and the capital increased from £15,843,616 to £27,722,748.

The whole of the additional gross earnings were spent in working the lines, and the Treasury had to contribute an additional sum of £141,656 to pay the current working expenses.

For the past six and a half years the accumulated increase in gross traffic amounted to £3,429,596. Of this sum, however, 66 per cent., amounting in the aggregate to £2,262,626, was net profit to the Treasury. The addition to the capital has been less than was the case in the previous seven years, and a good deal of this capital expenditure (£2,435,465) had been approved, prior to the Railway Act of 1888 coming into force, for the construction of the Cooma and Illawarra lines, Hawkesbury Bridge, &c. After the Treasury has provided £300,000 in connection with the Million Vote, it will still have benefited to the extent of £1,962,626 for the six and a half years, although there has been spent during this period a sum of over £1,400,000 additional out of current working expenses, as compared with the previous seven years, in relaying and improving the permanent way, and in bringing the rolling stock into a better condition. Reduced rates have also been granted; improved facilities for travelling have been given in all directions, materials required for construction of new lines have been carried at largely reduced rates, thus enabling the expenditure on capital account to be kept down, and it is fully expected that for the year ending June next the working expenses will not exceed the working expenses of the year 1888, although the traffic will be about £500,000 in excess of what it was in that year. The Commissioners believe that they are correct in stating that this is a state of things almost unprecedented in railway working, looking at the fact of the reduction in rates, improved facilities, greater expenditure in the maintenance of the property, and that the rates of wages of the staff have not been reduced in any way.

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(RETURN SHOWING LAND RESUMED FOR.)

Ordered by the Legislative Assembly to be printed, 28 May, 1895.

[Laid upon the Table of this House in answer to Question No. 1, of 26th February, 1895.]

Question.

1. LAND RESUMED FOR RAILWAY PURPOSES:—MR. STEVENSON asked THE COLONIAL TREASURER,—
- (1.) What is the total sum paid by the Government for the resumption of land for railway purposes?
- (2.) The like information in connection with the other Departments of the Public Service during the last ten years?

Answer.

(1.)

The total amount paid for the resumption of land for railway and tramway purposes for lines open for traffic to 31st December, 1894, is as follows:—

Railways	...	...	...	...	...	£1,605,409
Tramways	...	...	...	...	...	82,517
Total						£1,688,226

(2.)

RETURN showing amount paid for land during the last ten years on account of the various Departments, other than Railways, as far as can readily be ascertained from the records of this Department.

Colonial Secretary	...	...	...	...	...	£6,450 0 0
Military Works	...	...	...	...	...	9,740 19 10
Fire Brigades	...	...	...	...	...	7,391 10 6
Public Parks	...	...	...	...	...	144,147 1 3
Lunatic Asylums	...	...	...	...	...	24,909 1 11
Governor's Country Residence	...	...	...	...	...	50 0 0
Free Public Library	...	...	...	...	...	5,768 10 4
State Children's Relief Department	...	...	...	...	...	5,800 0 0
Admiral's Residence	...	...	...	...	...	20,000 0 0
Police	...	...	...	...	...	47,433 10 4
Government Asylums	...	...	...	...	...	2,910 0 0
Treasury	...	...	...	...	...	11,100 16 8
Stamp Duties	...	...	...	...	...	6,500 0 0
Circular Quay and Woolloomooloo	...	...	...	...	...	319,053 11 5
Justice	...	...	...	...	...	30,961 1 7
Prisons	...	...	...	...	...	1,609 6 0
General Post Office	...	...	...	...	...	543,487 16 10
Lands	...	...	...	...	...	22,614 6 6
Mines	...	...	...	...	...	14,888 9 3
Public Works	...	...	...	...	...	41,501 0 10
Harbours and Rivers	...	...	...	...	...	314,141 11 9
Roads, Bridges, and Sewerage	...	...	...	...	...	112,288 11 10
Water and Sewerage Board	...	...	...	...	...	27,916 12 5
Public Instruction	...	...	...	...	...	149,573 19 5
Total						£1,870,237 18 8

Department of Audit, 18th May, 1895.

E. A. RENNIE.

1894-5.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(PARTICULARS RESPECTING THE DIFFERENTIAL RATES EXISTING BETWEEN THE COLONIES OF VICTORIA, SOUTH AUSTRALIA, AND NEW SOUTH WALES.)

*Ordered by the Legislative Assembly to be printed, 10 May, 1895.***The Deputy Chief Commissioner for Railways to The Minister for Railways.**

Office of the Railway Commissioners of New South Wales, Sydney, 7 May, 1895.

I BEG to enclose, for the information of the Honorable the Minister for Railways, a copy of the agreement entered into by the Railway Commissioners of New South Wales, Victoria, and South Australia, for the purpose of abolishing the differential rates which have for some time existed upon the railways of the respective colonies named, in regard to freights generally, and more particularly in connection with the wool traffic.

The operation of these rates has been fully explained in previous papers, and was more particularly referred to in a statement (copy of which is attached) laid before the Government by the Railway Commissioners of New South Wales in August, 1894, and therefore need not be again referred to in detail.

During the last wool season the New South Wales Railway Commissioners found it necessary, in defence of the legitimate traffic of the railways, to enter into active competition for the purpose of checking the serious abstraction of wool from New South Wales, resulting from undue competition by Victoria; and while being compelled to adopt this course, the Victorian Commissioners were repeatedly requested by the New South Wales Commissioners to come to a friendly settlement without, until recently, any success, and there is reason for believing that the Conference which was held in Melbourne and terminated on the 3rd instant, resulted mainly from the effective steps taken by New South Wales to retain the traffic just previously referred to. Whether this be so or not, it is highly satisfactory that the Conference took place, as, if the agreement which has been arrived at is finally confirmed, all complications in connection with the traffic in question will be removed, and each Colony will receive reasonable payment for services rendered, and the producers and consumers will in like manner pay fair and reasonable railway rates.

So far as the agreement affects New South Wales, it may be stated briefly that none of the ordinary published rates will be interfered with, the only alterations being a slight revision in the rates from stations between Table Top and Bomen, which are really anomalies arising from undue Victorian competition, and which have frequently given rise to irritation in adjacent localities which did not participate in the benefits of these rates.

As regards Victoria and South Australia, their rates, so far as relates to the border traffic, have been put up, the advantage to these colonies being the relief from unremunerative traffic.

As between Victoria and South Australia a system of "pooling" the traffic has been agreed upon, which does not concern New South Wales.

A special arrangement, however, was made with Victoria and South Australia as regards the traffic carried by river from Hay or east of Hay, which includes wool from districts north of the Lachlan. While the rates under the agreement affecting this traffic are not unfavourable to its coming to Sydney, in the past a considerable quantity of wool has gone to Melbourne; and in consideration of New South Wales making no exceptional effort to secure it for Sydney, beyond quoting the present rates, Victoria and South Australia are to pay New South Wales 40 per cent. of the increased price per ton which is to be charged on the wool from these localities carried by the railways of those colonies.

While it is possible that the New South Wales railways may not carry more wool, or, perhaps, quite so much, a better income will be derived. This statement refers to the direct result of the agreement. There is, however, what may be designated a probable indirect result, and that is, the greater inducement by a general equalisation of rates as between Sydney and Melbourne, which will afford producers an opportunity of sending their wool to Sydney, which has a superior position as a wool-market and a port of shipment.

In addition to the actual question of rates, there are other points in the agreement favourable to New South Wales. The abolition of the percentage reduction on dumped wool—which was 15 per cent. and 10 per cent. respectively by Victoria and South Australia, and 5 per cent. by New South Wales—is considerably in favour of the latter Colony. Further, the Victorian railway authorities have been in the habit of allowing a discount of 6d. per bale on 10,000 bales of wool and upwards secured by any one person or firm for Melbourne. This concession, which has been a considerable power in the diversion of traffic to Victoria, is to be abolished.

It is difficult, if not impossible, to state what the exact result of an agreement on such a very complicated question will be; but, taken as a whole, it is certainly one which New South Wales can enter upon with confidence, particularly as it is limited to a period of twelve months, subject to renewal by consent.

CHARLES OLIVER,

Deputy Chief Commissioner.

CONFERENCE with reference to the Differential Railway Rates existing between the Colonies of Victoria, South Australia, and New South Wales.

Present:—

VICTORIA...	...	...	...	Mr. J. SYDER, Chairman, Acting Railway Commissioners.
				Mr. T. H. WOODROFFE } Acting Railway Commissioners.
				Mr. R. LOCHHEAD }
SOUTH AUSTRALIA	...	...	...	Mr. J. H. SMITH, Chairman, Railway Commissioners.
NEW SOUTH WALES	...	...	...	Mr. C. OLIVER, Deputy Chief Commissioner.
				Mr. W. M. FEHON, Commissioner.

1. It was agreed that wool shall be carried at actual weight.

2. It was agreed that the rates for greasy wool shall be as under:—

	s.	d.	
Echuca to Melbourne, Port Melbourne, or Williamstown	34	0	per ton.
Yarraweyah	34	11	„
Wahgunyah	40	9	„
Cobram	36	4	„
Yarrawonga	38	0	„
Wodonga	43	10	„

Other stations in proportion to mileage.

Albury, Hay, Jerilderie, Junee, Corowa, and all intermediate stations to Sydney	64	9	„
Morgan to Adelaide and Port Adelaide	25	0	„
Murray Bridge	25	0	„
Milang	25	0	„
Goolwa to Port Victor	5	0	„

and that the scoured-wool rates from the competing places named above shall be 29 per cent. in addition to the greasy-wool rates.

3. It was agreed by the Victorian and South Australian representatives that on all wool carried to the Victorian or South Australian railways by river from Hay, or east of Hay, an allowance of 40 per cent. of the difference between the present rate and the rate as agreed upon should be made to New South Wales.

4. It was agreed by the New South Wales representatives that the differential rates at present in force for wool to Albury should be abolished, and that the ordinary mileage rates should be charged, subject to the existing minimum charge of 4s. 9d. per ton for greasy and 6s. 2d. for scoured wool, exclusive of the junction charge.

5. Darling Wool and Merchandise.—It was agreed by the representatives of South Australia and Victoria that on the gross traffic carried by the railways of those Colonies a division of the receipts in the proportion of three-fifths to South Australia and two-fifths to Victoria should be made; working expenses at the rate of 25 per cent. to be deducted in each case before division.

6. It was agreed by the representatives of South Australia that the differential rate at present in force between Adelaide and Port Adelaide and Morgan, Murray Bridge, Milong, and Goolwa, should be abolished, and the ordinary tariff rate be adopted. That truck-load rates may be adopted between Melbourne and Echuca of 65s. 9d. per ton, and Swan Hill, 93s. 5d.; between Adelaide and Morgan, 40s. 9d.; Murray Bridge, 24s. 5d.; Milong, 26s. 3d.; and Goolwa, 28s. 6d. The Port Adelaide rates to be in the same proportion.

7. It was agreed by the Victorian representatives that the differential rates at present in force between Serviceton and Dimboola should be abolished, and the ordinary rates charged.

8. It was agreed by the New South Wales representatives that the present differential rate for merchandise between Albury and Wagga Wagga, and Corowa and Wagga Wagga, and all intermediate stations, should be abolished.

9. It was agreed by the Victorian representatives with respect to the Victorian border stations, except Swan Hill and Echuca, that Victoria should adhere to the local classification rate to Victorian border stations, but with liberty to adopt a truck rate for goods based on the existing Victorian 3rd class rate from Melbourne to Albury, namely, 70s. 4d., including the Junction charge, the rate of 70s. 4d. being the proportion which the New South Wales truck rate is to the Riverina 3rd class rate. This rate to be the minimum truck rate for mixed goods to all border stations, except Swan Hill and Echuca, and to apply locally; as regards Swan Hill and Echuca, the truck rate to be three-fourths of the existing Victorian 3rd class rate.

10. It was agreed by all the representatives that the truck-loads herein referred to should consist of not less than 6 tons of goods per four-wheeled truck consigned to one person; bogie trucks to be charged not less than as for two four-wheeled trucks.

11. The representatives of the three Colonies agree that no change whatever shall be made in the existing classifications, or in the agreed rates, so far as they affect the competitive districts, without the concurrence of the Colonies concerned. It was also agreed that any alteration in the classification or rates made in either Colony should be notified to the other Colonies within one month.

12. It was agreed by the representatives of the three Colonies that certified copies of the traffic affected by this agreement should be supplied by each Colony to each of the other Colonies quarterly.

13. The representatives of the three Colonies agree that the allowance for dumping be abolished, and that no rebates, passes, or privileges of any kind whatever should be made or granted for the purpose of inducing traffic to be forwarded by any particular railway.

14. It was suggested that these resolutions should take effect from the 1st June next, and should remain in operation for a fixed period of twelve months from that date. At the expiration of nine months another meeting to be held for the purpose of determining as to the continuation or revision of the agreement.

15. It was resolved by all the representatives that a decision should be obtained as to the adoption or rejection of the foregoing agreement, and the result communicated to the Commissioners of each Colony on or before the 10th instant

(Signed)

JAMES SYDER.

T. H. WOODROFFE.

R. LOCHHEAD.

J. H. SMITH.

CHARLES OLIVER.

W. M. FEHON.

Melbourne, 3 May, 1895.

New South Wales Government Railways,
Sydney, 1st August, 1894.

Re Specially Low Rates on the Victorian Railways to secure
traffic from New South Wales.

THE question of the efforts necessary to counteract the unreasonable preference given over the Victorian Railways on goods to and from New South Wales has long been before the New South Wales Railway authorities.

The geographical position has naturally given Victoria a great advantage in regard to traffic for districts in New South Wales contiguous to the Victorian border; and exception is not taken to the fact that much of the traffic to and from such districts finds its way over the Victorian Railways, but what is reasonably taken exception to is that an extraordinary preferential set of rates exists for the express purpose of attracting trade from places distant from the border and even from the centre of New South Wales—places within convenient distance from the New South Wales Railways.

The following may be quoted as an instance: A pastoralist writing to the Railway Commissioners under date of 25th June, urging as a reason why a reduced rate should be quoted for the conveyance of his wool to Sydney, states that now the carriage on wool to Melbourne overland is cheaper than sending to Sydney, and as the shearing supplies and general goods generally follow the wool route, all would be lost to New South Wales without a reduction. It may be pointed out that the wool from this station, which is about 80 miles from a railway station on our Western line, had previously come to Sydney. The property referred to lies in the centre of New South Wales, 240 miles from the Victorian border as the crow flies.

Other instances can be quoted, viz.:—The wool of one station, only a short distance from Bourke, is being sent to Melbourne this season by river and rail, a distance of about 1,500 miles, or nearly three times the distance from Bourke to Sydney, by reason of the preferential rate given by Victoria.

The maps which the Commissioners have had prepared are attached (*Exhibit C*), and shew at once the extent and scope of the preferential rates allowed by Victoria, and the pastoral districts from which wool grown in New South Wales and return stores are diverted to the adjoining colonies.

The New South Wales border is tapped at no less than seven places by the Victorian railways, viz., at Swan Hill, Koondrook, Echuca, Yarrawonga, Wahgunyah, Cobram, and Albury, all on the Murray, and to which the railways have been no doubt largely extended to attract New South Wales traffic.

The preferential rates appear to have been initiated about the year 1870.

Up to that time South Australia had done practically the whole of the Darling River business; but in the year named the Victorian Commissioner for Customs made a report to the Victorian Government on the prospects of diverting the Darling and Murrumbidgee traffic to Melbourne. The then Victorian Minister for Railways favourably entertained the proposals, differential rates were established, and a commission of 6d. per bale was offered to any carrier who was able to bring 10,000 bales of wool from the Darling during one season. This commission was gained by a Victorian firm the very same year; and from that time out the competition between South Australia and Victoria may be said to have become keener for the trade of the Murrumbidgee, Darling, and Lower Murray districts. But within more recent years the South Australian competition for the Murrumbidgee trade was practically abandoned.

The reductions then in operation were not of the unreasonable character that exist to-day. These have become accentuated from time to time as the better facilities in the way of railways given by the New South Wales Government naturally caused the people to use the markets of their own Colony, and to make use of the facilities provided at great cost and to the great improvement of their properties.

With regard to the latter point it is useful to turn to the initial circumstances connected with the Hay and Jerilderie railways, which run through districts to which the Victorian railways offer large special rebates, and are thereby largely affected by the Victorian preferential rates.

The

The Hay line especially was strongly and persistently agitated for by the people of the district, so as to enable them to trade with Sydney. In October, 1876, a petition influentially signed by the principal residents of Hay and district was sent through the then member for the district to the Government. It was represented that if the line were made it would be one of the best paying in New South Wales, and that the 49,000 bales of wool which were sent from Hay and Narrandera and districts to another colony during the season they were confident would be sent to Sydney were a railway extended to Hay. It was also represented that the merchandise imported into the district lying between the junction of the Lachlan River with the Murrumbidgee and Narrandera during 1876 was 10,000 tons, and this, it was represented, would not only be a source of revenue, but an extension of business to the merchants of New South Wales. It was confidently asserted that the line of railway would be able to compete on advantageous terms with the river traffic, as taking into consideration the delays inseparable from the transshipment of merchandise, and the cost of insurance and forwarding charges, together with the fact that for a portion of the year the river traffic was entirely suspended, at which time goods have to be brought at a much enhanced cost by teams from Deniliquin, the comparison of the cost would be found to be considerably less by rail from Sydney than from Melbourne.

The statement appended to the petition showed that the average cost of goods by river to Hay (from Melbourne *via* Echuca) was £5, and by road *via* Deniliquin, £8 per ton, while wool, on the back journey, cost from £6 to £8 per ton. The petitioners considered that the goods and stock traffic would give an additional revenue between Narrandera and Hay of £150,000, exclusive of passenger traffic, without regard to future developments.

In February, 1879, an influential deputation waited on the then Minister for Works to urge the making of a railway to Hay. It was represented that the line would be of great advantage to New South Wales, inasmuch as it would secure a large traffic then done with Victoria, and that owing to the fiscal policy of Victoria the people were almost unanimously in favour of trading with Sydney.

In November, 1879, further petitions were sent in urging the extension. One largely signed in Hay and district represented that a large portion of the trade of Riverina was lost to New South Wales by the absence of speedy and direct communication, and that the trade would be recovered as the Southern railway was extended westward. It was said that as soon as Hay was connected by rail with Sydney, practically the whole of the wool sent to Melbourne or Adelaide would be forwarded to Sydney, and the line should return a profit of 8 per cent. on the cost of its construction. So pressing was the requirement considered, that the petitioners urged that tenders should be immediately called for a line from Narrandera to Hay, and a condition imposed that the line should be completed within twelve months from the date of the petition.

In December, 1879, a deputation waited on the then Minister for Works, and presented a petition largely signed in favour of the railway to Hay and Jerilderie, mentioning that "the making of a bridge over the river at Narrandera, will enable the Government to run a branch line to Jerilderie and along the banks of the Yanko Creek, on which a very dense population of farmers and small pastoral tenants is now settled, and so afford them railway communication with Sydney, attracting them from Melbourne, and opening up a most important district to the trade and merchandise of Sydney merchants."

These repeated requests and sanguine expectations no doubt largely influenced the Parliament in sanctioning the construction of the line, as it was considered it would return a fair interest on the capital cost; but the unreasonable preference given by the Victorian railways have operated to such an extent as to render this line a most unprofitable one to the State. The magnitude of the loss will be best understood when it is stated that the 232 miles of railway from Junee to Hay and Narrandera to Jerilderie have, since the opening of the first section in 1881, notwithstanding the special inducements held out to agriculturists which have developed a large agricultural traffic, simply paid little more than the operating expenses, leaving the country to bear the interest of the cost of the money borrowed to build the line, this loss to date being about £610,000.

The rates charged by the Victorian railways prior to 1879 for goods and produce to and from New South Wales, while preferential in their incidence, were not of the unreasonable character that now exist; but the opening of the New
South

South Wales line to Wagga Wagga caused the Victorian authorities to offer such attractions as would enable them to divert the New South Wales trade from its own lines, which had, at great expense, been constructed to the districts concerned.

In 1879 the rates over the lines, taking Echuca as an instance, were preferential to the extent shown below :—

	Classes.					Wool per Bale.	
	Miscellaneous.	1st.	2nd.	3rd.	4th.	Un-dumped.	Dumped.
Ordinary rates	40/-	52/-	65/-	78/-	91/-	7/-	5/10
Preferential rate to N.S.W. district below Wentworth on Murray and beyond Wentworth on the Murray	30/-	30/-	30/-	30/-	30/-	5/-	4/-
Preferential rate to N.S.W. district, Murray district between Wakool Junction and Wentworth ...	*30/-	48/-	48/-	48/-	48/-	.....	.....

* Wire and Rock Salt only.

In 1882, however, finding that the extension of the New South Wales Railways into the Southern and South-western districts was accomplishing what it was intended should naturally be accomplished, viz., the securing of the trade to the New South Wales Railways, the Victorian authorities again modified their rates by offering still greater concessions to goods for the inland New South Wales districts, discriminating between districts which were lying within the influence of the New South Wales Railways and those more distant from the lines, offering to the former the greater bonus to withdraw the traffic from its legitimate market. The scope of the reduction was, by the published rates of the 31st January, 1884, as follows :— To Echuca the preferential rates for all New South Wales districts north of Gerogery and embracing the Murrumbidgee and Darling Rivers was 25/- per ton for rock-salt, 30/- per ton for other miscellaneous class traffic, and an uniform rate of 30/- per ton for each class 1st to 4th, and wool 4/6 per bale of 4 cwt. undumped, and 4/- per bale dumped. The same amount of preferential rates was also made applicable to Wodonga and Wahgunyah, the ordinary rates to which respectively were :—

To.	Classes.					Wool per 4 cwt. Bale.	
	Miscellaneous.	1st.	2nd.	3rd.	4th.	Un-dumped.	Dumped.
Wodonga	48/-	62/6	78/-	93/6	109/-	7/6	6/4
Wahgunyah	44/6	58/-	72/6	87/-	101/6	7/3	6/1

The rates then in force continued without material alteration for some years. Soon after the present Commissioners took office they, deeming that the rates could be advantageously revised by both sides, opened negotiations with the Victorian Commissioners (Mr. Speight being then Chairman), the outcome of which, while removing anomalies, was mutually advantageous. However, within the last month the rates have been reduced to an extent that had never operated before.

Goods for consumers in the Darling River district are now being conveyed for 22/6 per ton between Melbourne and Echuca, but if the same goods were consumed at Echuca they would cost 87/7 per ton. Sugar, between the same stations for the Darling River district, is conveyed for 11/9 per ton, while if consumed at Echuca or anywhere inside the Victorian border it would cost 53/5 per ton.

Wool from certain districts in New South Wales is carried for 2/9 per bale, and in addition to this a drawback of 5 per cent. is given upon every 10,000 bales secured by any consignor, which, as is well known, could only be secured by carriers canvassing in the district for business, while the same wool if grown in Victoria would cost 6/1 per bale.

It is also to be especially borne in mind that the New South Wales rates apply equally to all traffic without reference to destination, whereas in Victoria no less

less than six scales of rates prevail to and from the same railway stations for exactly similar traffic, which is carried, so far as the railway service is concerned, under exactly similar conditions.

The importance of this question as affecting New South Wales will be realised when it is stated that during the years 1890, 1891, and 1892, 126,601 tons, or nearly one-third of the whole of the wool grown in New South Wales, was shipped from Victorian and South Australian ports.

Its having come to the knowledge of the Commissioners that the efforts of the Victorian railway authorities and forwarding agents were becoming more and more aggressive, they felt it necessary to bring the matter strongly under the notice of the Victorian Commissioners, and, accordingly, on the 12th June, addressed a letter to them as follows :—

“I am directed by the Railway Commissioners to draw the very serious attention of your Commissioners to the improper and unreasonable competition that is in operation for securing to the Victorian railways traffic within the borders of New South Wales which should properly be carried over the railways of this Colony—railways which have been constructed at great cost for the convenience of the people settled in the districts served thereby. In dealing with the question of the wool traffic of the coming season, the exceptionally low quotations given by Victorian agents to the New South Wales pastoralists for the conveyance of their wool to the Victorian railways, and thence to Melbourne, have brought the whole matter again under review (the quotations for this year being lower than they have ever been), and the Commissioners feel they can no longer remain quiescent in the matter. The rates they have before them (copy of table attached, *Exhibit A*) show that for certain sections of the wool belonging to New South Wales rates as low as 2/9 per bale are quoted from the border railway stations to Melbourne, whereas the ordinary scale of rates applicable to wool grown in Victoria charged from the border stations ranges from 6/1 to 8/9 per bale. The geographical position of the Victorian railways gives a commanding influence to your Colony, and the view held by my Commissioners is that this alone should satisfy your Commissioners in the matter without making reductions in the ordinary tariff, in some instances of as much as 40 to 60 per cent. The competitive rates adopted by Victoria are so unreasonable that wool from squattages 250 miles from the Victorian border and within less than 100 miles of the New South Wales Western Line, is influenced thereby; and my Commissioners are threatened with loss of traffic unless reduced rates are quoted by them. I am directed to ask whether your Commissioners are prepared to at once abandon these exceptionally low rates and adhere to the ordinary scale of rates applicable to your own traffic, as, unless this or a somewhat similar course is agreed to, my Commissioners will feel compelled to quote any rate that may be necessary in order to secure the legitimate traffic of this Colony to our own railways; but they think that such a sacrifice of railway revenue (when the difficulties surrounding the railway questions in the Colonies require so much caution and care) should not be incurred when a reasonable and fair arrangement could so easily be come to. I am to direct attention, also, to a similar class of unfair competition in regard to the merchandise traffic, which will also require to be dealt with on a more reasonable basis; but as the wool question is so urgent, I do not more than refer to the other point, so as to facilitate a speedy reply being given regarding the wool. As it is of the utmost importance that this question should be decided without loss of time, the Commissioners have directed Mr. Harper, the Goods Superintendent of the New South Wales railways, to visit Melbourne to-morrow, in order that he may, if necessary, give any further information your Commissioners may wish in regard to the details of the rates in question, so as to expedite a settlement, and enable him to bring back the decision of your Board.”

The reply received on the 15th June was unsatisfactory, and is as follows :—

With reference to the question of rates, the Acting Commissioners, while sharing the views of your Commissioners as to the necessity for a mutual agreement between the railways of the three Colonies, regret that as the rates for this season have already been published by this Department, and persons interested informed that such rates would be strictly adhered to, they cannot see their way to agree to any alteration at present; and, further, as the matter is one of policy, and any change would require the passing of a fresh by-law, the Acting Commissioners are, of course, unable to commit the Government, with whom the final decision rests, to any particular line of action. The Acting Commissioners desire to convey to your Commissioners their assurance that the published tariff of the Victorian railways will be strictly adhered to in the meantime, and would be glad to know that your Commissioners had arrived at a similar decision with respect to the New South Wales rates. I am to add that the Acting Commissioners will be prepared to make recommendations, in time for next season, to the Government of this Colony, after giving the suggestions of Mr. Harper, together with any others that may be submitted in the *interim*, the fullest consideration.”

As the Victorian Commissioners declined to come to an understanding regarding the wool rates, the New South Wales Commissioners had no alternative but to take steps to secure the carriage of the New South Wales traffic for the railways of the Colony; but being still anxious to come to a friendly arrangement in regard to the question of the carriage of merchandise, they again addressed the Victorian authorities, on the 19th June, as under, and to date (1st August) no definite reply has been received.

“I am directed by the Railway Commissioners to acknowledge the receipt of your letter of 15th June, in regard to the wool traffic of New South Wales, and to express their extreme disappointment at the question not being dealt with in a practical manner. It is not reasonable to suppose that my Commissioners can continue to allow traffic from the centre of New South Wales to be conveyed to Melbourne in consequence of your rates being reduced by 60 per cent. from the rates paid by your own people. My Commissioners feel that they have done their best to bring the matter to a friendly settlement,

settlement, which could have been effected in several ways to the advantage of both colonies; but as their efforts in this direction have not met with that reciprocity that should have been the case, they have no alternative but to carry out the decision intimated in my communication of the 12th inst., but this they do with great regret. I am now directed to invite your attention to the merchandise charges for New South Wales traffic conveyed over the Victorian Railways, incidentally referred to in my last communication, as my Commissioners are anxious to know whether your Commissioners will be prepared to abandon the exceptionally low rates adopted for New South Wales traffic as compared with the rates in operation for Victorian traffic conveyed over the same ground. The Commissioners observe from telegrams and paragraphs in the press that at the present moment the merchandise rates are under the consideration of your Commissioners, and trust, therefore, that they will be able to see their way to remove from the rate-book the differential rates now charged for New South Wales goods at the expense of Victoria and to the grave detriment of this Colony. I need only mention in this letter a few instances to show the improper and antagonistic position taken up in regard to this Colony, as I append hereto a printed sheet* (*Exhibit D*) showing a number of illustrations of the differential rates in question:—

	N.S.W. Traffic. Per ton.	Victorian Traffic. Per ton.
Melbourne to Swan Hill,—		
Galvanized iron in cases, and sugar in 5-ton lots	43/-	72/11
Sugar in 20-ton lots	38/-	72/11
2nd class goods	43/-	92/7
3rd class goods	43/-	112/4
4th class goods	43/-	132/-
Melbourne to Echuca—		
Fencing wire and wire netting... ..	25/-	41/3
Galvanised iron and sugar in 5 ton lots ...	30/-	53/5
Sugar in 20 ton lots	25/-	53/5
2nd class goods	30/-	66/7
3rd class goods	30/-	79/9
4th class goods	30/-	93/-
Melbourne to Albury (for places beyond in New South Wales)—		
		To Wodonga.
2nd class goods	66/10	82/4
3rd class goods	66/10	99/6
4th class goods	66/10	116/8

These illustrations show how, by unreasonable and improper rates, the Victorian railways are endeavouring to secure traffic belonging to New South Wales; and, as pointed out in my previous letter, my Commissioners feel that the geographical position of Melbourne (which is practically only half the distance from the border that Sydney is) should give Victoria an advantage with which your Commissioners should be thoroughly satisfied, and that the ordinary rates applicable to the Victorian railways for her own people should be made applicable to any traffic that wishes to find its way to and from Melbourne and New South Wales. I am directed to express the earnest hopes of my Commissioners that your Commissioners will be prepared to treat this merchandise rates question in a fair and reasonable manner, and so avoid the necessity for my Commissioners to make concessions in their rates which can be of no possible advantage to Victoria, and will entail an unnecessary and an uncalled for loss upon the railway revenue of this colony."

Sydney, 14th August, 1894.

The following reply from the Railway Commissioners of Victoria (through their Secretary), dated 13th August, was received on the above date:—

Adverting to your letters of the 19th June last and 25th ultimo, with respect to the rates on wool to and from Riverina, I am directed by the Acting Commissioners to say, while expressing their regret at the delay which has occurred, that, as before stated, the circumstances have not been such as to admit of their dealing further with the matter than was done in their letter of the 15th June last, which they are sorry to see was regarded as an evidence that the question had not been treated in a practical manner, and as also manifesting a lack of reciprocal feeling.

In view of the fact that any alteration this season would have caused disturbance to business arrangements already entered into, the Acting Commissioners regarded their reply as the only one they could give and also as sufficient. The same applies also to the request that the goods rates should be altered.

The Acting Commissioners regret that they cannot but look upon the request made as tantamount to a demand for a complete surrender, without equivalent, of the principles on which this Department has worked to retain possession of the trade in question, and for which it was the first to afford facilities.

While they admit that the geographical situation is a factor in the question, they would point out that other competition than that of your Colony has to be met.

Finally, they would say, with regret, that they are not in a position to make any alteration at present; but, as previously intimated, they will be glad at the end of the present season to confer with your Commissioners as to the rates to be charged in future.

* Since the letters of 12th and 19th June were written, a new rate-sheet has been published by Victoria and the tables have been amended to bring them up to date. (See Exhibits B and E.)

WOOL RATES—VICTORIAN RAILWAYS.

	To Melbourne, Williamstown, or Port Melbourne.	Mileage.	REDUCED RATES ADOPTED FOR NEW SOUTH WALES WOOL.				VICTORIAN WOOL— per bale not over 4 cwt.	
			Undumped.		Dumped.		Undumped.	Dumped.
			Up to 300 lb. per bale.	Not over 4 cwt. per bale.	Up to 300 lb. per bale.	Not over 4 cwt. per bale.		
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wool river-borne or by rail from any station on the Edwards River between Moulamein and the Wakool Junction.	From Echuca	144 $\frac{3}{4}$	5 6	6 0 % reduc. 15-27	5 3	5 3 % reduc. 13-69	7 2	6 1
Wool river-borne to Echuca from any station on the Murray below the Murrumbidgee Junction, and from any station on the Murrumbidgee River or its tributaries			4 0	4 6 % reduc. 37-21	3 9	3 9 % reduc. 33-35	7 2	6 1
Wool river-borne to Echuca from Euston and from any station on the Darling* or its tributaries.	" "	144 $\frac{3}{4}$	3 6	4 0 % reduc. 43-18	3 3	3 3 % reduc. 46-57	7 2	6 1
Wool river-borne to Koondrook from any station on the Murray below the Murrumbidgee Junction, or from any station on the Darling* or Murrumbidgee Rivers or their tributaries.	" Kerang	179 $\frac{1}{4}$	4 9	5 3 % reduc. 35-10	4 6	4 6 % reduc. 31-14	8 1	6 10
Wool by teams or by rail to Wodonga, Wahgunyah, Echuca, Cobram, Yarroweyah, Strathmerton, Yarrawonga, or Numurkah, the clip of any stations north of, or intersected by, an imaginary line drawn straight from Jingellic on the Murray to Gerogery on the N.S.W. line; thence to the south-east corner of Corce Station; the following stations forming the southern boundary, viz.:—Table Top, Gerogery, Burgunderi, Burrumbuttock, Coombar-gama, Mahonga, Coreen, Wongamong, Narrow Plains, Barrigan-Momalong, and Booroobarilly; thence in a northerly direction to Burrabogie Blocks, to include in that line Coree, Moonbria, Steam Plains, Willurah, Warwillah, Wargam, and Nyanga Stations; thence in a westerly direction along the south boundary of the River back-blocks to the intersection of the Murrumbidgee River at Balranald.	" Swan Hill... ..	214 $\frac{1}{4}$	6 6	7 0 % reduc. 20-	5 3	5 3 % reduc. 29-21	8 9	7 5
	" Echuca	144 $\frac{3}{4}$	5 0	5 6 % reduc. 23-25	3 9	3 9 % reduc. 35-35	7 2	6 1
	" Yarrawonga	161 $\frac{1}{2}$	5 0	5 6 % reduc. 29-78	3 9	3 9 % reduc. 43-75	7 10	6 8
	" Wahgunyah	174	5 0	5 6 % reduc. 31-25	3 9	3 9 % reduc. 45-12	8 0	6 10
	" Wodonga	187	5 0	5 6 % reduc. 33-33	3 9	3 9 % reduc. 40-42	8 3	7 0
Wool by river, teams, or rail to Echuca, Wodonga, or Wahgunyah, the clip of any station in the district bounded by the Murrumbidgee in the south and longitude 144 $\frac{3}{4}$ in the west.	" Swan Hill... ..	214 $\frac{1}{4}$	5 6	6 0 % reduc. 31-42	4 3	4 3 % reduc. 42-69	8 9	7 5
	" Echuca	144 $\frac{3}{4}$	4 0	4 6 % reduc. 37-21	2 9	2 9 % reduc. 54-70	7 2	6 1
	" Wahgunyah	174	4 0	4 6 % reduc. 43-75	2 9	2 9 % reduc. 59-75	8 0	6 10
	" Wodonga	187	4 0	4 6 % reduc. 45-45	2 9	2 9 % reduc. 60-71	8 3	7 0
Wool from any station on the Murray River below Swan Hill including Murray Downs Station.	" Swan Hill... ..	214 $\frac{1}{4}$	.....	7 11 % reduc. 9-52	.....	.....	8 9	7 5
	" Echuca	144 $\frac{3}{4}$	.....	6 6 % reduc. 9-30	.....	.....	7 2	6 1

Bales over 4 cwt. will be charged 25 per cent. additional upon the rate for a 4-cwt. bale for every cwt. or portion of a cwt. in excess.

* An allowance of 6d. per bale will be made on all consignments of Darling wool from one consignor, amounting in the aggregate to 1,000 bales, during one season; and an allowance of 5 per cent. will be made on consignments from Hay or above Hay on the Murrumbidgee, amounting in the aggregate to 10,000 bales, during one season from one consignor. This is in addition to the reduced rates quoted above.

To Geelong, 9d. per bale added to these rates.

WOOL RATES—VICTORIAN RAILWAYS.

5th JULY, 1894.

	To Melbourne, Williamstown, or Port Melbourne.	Mileage.	REDUCED RATES ADOPTED FOR NEW SOUTH WALES WOOL.				VICTORIAN WOOL—to Melbourne (6d. per bale to be added when to Williamstown or Port Melbourne).			
			Undumped.		Dumped.		per bale not over 4 cwt.		per bale not over 4 cwt.	
			Up to 300 lb. per bale.	Not over 4 cwt. per bale.	Up to 300 lb. per bale.	Not over 4 cwt. per bale.	Undumped.	Dumped.		
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Wool river-borne or by rail from any station on the Edwards River between Moulamein and the Wakool Junction.	From Echuca ...	144½	5 6	6 0 / reduc. 16-27	5 3	5 3 / reduc. 13-00	7 2	6 1	5 9	
Wool river-borne to Echuca from any station on the Murray below the Murrumbidgee Junction, and from any station on the Murrumbidgee River or its tributaries		144½	4 0	4 6 / reduc. 37-21	3 9	3 9 / reduc. 33-25	7 2	6 1	5 9	
Wool river-borne to Echuca from Euston and from any station on the Darling* or its tributaries.	" "	144½	3 6	4 0 / reduc. 41-15	3 3	3 3 / reduc. 46-57	7 2	6 1	5 9	
Wool river-borne to Koondrook from any station on the Murray below the Murrumbidgee Junction, or from any station on the Murrumbidgee River or its tributaries.	" Kerang ...	179½	4 9	5 3 / reduc. 35-05	4 6	4 6 / reduc. 31-14	8 1	6 10	6 6	
Wool river-borne to Koondrook from Euston, or from any station on the Darling or its tributaries.	" "	179½	4 3 4 9	4 9 5 3 / reduc. 35-05	4 0 4 6	4 0 4 6 / reduc. 34-14	8 1	6 10	6 6	
Wool by teams or by rail to Wodonga, Wahgunyah, Echuca, Cobram, Yarrawong, Strathmerton, Yarrawonga, or Numurkah, the clip of any stations north of, or intersected by, an imaginary line drawn straight from Jingellie on the Murray to Gerogery on the N.S.W. line; thence to the south-east corner of Coree Station; the following stations form the southern boundary, viz:—Table Top, Gerogery, Burgunderi, Burrumbuttock, Goombarigama, Mahonga, Corcen, Wongamong, Narrow Plains, Barrigan-Momalong, and Booroborilly; thence in a northerly direction to Burrabogie blocks, to include in that line Coree, Moonbria, Steam Plains, Willurah, Warwillah, Wargam, and Nyanga Stations; thence in a westerly direction along the south boundary of the River back-blocks to the intersection of the Murrumbidgee River at Balranald.	" Swan Hill...	214½	6 6	7 0 / reduc. 20-	5 3	5 3 / reduc. 29-21	8 9	7 5	7 9	
	" Echuca ...	144½	5 0	5 6 / reduc. 23-25	3 9	3 9 / reduc. 33-25	7 2	6 1	5 9	
	" Yarrawonga ...	161½	5 0	5 6 / reduc. 29-75	3 9	3 9 / reduc. 33-75	7 10	6 8	6 4	
	" Wahgunyah ...	174	5 0	5 6 / reduc. 31-25	3 9	3 9 / reduc. 35-12	8 0	6 10	6 5	
	" Wodonga ...	187	5 0	5 6 / reduc. 33-33	3 9	3 9 / reduc. 46-42	8 3	7 0	6 8	
Wool by river, teams, or rail to Echuca, Wodonga, or Wahgunyah, the clip of any station in the district bounded by the Murrumbidgee in the south and longitude 144° in the west.	" Numurkah ...	133½	5 0	5 6 / reduc. 19-51	3 9	3 9 / reduc. 35-71	6 10	5 10	5 6	
	" Swan Hill...	214½	5 6	6 0 / reduc. 31-12	4 3	4 3 / reduc. 42-00	8 9	7 5	7 9	
	" Echuca ...	144½	4 0	4 6 / reduc. 37-21	2 9	2 9 / reduc. 51-79	7 2	6 1	5 9	
	" Wahgunyah ...	174	4 0	4 6 / reduc. 41-75	2 9	2 9 / reduc. 59-75	8 0	6 10	6 5	
Wool from any station on the Murray River below Swan Hill including Murray Downs Station.	" Wodonga ...	187	4 0	4 6 / reduc. 45-45	2 9	2 9 / reduc. 60-71	8 3	7 0	6 8	
	" Swan Hill...	214½	.....	7 11 / reduc. 9-03	.....	.....	8 9	7 5	7 11
Wool arriving at Albury (N.S.W.) by team for rail transit to Melbourne, &c.	" Echuca ...	144½	.....	6 6 / reduc. 9-30	.....	.....	7 2	6 1	5 11
	" Albury ...	190½	.....	.....	.....	.....	8 2	7 6	7 2
							7 9	7 9	7 9	

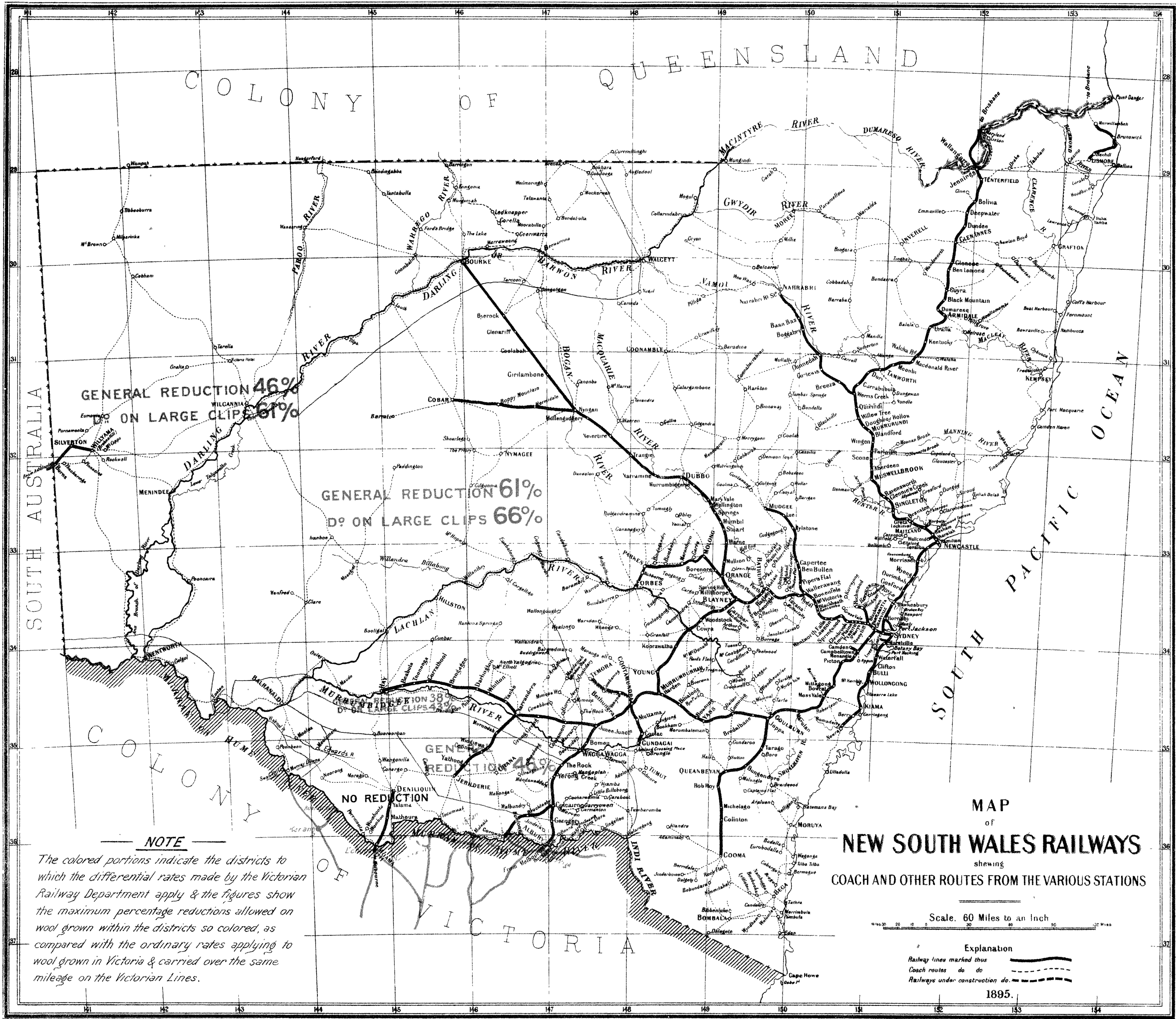
Bales over 4 cwt. will be charged 25 per cent. additional upon the rate for a 4-cwt. bale for every cwt. or portion of a cwt. in excess.

* An allowance of 6d. per bale will be made on all consignments of Darling wool from one consignor, amounting in the aggregate to 1,000 bales, during one season; and an allowance of 5 per cent. will be made on consignments from Hay or above Hay on the Murrumbidgee, amounting in the aggregate to 10,000 bales, during one season from one consignor. This is in addition to the reduced rates quoted above.

† The Figures are the Rates brought into existence by By-law No. 106, published July 5th, 1894.

‡ Rates which ceased to exist by issue of By-law No. 120, published July 5th, 1894.

‡ To Geelong, 9d. per bale added to these rates.



GENERAL REDUCTION 46%
ON LARGE CLIPS 61%

GENERAL REDUCTION 61%
ON LARGE CLIPS 66%

GENERAL REDUCTION 38%
ON LARGE CLIPS 44%

GENERAL REDUCTION 46%

NO REDUCTION

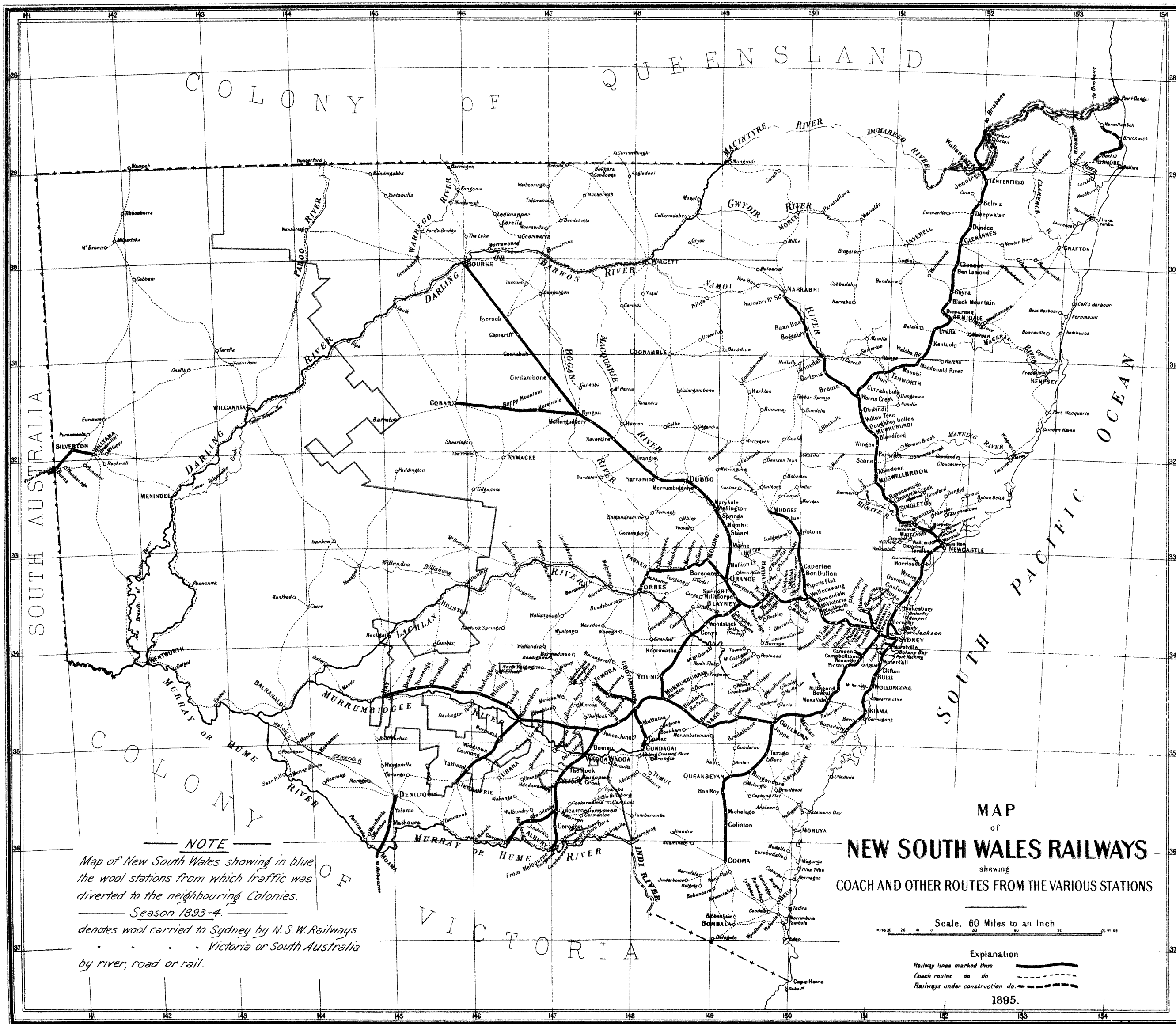
NOTE

The colored portions indicate the districts to which the differential rates made by the Victorian Railway Department apply & the figures show the maximum percentage reductions allowed on wool grown within the districts so colored, as compared with the ordinary rates applying to wool grown in Victoria & carried over the same mileage on the Victorian Lines.

MAP
of
NEW SOUTH WALES RAILWAYS
shewing
COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

Scale. 60 Miles to an Inch


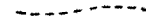
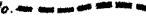
Explanation
 Railway lines marked thus
 Coach routes do do
 Railways under construction do
 1895.



NOTE
 Map of New South Wales showing in blue
 the wool stations from which traffic was
 diverted to the neighbouring Colonies.
 Season 1893-4.
 denotes wool carried to Sydney by N.S.W. Railways
 " " " Victoria or South Australia
 by river, road or rail.

MAP
 of
NEW SOUTH WALES RAILWAYS
 shewing
COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

Scale. 60 Miles to an Inch

Explanation
 Railway lines marked thus 
 Coach routes do do 
 Railways under construction do 

1895.

MERCHANDISE CHARGES—VICTORIAN RAILWAYS.

Showing the Great Reduction made to secure New South Wales Traffic.

The following Rates are charged on the Victorian Railways upon Goods forwarded from Melbourne, Williamstown, or Port Melbourne:—

Station forwarded to.	Miles.	CLASSES OF GOODS.							
		Miscellaneous Class.			First Class.		Second Class, per ton.	Third Class, per ton.	Fourth Class, per ton.
		Generally— including Iron and Steel, bar, rod, and plate, and hoop-iron, per ton.	Wire Netting only.	Fencing Wire and Wire Netting, per ton.	Generally— including Galvanized Iron in cases, Sugar in 5-ton lots, per ton.	Sugar in 20-ton lots, per ton.			
TO SWAN HILL.									
For Victorian Traffic	214½	s. d. 54 4	s. d. 54 4	s. d. 54 4	s. d. 72 11	s. d. 72 11	s. d. 92 7	s. d. 112 4	s. d. 132 0
For New South Wales Traffic—									
Conveyed to any station on the Murray, below the Murrumbidgee Junction, &c., as described in paragraph at foot marked A.	214½	54 4	54 4	54 4	72 11	72 11	76 4	76 4	76 4
Conveyed to any station on the Edwards River, between Moulamein and the Wakool Junction	214½	54 4	54 4	54 4	72 11	72 11	76 4	76 4	76 4
Conveyed to any destination on the Murray at or below Mildura, or on the River Darling	214½	†43 0	.....	38 0	43 0	38 0	43 0	43 0	43 0
TO ECHUCA.									
For Victorian Traffic	144½	41 3	41 3	41 3	53 5	53 5	66 7	79 9	93 0
For New South Wales Traffic—									
Conveyed to any station on the Murray below the Murrumbidgee Junction, &c., as described in paragraph at foot marked A.	144½	41 3	19 0	.....	53 5	53 5	63 4	63 4	63 4
Conveyed to any station on the Edwards River, between Moulamein and the Wakool Junction	144½	41 3	41 3	41 3	53 5	53 5	36 4	63 4	63 4
Conveyed to any destination on the Murray at or below Mildura, or on the River Darling	144½	†30 0	.....	25 0	30 0	25 0	30 0	30 0	30 0

TO COBRAM.									
For Victorian Traffic	155	43 4	43 4	43 4	56 5	56 5	70 7	84 10	99 0
For New South Wales Traffic—									
Conveyed to any station on the Murray, below the Murrumbidgee Junction, &c., as described in paragraph at foot marked A.	155	43 4	43 4	43 4	56 5	56 5	63 4	63 4	63 4
TO YARRAWONGA.									
For Victorian Traffic	161½	44 7	44 7	44 7	58 4	58 4	73 2	88 0	102 10
For New South Wales Traffic—									
Conveyed to any station on the Murray, below the Murrumbidgee Junction, &c., as described in paragraph at foot marked A.	161½	44 7	44 7	44 7	58 4	58 4	63 4	63 4	63 4
TO WAHGUNYAH.									
For Victorian Traffic	174	46 9	46 9	46 9	61 8	61 8	77 7	93 6	109 6
For New South Wales Traffic—									
Conveyed to any station on the Murray, below the Murrumbidgee Junction, &c., as described in paragraph at foot marked A.	174	46 9	46 9	46 9	61 8	61 8	63 4	63 4	63 4
TO WODONGA.									
For Victorian Traffic	187	49 2	49 2	49 2	65 3	65 3	82 4	99 6	116 8
For New South Wales Traffic—									
Conveyed to any station on the Murray, below the Murrumbidgee Junction, &c., as described in paragraph at foot marked A.	187	49 2	49 2	49 2	63 4	63 4	63 4	63 4	63 4
TO ALBURY.									
For Victorian Traffic	190½	52 8	*26 4	‡52 8	68 9	68 9	85 10	96 10	96 10
For New South Wales Traffic—									
Conveyed to any station on the Murray, below the Murrumbidgee Junction, &c., as described at foot marked A. ...	190½	51 8	25 4	.....	66 10	66 10	66 10	66 10	66 10

NOTES.—The figures in block type are the rates after deduction of rebate. Sugar in 5-ton lots is classed first-class.

* As per By-law No. 102, 10th December, 1892.—To Albury, A class. † Wire excepted. ‡ Wire netting excepted.

PARAGRAPH A.—And conveyed thence by river, rail, or teams to any station on the Murray, below Murrumbidgee Junction, or to any station on the Murrumbidgee River or its tributaries, or to a destination north of, or intersected by, an imaginary line drawn straight from Jingellic on the Murray to Gerogery on the New South Wales line; thence to the south-east corner of Coree Station, the following stations forming the southern boundary:—Tabletop, Gerogery, Burgunderi, Burrumbuttock, Goombargama, Mahonga, Coreen, Wongamong, Narrow Plains, Barrigan-Momalong, and Booroobarilly; thence in a northerly direction to Burrabogie blocks, to include in that line Coree, Moonbria, Steam Plains, Willurah, Warwillah, Wargam, and Nyanga Stations; thence in a westerly direction along the south boundary of the river back blocks to the intersection of the Murrumbidgee River at Balranald.

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY ACCIDENT ON THE ZIG-ZAG.

(COPY OF REPORT RESPECTING.)

Ordered by the Legislative Assembly to be printed, 27 March, 1895.

[Laid upon the Table of this House in answer to Question No. 10, of 27th March, 1895.]

Question.

- (10.) LATE RAILWAY ACCIDENT ON THE ZIG-ZAG:—Mr. SCHEY asked THE COLONIAL TREASURER,—
(1.) Will he lay upon the Table of this House a copy of any report that may have been made concerning the late railway accident on the great Zig-Zag?
(2.) If so, when will the same be available?

Answer.

New South Wales Government Railways, Sydney, 14 March, 1895.

The Secretary,

In compliance with the Commissioners' directions, we have to report the result of our inquiry into the cause of the accident which occurred at top points, Lithgow Zig-Zag, 12th instant.

In this case, as the 7.45 Up Passenger, from Orange to Sydney, was being propelled, after passing top points signal cabin, a horse-box, followed by the engine and tender left the rails.

The train consisted of—

	T.	c.	q.
"P" class engine and tender, No. 461, weighing	91	0	0
Horse-box (containing one horse), No. 562, weighing (about)	5	0	0
First-class lavatory carriage, No. 406, weighing	21	11	3
Second-class lavatory carriage, No. 366, weighing	20	1	0
Lavatory B van, No. 364, weighing	19	4	0
Total	156	16	3

We append hereto the evidence of the following witnesses:—Driver G. Balmer; Fireman W. Brownlow; Guard D. Conroy; W. Price, officer in charge, top points; Ganger E. Noon; Fettler J. Dixon; Fettler J. Stafford; Sub-Inspector E. Farnsworth, Permanent Way Department; Foreman McNevin, Loco. Department, Eskbank; Carriage and Wagon Examiner A. Barner; Mr. McCarney, Loco. Inspector, Bathurst; Mr. R. Crawford, Station-master, Eskbank.

The driver states that the train left bottom points four minutes late, and that the speed ascending the Zig-Zag was rather slower than usual. After passing the signal cabin at top points he felt the tender bumping, and immediately stopped the train. His evidence is confirmed by the fireman, the officer in charge, top points, and guard also corroborates the driver's statement respecting the speed of the train coming up the middle road.

The ganger of the length says he was standing on the left-hand side of the train when it passed him, and that prior to its arrival he had been packing the sleepers. The carriage went all right, but as the horse-box (which was between the carriage and tender) passed him he saw it leave the rails followed by the tender. The two fettlers, who stood on the opposite side of the line, positively substantiate this statement.

Permanent-way Sub-Inspector Farnsworth states, that he inspected this portion of the road a week ago, and found it in good line and level. He travelled with this train, and immediately after the mishap gauged the road and found it quarter of an inch slack, but not out of line, and rails crippled by the derailment.

The wheels of the horse-box and tender were carefully gauged and examined by the carriage and wagon examiner and locomotive foreman and found to be correct.

CONCLUSION.

From the evidence taken and our personal inspection of the road and vehicles, we can come to no other conclusion than that the horse-box, which was a very light vehicle compared with the others, forming part of the train, was forced off the rails whilst the train was being propelled, and that its derailment also led to the engine and tender leaving the rails. The derailment took place on an 8-chain curve with a rising gradient of 1 in 42.

As the damage to the permanent way, vehicles, and interlocking was small, it is estimated that the total cost of repairs will not exceed £30.

We attach a sketch* showing the scene of the accident and position of the vehicles after the derailment.

No passengers were injured.

The horse, which was owned by Mrs. Brown, Bowenfels, was taken out of the box and stabled, and was subsequently removed by the owner. It was injured and shaken, its legs and head being cut and bruised.

The only employee in any way injured was the fireman, who had his feet slightly bruised.

H. RICHARDSON.
JAMES FRASER.
C. H. STANGER.

* Not laid on Table.

1894.

SECOND SESSION.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FREE PASSES.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 20 December, 1894.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 5th September, 1894, That there be laid upon the Table of this House,—

“ A return showing all free passes over the Railways issued since the date
 “ to which the last of such returns was made up, such return to show the
 “ names of all persons to whom such passes were issued, the duration of
 “ such passes, the reasons for granting same, and the estimated cash value
 “ of the same.”

(Mr. Schey.)

RETURN of Free Railway Passes issued for other than Departmental purposes, from 1st June, 1891 (being date to which last Return was made up), to 1st October, 1894, showing reason of issue and period for which passes were available.

Month.	Names.	Why Issued.	Period.	
			From	To
1891.			1891.	1891.
June..	Dr. R. H. Hall	Visitor, India	3 June	3 July
	Mr. T. H. Magrath	Secretary, General Post Office, Hobart.....	9 "	9 "
	Judge Parker	Official Visitor, India	8 "	8 "
	Mr. P. R. Gondon	Inspector of Stock, Brisbane	12 "	23 June
	Tabart	" " Tasmania	15 "	12 July
	A. Tait	Visitor, England	18 "	30 June
	Langtree	Public Works Department, Victoria	1 July	31 July
	Colonel Dean Pitt, R.A.	Imperial Officer	25 June	25 "
	Mr. Justice Broad	District Court Judge, New Zealand	25 "	25 "
	A. Williamson	Visitor, Scotland	26 "	26 "
	Robinson	Officer of Parliament	3 "	3 "
	Mrs. Waddell	Wife of M.P.	3 "	3 "
	Curley	" "	7 "	21 June
	Mr. Maclean	Officer, P. & O. Company	3 "	3 July
	Mrs. Willis	Wife of M.P.	4 "	18 June
	Turner	" "	9 "	18 "
	Ewing	" "	8 "	8 July
	Levien	" "	18 "	18 "
	Mr. Saber	Agent for Tasmanian Exhibition	12 "	12 "
	Captain and Officers, H.M.S. "Curacoa" (6).	Naval Officers	24 "	31 Dec.
	Mrs. J. H. Cann	Wife of M.P.	28 "	28 July
	Lady Scott and two children	Family of Naval Commander-in-Chief	22 "	30 June
July..	Mr. P. Menell	Visitor, England.....	2 July	2 Aug.
	Captain Seymour	Police Department, Queensland	14 "	14 "
	Mr. Douglas	" "	6 "	6 "
	Littlejohns and two others	Officers, H.M.S. "Orlando"	6 "	6 "
	Surgeon-Captain Moir	Imperial Officer	8 "	8 "
	General Owen	Commandant, Queensland Military	26 "	26 "
	Mr. W. Conyers	Ex-Railway Commissioner, New Zealand	14 "	14 "
	Justice Broad	District Court Judge, New Zealand	20 "	20 "
	Mrs. Longhurst	Visitor, Scotland	28 "	28 "
	Dr. Crampton	Chief Medical Officer, Asylums, Tasmania	22 "	22 "
	Mr. J. R. Cox, M.P.	British House of Commons	23 "	23 "
	Captain Hanwell	Visitor, India	23 "	23 "
	Professor W. Brown	Official Visitor, Victoria	5 Aug.	5 Sept.
	Mr. A. Williamson	Visitor, Scotland	1 Sept.	1 Oct.

Month.	Name.	Why issued.	Period.	
			From	To
1891. July..	Captain and Officers, H.M.S. "Himalaya" (5)	Naval Officers	1891. 28 July	1891. 28 Aug.
	Mr. A. Marks	Consul for Japan, Melbourne	1 Aug.	31 "
	Rev. H. C. Hunter	H.M.S. "Himalaya"	29 July	6 "
	Mr. Melhuise	H.M.S. "Orlando"	25 "	25 "
	Captain O'Brien	Queensland Military Officer	25 "	3 "
	Lieutenant Hamilton	"	25 "	3 "
	Lieut.-Col. Penno and Mrs. Penno	Victorian	30 "	30 "
	Mrs. Kidd	Wife of M.P.	5 "	5 "
	Miss Mackinnon	Daughter of M.P.	9 "	9 "
	Captain and Officers, H.M.S. "Cordelia" (5).	Naval Officers	1 "	31 Dec.
	Mr. L. Saber	Agent for Tasmanian Exhibition	8 "	8 Aug.
	C. W. Fox	H.M.S. "Orlando"	10 "	24 July
	C. J. Weeks	Naval Depôt, Sydney	9 "	30 Sept.
	Corporal Giliard	H.M.S. "Orlando"	9 "	31 Dec.
	Mr. A. C. Logan	Officer of Parliament	6 "	6 Aug.
	C. Robinson	"	25 "	25 "
	C. B. Boydell	"	24 "	24 "
	S. M. Mowle	"	25 "	25 "
	T. Wilson	Sailor, H.M. Navy	2 "	4 July.
	Rowlands	"	2 "	4 "
	Hulme	"	2 "	4 "
	J. Rowe	"	10 "	14 "
	G. Green	"	10 "	14 "
	W. J. Rodgers	"	13 "	17 "
	Brice	"	13 "	17 "
	W. Geary	"	14 "	18 "
	G. Rich	"	18 "	20 "
	F. Symons	"	20 "	24 "
	Westcott	"	21 "	23 "
	S. Torr	"	25 "	27 "
	J. Travers	"	25 "	27 "
	E. Smith	"	27 "	3 Aug.
	M. Stapleton	"	31 "	"
	J. Cross	"	31 "	"
	Radford	"	31 "	"
	C. Halley	"	31 "	3 Aug.
	C. Williams	Unemployed	Single journey only.	"
	W. White	"	"	"
	J. H. Connarty	"	"	"
	Miss Boyd	"	"	"
	Mrs. Wimble	Wife of M.P., Queensland	31 July	31 Aug.
Aug..	Captain St. Clair	Captain-in-charge, Naval Depôt, Sydney	7 Aug.	30 Sept.
	Hanwell	Visitor, India	11 "	30 "
	Major Daniell	Imperial Officer	14 "	14 "
	Mrs. Smith	Wife of M.P., Victoria	17 "	17 "
	Mr. Justice Broad	District Court Judge, New Zealand	20 "	20 "
	Lord North	Visitor, England	23 "	23 "
	Hon. Miss North	"	23 "	23 "
	Mrs. Shenton	Wife of Colonial Secretary, West Australia	20 "	20 "
	M. de la Loyere	Visitor from New Caledonia	21 "	31 Aug.
	Mr. J. Cox, M.P.	British House of Commons	24 "	24 Sept.
	Mrs. Longhurst	Visitor, Scotland (Church of Scotland, Zenana Mission)	25 "	25 "
	General Booth	Visitor, England	25 Sept.	25 Oct.
	164 Municipal Representatives	Attending annual meeting of Municipal Association	15 "	30 Sept.
	Lieutenant Hayles, R.N.	Naval Officer	10 "	30 "
	Dr. Hoskins, R.N.	"	10 "	30 "
	Mr. Thos. Rowe	President, Water and Sewerage Board	4 Aug.	31 Dec.
	Mrs. D. Ham	Wife of M.L.C., Victoria	5 "	30 Sept.
	J. Cook	Wife of M.P.	7 "	7 "
	Mr. L. Saber	Agent, Tasmanian Exhibition	8 "	8 "
	Mrs. Dickens	Wife of M.P.	11 "	11 "
	Farnell	"	10 "	24 Aug.
	Willis	"	11 "	31 "
	Hassall	"	18 "	30 "
	Melville	"	20 "	20 Sept.
	Mr. Wiegand	City Organist	1 Sept.	30 "
	Mrs. M'Court	Wife of M.P.	31 Aug.	14 "
Sept..	Coppin	Wife of M.L.C., Victoria	4 Sept.	4 Oct.
	Colonel J. E. Harris	Visitor, India	10 "	10 "
	Campbell	Commissioner for Chicago Exposition	10 "	10 "
Aug..	Mr. F. Walsh	Officer of Parliament	1 Aug.	21 Aug.
	A. C. Logan	"	7 "	7 Sept.
	Christie	"	14 "	14 "
	J. R. McGregor	"	28 "	29 "
	J. Scott	Sailor, H.M. Navy	3 "	8 Aug.
	Wilkinson	"	4 "	18 "
	G. Wilkinson	"	4 "	18 "
	Behigg	"	6 "	8 "
	Corporal and two seamen	"	10 "	"
	Mr. S. Symonds	"	11 "	17 Aug.
	Laurence	"	11 "	"
	J. Hall	"	17 "	19 Aug.
	W. Freeman	"	17 "	24 "
	H. Miller	"	25 "	"
	Freeman	"	28 "	"
	Duggan	Unemployed	27 "	"
	Bowman	Delegate to Agricultural Show	11 "	18 Aug.

Month.	Name.	Why issued.	Period.	
			From	To
1891.			1891.	1891.
Aug...	Mr. Jones	Delegate to Agricultural Show	11 Aug.	18 Aug.
	Gray	"	26 "	30 "
	Baldwin	"	26 "	30 "
Sept...	W. Sawyer	Sailor, H.M. Navy	2 Sept.	9 Sept.
	G. Sandry	"	7 "	9 "
	T. McLeod	"	7 "	9 "
	W. Muriefield	"	7 "	9 "
	W. Stokes	"	9 "	16 "
	D. Crowe	"	9 "	12 "
	F. Lewis	"	10 "	14 "
	G. Doyle	"	11 "	14 "
	C. Barnacott	"	11 "	13 "
	W. Bundell	"	11 "	12 "
	W. Watson	"	14 "	16 "
	G. Roberts	"	16 "	23 "
	A. Phillrick	"	16 "	30 "
	Funeral party	"	24 "	"
	Mr. D. Grant	Brookside Convalescent Home	15 "	30 Sept.
	E. Answorth	"	24 "	30 "
	J. Beatty	"	24 "	30 "
	G. W. Wallington	Private Secretary to Governor of Victoria	10 "	10 Oct.
	Willoughby	A. D.C.	10 "	10 "
	Bishop of Brisbane	Visitor, Queensland	18 "	18 "
	" Perth and Mrs. Parry	" West Australia	18 "	18 "
	Mr. P. Menell	" England	21 "	21 "
	Colin Campbell	Private Secretary to Governor of South Australia	17 "	17 "
	Lord Keith Falconer	Son of Governor of South Australia	17 "	17 "
	Mr. W. Tarleton	Chief Police Magistrate, Tasmania	21 "	21 "
	Mrs. Woods	Wife of M.P., Victoria	24 "	24 "
	Lieut. L. H. Hatton Richards	A. D.C. to Governor, Queensland	27 "	27 "
	Captain Hanwell	Visitor, India	24 "	24 "
	Mr. C. de Cedererantz	Chief Justice, Samoa	1 Oct.	31 "
	Messrs. Donovan and Philbrick	H.M.S. "Orlando"	5 Sept.	5 "
	Mr. Harwood	President, Trades Hall, Melbourne	19 "	12 "
	A. Marks	Consul for Japan, Melbourne	4 "	31 Dec.
	L. Saber	Agent for Tasmanian Exhibition	8 "	8 Oct.
	Captain and Officers of—			
	H.M.S. "Katoomba" (5)	Naval Officers	12 "	31 Dec.
	" "Karrakatta" (4)	"	12 "	31 "
	" "Boomerang" (4)	"	12 "	31 "
	" "Tauranga" (5)	"	12 "	31 "
	" "Mildura" (5)	"	12 "	31 "
	" "Ringarooma" (5)	"	12 "	31 "
	" "Wallaroo" (5)	"	12 "	31 "
	Lady Charles Scott and two children	Family of Naval Commander-in-Chief	21 "	21 Oct.
	Mrs. Ritchie	Wife of M.P.	22 "	22 "
	Mr. Akhurst	H.M.S. "Orlando"	2 "	30 Sept.
	Dr. Pollard	H.M.S. "Orlando"	5 "	5 Oct.
	Two servants	Travelling with Naval party	21 "	21 "
Oct...	Mr. T. R. Stirling	Visitor, West Australia	1 Oct.	31 "
	Captain St. Clair	Captain-in-Charge, Naval Depot, Sydney	2 "	31 Dec.
	Mr. G. M. Geddis	Official visitor, New Zealand	8 "	8 Nov.
	J. Henniker Heaton, M.P.	British House of Commons	9 "	9 "
	General Stephens	Visitor	14 "	14 "
	Mr. J. Logan, M.P.	British House of Commons	14 "	14 "
	E. M. Fisher	Manager, Tasmanian S.N. Co.	15 "	15 "
	Professor A. Koebele	Visitor from United States	20 "	20 "
	Mr. A. Williamson	Visitor, Scotland	5 Nov.	5 Dec.
	F. E. Laws	Resident Magistrate, British New Guinea	26 Oct.	7 "
	Hon. E. de Moleyns	A. D.C. to Governor of Victoria	29 "	29 Nov.
	Dr. Macfarlane	Superintendent of Hospital for Insane, New Norfolk	30 "	30 "
	Mr. T. N. Lewis	Under Secretary, Native Department, New Zealand	29 "	29 "
	G. Alltimes	H.M.S. "Orlando"	22 "	31 Dec.
	Pether	Government Printer, West Australia	1 "	31 Oct.
	Mrs. Traill	Wife of M.P.	9 "	9 Nov.
	Creed	" M.L.C.	7 "	21 Oct.
	Barbour	" M.P.	10 "	17 "
	Levien	"	11 "	11 Nov.
	Melville	"	18 "	12 "
	Trickett	" M.L.C.	29 "	14 "
	Schey	" M.P.	28 "	28 "
	Barnes	"	23 "	23 "
	Mr. L. Saber	Agent, Tasmanian Exhibition	8 "	18 "
	J. C. Weeks	Naval Depot, Sydney	22 "	31 Dec.
	F. W. Webb	Officer of Parliament	1 "	31 Oct.
	Christie	"	2 "	2 Nov.
	Robinson	"	16 "	16 "
	Turner	"	23 "	23 "
	F. Walsh	"	28 "	28 "
	Garland	"	28 "	28 "
	Logan	"	28 "	28 "
	Monahan	"	28 "	28 "
	F. Clapin	"	29 "	29 "
	T. Cusack	"	26 "	9 "
	H. Kerl	Messenger, Parliament House	30 "	10 "
	D. Campbell	"	5 Nov.	12 "
	F. Andrews	Sailor, H.M. Navy	4 Oct.	6 Oct.
	Emanuel	"	6 "	9 "
	Symonds	"	8 "	22 "

Month.	Name.	Why issued.	Period.	
			From	To
1891.			1891.	1891.
Oct...	Mr. Bodilby	Sailor, H.M. Navy.....	20 Oct.	30 Oct.
	Cross	" "	20 "	"
	Rowlands	" "	22 "	24 "
	H. Pope	Patient, Brookside Convalescent Home { one journey }	— "	"
	J. Henrixon	" " { only. }	— "	"
	Gray	Delegate " Agricultural Show	21 Oct.	30 Oct.
	Webster	" "	21 "	30 "
	Mrs. Murphy	Wife of M.P.	29 "	29 Nov.
	E. M. Clark	" "	27 "	"
	Jones	" "	29 "	29 "
	Black	" "	30 "	30 "
	Mr. J. B. Drummond	Parliament Officer, Victoria	1 Nov.	30 "
	T. S. Clibborn	Secretary, Australian Jockey Club.....	29 Oct.	10 "
	Bishop of Perth and Mrs. Parry	Visitor, West Australia	26 "	10 "
	Mr. Shipton	Naval Officer	28 "	"
	Captain O'Brien	Military Officer, Queensland	1 Nov.	15 Nov.
Nov...	Mr. Justice Cooper	Visitor, Queensland	6 "	30 "
	Otto Harms	Managing Director, German-Australian S.S. Co.	11 "	11 Dec.
	Mrs. Hartnoil	Wife of M.P., Tasmania	20 "	20 "
	Professor Koebele	Official Visitor from United States	21 "	21 "
	Mr. W. D. Dumbell	Public Works Department, New Zealand	23 "	23 "
	Colonel A. Campbell	Commissioner, Chicago Exposition	25 "	25 "
	General Bardriaux	French Military Officers	25 "	25 "
	Captain Lioze			
	Lord Sheffield			
	Captain and Officers German war-ship "Bussard" (4)	Visitors, Naval Officers	27 Nov.	10 "
	Mr. J. R. Cox, M.P.	British House of Commons	2 "	2 "
	Mrs. Cass	Wife of M.P.	7 "	7 "
	Hindle	" "	7 "	21 Nov.
	Bavister	" "	7 "	17 "
	Hassall	" "	20 "	20 Dec.
	Colls	" "	24 "	24 "
	See	" "	20 "	20 "
	Houghton	" "	7 Dec.	1892. 7 Jan.
	Mr. C. Robinson	Officer, Legislative Assembly	11 Nov.	11 Dec.
	Representatives N. S. Wales Eight- oar Crew (10)	Intercolonial competition	12 "	12 "
	Mr. S. M. Mowle	Officer of Parliament	2 "	2 "
	Boydell	" "	2 "	30 Nov.
	Clapin	" "	2 "	2 Dec.
	R. A. Arnold	" "	6 "	6 "
	W. S. Christie	" "	6 "	6 "
	J. R. M'Gregor	" "	5 "	5 "
	S. G. Boydell	" "	6 "	6 "
	H. Kerl	Messenger, Parliament House.....	21 "	"
	Watts	Sailor, H.M. Navy.....	1 "	"
	Rowlands	" "	5 "	7 Nov.
	Canavan	" "	5 "	7 "
	Funeral party (96 men)	" "	11 "	"
	Mr. H. Curtis	" "	14 "	16 Nov.
	Lieutenant Tunbridge	Queensland Military Officer.....	16 "	30 "
	Lieu.-Col. Des Voeux and family	" "	25 "	25 Dec.
Dec.	Mrs. Wimble	Wife of M.P. Queensland.....	4 Dec.	31 "
	Mr. T. E. High	Agent for Chicago and Alton Railway, U.S.	8 "	1892. 8 Jan.
	S. Jackson	Indian Railway Officer	8 "	8 "
	Captain and Officers Japanese warship "Hi Yei" (3)	Visitors, Naval Officers.....	14 "	1891. 31 Dec.
	Captain and Officers H.M.S. "Goldfinch" (3)			
	Major Campbell	Visitor, South Australia	16 "	1892. 16 Jan.
	Mrs. J. Hancock	Wife of M.P., Victoria.....	22 "	12 "
	Mr. B. M. Haggard	Visitor, High Commissioner for Samoa	19 "	1891. 31 Dec.
	Dr. Burns	Official Visitor, New Zealand	21 "	1892. 4 Jan.
	Mr. A. Rose	Official Visitor	22 "	22 "
	Officers Japanese warship "Hi Yei" (3)	Visitors, Naval Officers	24 "	1891. 31 Dec.
	Mr. W. Cockburn	English Railway Officer	29 "	1892. 29 Jan.
	Lady Galloway	Visitor, England	30 "	30 "
	Mrs. Haynes	Wife of M.P.	2 "	2 "
	Miller	" "	4 "	1891. 31 Dec.
	Williams	" "	8 "	1892. 8 Jan.
	Nicholson	" "	17 "	1891. 31 Dec.
	Waddell	" "	18 "	1892. 18 Jan.
	Copeland	" "	22 "	22 "
	Bavister	" "	24 "	11 "

Month.	Name.	Why issued.	Period.	
			From	To
1891.			1891.	1892.
Dec. ..	Mrs. O'Sullivan	Wife of M.P.	30 Dec.	10 Jan.
	M'Farlane	" "	30 "	30 "
	Miss Danahey	Sister	31 "	31 "
	Mr. C. Robinson	Officer, Legislative Assembly	15 "	15 "
	Mrs. Barnes	Wife of M.P.	18 "	"
	Mr. P. J. Brown	Officers, H.M.S. "Orlando"	22 "	7 Jan.
	O. H. Davies	" "	24 "	24 "
	Scrymgour and wife	Official Visitors, South Australia	21 "	21 "
	Akehurst	Officer, H.M.S. "Orlando"	28 "	28 "
	Beaver	Clerk of the Peace	23 "	9 "
	E. C. Carver	Officers, H.M.S. "Cordelia"	30 "	30 "
	E. Thomas	" "	23 "	7 "
	Coglan	Government Statistician	4 "	4 "
	J. M. Webb	Officer of Parliament	7 "	7 "
	S. M. Mowle	" "	11 "	11 "
	A. C. Logan	" "	19 "	19 "
	R. A. Arnold	" "	22 "	11 "
	F. B. Turner	" "	22 "	23 "
	J. B. Laing	" "	23 "	24 "
	A. Clapin	" "	24 "	24 "
	F. L. Clapin	" "	24 "	24 "
	W. S. Christie	" "	24 "	24 "
	F. Walsh	" "	24 "	24 "
	S. G. Boydell	" "	24 "	24 "
	J. R. M'Gregor	" "	24 "	24 "
	Goyder	Sailor, H.M. Navy	7 "	1891. 9 Dec.
	Two seamen	" "	6 "	"
	Mr. B. Seaward	" "	7 "	9 Dec.
	E. Hill	" "	9 "	12 "
	Swinerd	" "	12 "	14 "
	O'Fearnley	" "	12 "	"
	Kelly	" "	12 "	"
	F. Webb	" "	14 "	18 Dec.
	Funeral party (70 men)	" "	16 "	"
	13 seamen	" "	16 "	"
	Mr. J. Simpson	" "	15 "	24 Dec.
	Crosscombe	" "	16 "	20 "
	Holmes	" "	21 "	24 "
	H. Bluett	" "	21 "	31 "
	G. Garson	" "	22 "	1892. 1 Jan.
	W. Parker	" "	22 "	4 "
	J. Kersell	" "	22 "	1 "
	W. Angove	" "	22 "	"
	N. J. Kent	" "	23 "	1891. 31 Dec.
	J. Conden	" "	24 "	31 "
	Seabright	" "	29 "	1892. 13 Jan.
	Williams	Patient, Brookside Convalescent Home (one journey)	13 "	"
	Fearnie	" "	13 "	"
	W. Hennings	" "	13 "	"
	Proud	" "	13 "	"
1892.			1892.	
Jan. ..	Rear-Admiral Scott	Naval Commander-in-Chief	1 Jan.	31 Dec.
	Mr. Pullen	Secretary to Admiral	1 "	31 "
	Lieut. Garforth	Flag Lieutenant, Admiral	1 "	31 "
	Commander Symons	" "	"	"
	Captain and Officers of— H.M.S. "Orlando" (9)	Naval Officers	1 "	31 "
	Mr. F. M. Railey	Government Botanist, Queensland	1 "	1 Feb.
	J. Shirley	Education Department, Queensland	1 "	31 Jan.
	Captain and Officers of— H.M.S. "Curacoa" (6)	Naval Officers	1 "	31 Dec.
	" " "Cordelia" (5)	" "	1 "	31 "
	" " "Royalist" (3)	" "	1 "	31 "
	" " "Ringdove" (3)	" "	1 "	31 "
	" " "Goldfinch" (3)	" "	1 "	31 "
	" " "Lizard" (4)	" "	1 "	31 "
	" " "Boomerang" (4)	" "	1 "	31 "
	" " "Mildura" (5)	" "	1 "	31 "
	" " "Dart" (3)	" "	1 "	31 "
	Mr. J. P. Giddings	Visitor, Broken Hill	5 "	5 Feb.
	Wallace	Consul-General for United States in Melbourne	6 "	6 "
	Captain and Officers of H.M.S. "Paluma" (2)	Naval Officers	1 "	31 Dec.
	Mr. W. A. M'Arthur, M.P.	British House of Commons	12 "	12 Feb.
	J. F. Bell	Private Secretary to Sir S. Griffith	15 "	15 "
	Dr. F. S. Earp	" "	"	"
	Mr. A. W. Sandford	Visitors (Members of South Australian Agricultural Bureau)	17 "	17 "
	A. Molineux	" "	"	"
	W. R. Randell	" "	"	"
	H. Kelly	" "	"	"
	C. M. Bagot	" "	"	"
	Major Campbell	Visitor, South Australia	19 "	20 "
	Mr. W. Snow	Visitor from New Zealand	20 "	20 "
	Mrs. Cameron	Wife of M.P., Victoria	25 "	25 "
	Carter	" "	29 "	29 "

Month.	Name.	Why issued.	Period.	
			From	To
1892.			1892.	1892.
Jan.	Hon. H. Emberson	M.L.C., Fiji	28 Jan.	28 Feb.
	Ladies Carnegie (2)	Visitors, England	30 "	29 "
	Mr. Radcliffe	Visitor	30 "	29 "
	Dep. Surg. Gen. Farrell	Visitor, Imperial Army	30 "	29 "
	Mr. Critchett Walker, C.M.G.	Principal Under Secretary	1 "	31 Dec.
	J. Barling	Under Secretary for Public Works	1 "	31 "
	A. C. Fraser	" for Justice	1 "	31 "
	H. Wood	" for Mines	1 "	31 "
	W. Houston	" for Lands	1 "	31 "
	F. Kirkpatrick	" for Finance and Trade	1 "	31 "
	S. H. Lambton	" for Postal Department	1 "	31 "
	J. Dalgarno	Assistant Secretary	1 "	31 "
	E. C. Cracknell	Superintendent of Telegraphs	1 "	31 "
	C. Moore	Director, Botanic Gardens	1 "	31 "
	C. Darley	Engineer-in-Chief, Harbours and Rivers	1 "	31 "
	R. R. Hickson	" Roads and Bridges	1 "	31 "
	C. Potter	Government Printer	1 "	31 "
	F. W. Webb	Clerk of Legislative Assembly	1 "	31 "
	J. J. Calvert	" Parliament	1 "	31 "
	E. Fosbery	Inspector-General of Police	1 "	31 "
	C. Robinson	Officer of Parliament	1 "	31 "
	Mrs. McCourt	Wife of M.P.	4 "	18 Jan.
	Mr. Charles Lyne	Secretary, Public Works Committee	1 "	30 June.
	Mrs. Kirkpatrick	Wife of M.P.	1 "	31 Jan.
	Mr. P. B. Walker	Assistant Superintendent of Telegraphs	1 "	31 Dec.
	Mrs. Donnelly	Wife of M.P.	11 "	26 Jan.
	Consul for Japan	Diplomatic Service	4 "	31 Mar.
	France	"	1 "	31 Dec.
	Mr. C. J. Weeks	Naval Depot, Sydney	4 "	31 Mar.
	H. Halloran, C.M.G.	Late Principal Under Secretary	1 "	31 Dec.
	Mrs. Bowman	Wife of M.P.	4 "	4 Feb.
	Levien	"	4 "	18 "
	Miss Kidd	Daughter of M.P.	4 "	31 Jan.
	Mr. Smith	Crown Solicitor	1 "	31 Dec.
	Captain St. Clair	Naval Depot, Sydney	9 "	31 Mar.
	Mr. Rutherford	Representatives of Messrs. Cobb & Co.	13 "	31 Dec.
	Whitney			
	L. J. Harnett			
	W. H. Eldred	Sergeant-at-Arms, Legislative Assembly	15 "	15 Feb.
	Mrs. Bowes	Consul-General for Chili	15 "	31 Dec.
	Newman	Wife of M.P.	21 "	21 Feb.
	Mr. Bennett	"	25 "	25 "
	H. Gordon	Proprietor Rosehill Line	1 "	31 Dec.
	Mr. Wordsworth	Manager, Flemington Cattle Yards	1 "	31 "
	Brigstocke	Valet to His Excellency the Governor	1 "	31 "
	J. Brown	Officer, H.M.S. "Dart"	11 "	31 Jan.
	A. Brown	Travelling with Minister for Lands to rabbit infested Districts.	27 "	10 Feb.
	Ogden			
	J. B. Drummond			
	Dr. Bancroft	Officer, Victorian Parliament	1 May	31 May
	Corporal G. Gillard	Official Visitor, Queensland	29 Jan.	31 Jan.
	G. Alltimes	Naval Police, H.M.S. "Orlando"	1 "	31 Dec.
	Denston			
	Mr. F. W. Webb	Officer of Parliament	1 "	30 June
	Wahlberg	"	12 "	5 Feb.
	A. C. Logan	"	15 "	19 Jan.
	S. M. Moule	"	16 "	20 "
	R. A. Arnold	"	16 "	16 Feb.
	W. S. Christie	"	1 Feb.	29 "
	Buckley	Sailor, H.M. Navy	30 Jan.	29 "
	Bodgen	"	4 "	20 Jan.
	A. Price	"	1 "	12 "
	A. Windeatt	"	1 "	5 "
	H. Lang	"	2 "	5 "
	C. Patmore	"	2 "	5 "
	E. Bramley	"	4 "	6 "
	W. Morris	"	4 "	9 "
	E. Matthews	"	5 "	6 "
	E. Pester	"	4 "	6 "
	F. W. Smith	"	4 "	6 "
	J. R. Edwards	"	4 "	6 "
	J. Williams	"	4 "	6 "
	W. W. Allan	"	6 "	8 "
	Messrs. Kunell and Smith	"	6 "	8 "
	Lloyd and Mills	"	6 "	7 "
	Mr. W. Wells	Sailor, H.M. Navy	9 Jan.	11 "
	J. Williams	"	"	"
	W. Cooper	" (one journey only)	"	"
	Rev. J. Shearston and three men	"	21 Jan.	27 Jan.
	Mr. H. Wells	"	25 "	25 "
	J. Slader	"	23 "	25 "
	W. Morris	"	23 "	27 "
	T. Hancock	"	26 "	"
	T. Donovan	"	26 "	27 Jan.
	J. Fullerton	"	27 "	29 "
	Messrs. A. and G. Pie (2)	Unemployed (one journey)	1 Feb.	3 Feb.
	Mr. J. Banter	"	"	"
Feb.	Professor Koebele	Official visitor from United States	1 Feb.	1 Mar.
	Mr. J. Robertson	M.L.C., of Fiji	1 "	1 "

Month.	Name.	Why issued-	Period.	
			From	To
1892.			1892.	1892.
Feb....	Mr. G. B. Rowley	Secretary, Rosehill Race Club	1 Feb.	31 Dec.
	Lieut.-Col. Elliston	Visitor, India	3 "	3 Mar.
	Lieut. Happe	Visitor, Netherlands	15 "	15 "
	Mr. T. A. Allan	Visitor, England	17 "	17 "
	Captain and officers French war-ship "Saone" (7)	Visitors, Naval Officers	19 "	19 "
	Mr. W. J. Giddings	Press representative, Broken Hill	20 "	20 "
	Admiral Parrayon and officers French warship "Dubourdieu" (7)	Visitors, Naval Officers	19 "	19 "
	Mr. P. McLean	Queensland representatives attending conference on "Rust in Wheat."	26 "	26 "
	G. M. Shelton	Wife of M.P., Queensland	9 Mar.	9 April
	Mrs. Umack	Ex-Railway Commissioner, New Zealand	25 Feb.	25 Mar.
	Mr. W. Conyers	Wife of M.P.	5 "	15 Feb.
	Mrs. Dowell	" "	17 "	24 "
	Farnell	" "	16 "	16 Mar.
	Mrs. Walker	" "	18 "	18 "
	Mr. L. J. Harnett	Sergeant-at-arms, Legislative Assembly	19 "	19 "
	Mrs. Inglis	Wife of M.P.	25 "	25 "
	Barbour	" "	23 "	9 "
	Copeland	" "	2 Mar.	31 "
	Mr. T. S. Clybborn	Secretary, A. J. Club	26 Feb.	26 "
	E. D. Michie	P. & O. S.S. Co.	2 "	29 Feb.
	F. W. Webb	Officer of Parliament	12 "	12 Mar.
	E. A. Garland	" "	19 "	19 "
	S. M. Moule	Delegate to Country Agricultural Show	3 "	5 Feb.
	Gray	" "	3 "	5 "
	Baldwin	" "	25 "	3 Feb.
	Captain Walters	Sailor, H.M. Navy	1 "	5 "
	Mr. B. Seaward	" "	2 "	7 "
	J. Roche	" "	1 "	3 "
	J. Preece	" "	1 "	3 "
	Four Seamen	" "	8 "	17 "
	Mr. J. Holman	" "	16 "	19 "
	W. J. Steer	" "	17 "	19 "
	Twenty Seamen	" "	25 "	5 Mar.
	Mr. J. Parker	" "	29 "	2 "
	F. Kwasniewski	" "	29 "	3 "
	100 Seamen	" "	27 "	29 Feb.
	6 "	" "	29 "	2 Mar.
	4 "	" "	29 "	2 "
	Mr. J. Baxter	" "	29 "	2 "
	G. Baxter	" "	29 "	2 Mar.
	G. Turner	" "	29 "	2 "
	J. Kean	Patient, Brookside Convalescent Home, one journey only	30 Jan.	8 Feb.
	Three Parliamentary attendants	Travelling with Parliamentary party	3 Feb.	3 "
	Mr. J. Bone	Officer, H.M.S. "Orlando"	8 Mar.	8 April
March	Mr. J. M'Donnell	Under Secretary Postal Department, Queensland	2 "	2 "
	Major Gordon (and wife)	A.D.C. to Governor of South Australia	3 "	16 Mar.
	Mr. Wallace	Consul-General for United States	8 "	8 April
	The Ladies Carnegie (2)	Visitors, England	9 "	9 "
	Professor Koebele	Official visitor from United States	9 "	31 Mar.
	Mr. A. E. Marsden	Visitors, Tasmania	7 "	31 Dec.
	G. Stringen	Naval Officers	21 "	26 Mar.
	Captain and officers H.M.S. "Rapid" (3).	Visitor, England	21 "	21 April
	Mr. Allan	Imperial Army, Bengal	25 "	1 "
	Major M. A. Gray	Wife of M.P., Queensland	29 "	29 "
	Mrs. Umack	Postmaster-General, Western Australia	29 "	10 "
	Mr. A. T. Sholl	Visitor from New Zealand	30 "	30 "
	Rowlands	Visitor, England	5 "	19 "
	Lady Galloway	A.D.C. to Governor of Victoria	8 "	8 "
	" Ventry	Wife of M.P.	2 "	2 "
	Hon. Ede Moleyns	" "	2 "	16 Mar.
	Mrs. Gough	Imperial Army	4 "	4 April
	Chapman	Wife of M.P.	4 "	21 Mar.
	Melville	" "	5 "	10 "
	Lt.-Col. de Wolski	" "	12 "	12 April
	Mrs. Willis	" "	23 "	23 "
	Haynes	" "	25 "	1 "
	Garvan	" "	5 "	19 "
	Fuller	" "	18 "	21 "
	Kidd	" "	29 "	3 May
	Colls	" "	20 "	.....
	Miss M'Kinnon	Daughter of M.P.	11 April	.....
	Lord Bishop of Sydney	Church Dignitary	26 Mar.	.....
	Mr. L. J. Harnett	Sergeant-at-Arms, Legislative Assembly	8 April	30 April
	A. Musgrove	Government Secretary, British New Guinea	11 Mar.	11 "
	Mrs. Hindle	Wife of M.P.	18 "	25 Mar.
	Williams	" "	9 "	10 "
	Mr. J. E. Wotton	P.M., Mudgee, special service	9 "	10 "
	R. A. Arnold	Officer of Parliament	9 "	10 "
	S. G. Boydell	" "	1 "	4 "
	P. Sheridan	Delegate to Agricultural Shows	1 "	4 "
	T. Harvey	" "	1 "	4 "
	Captain Walters	" "	1 "	4 "
	Mr. H. B. Small	Sailor, H.M. Navy	1 "	4 "

Month.	Name.	Why issued.	Period.	
			From	To
1892.			1892.	1892.
March	Four seamen	Sailor, H.M. Navy	2 March	4 March
	Mr. J. Harding	" "	2 "	4 "
	G. Smith	" "	2 "	4 "
	J. Mill	" "	2 "	4 "
	P. Halley	" "	2 "	4 "
	W. Mudditt	" "	2 "	4 "
	D. Endacott	" "	2 "	11 "
	One officer and forty-four men	" "	4 "	9 "
	Mr. J. Williams	" "	3 April	3 April
	J. Williams and another	" "	5 "	6 "
	H. Murrell	" "	4 March	7 March
	Corporal Robinson	" "	7 "	9 "
	Mr. A. H. Bassett	" "	5 "	7 "
	J. Kinnell	" "	29 "	9 April
	Thos. Smith	Patient, Brookside Convalescent Home	3 "	10 March
	S. Noble	" "	3 "	10 "
	C. Craig	" "	3 "	10 "
	Two servants	Travelling with Vice-regal party	3 "	3 "
	Three Parliamentary attendants	Travelling with Parliamentary party	3 "	7 "
April	Major-General Sir O. O. Tanner (and Lady Tanner)	Imperial officer	8 April	8 May
	Mrs. T. Stuart	Wife of M.P., Victoria	8 "	8 "
	Major-General Tulloch	Military Commandant, Victoria	18 "	18 "
	Captain the Hon. T. Willoughby	A. D.C. to Governor of Victoria	14 "	14 "
	Mr. J. D. Shaw	Visitor, Tasmania	20 "	20 "
	Captain Fullarton	President, Marine Board, Melbourne	1 May	31 "
	Captain and Officers H.M.S. "Tauranga" (5)	Naval Officers	27 April	31 Dec.
	Mr. Cotter	Secretary to Attorney-General, Melbourne	1 May	31 May.
	H. L. Crowther	Stipendiary Magistrate, Tasmania	29 April	29 "
	A. C. Budge	Clerk to Executive Council	4 "	4 "
	Mrs. Eve	Wife of M.P.	9 "	9 "
	R. G. D. FitzGerald	" "	13 "	13 "
	Donnelly	" "	15 "	15 "
	Kidd	" "	19 "	29 "
	Perry	" "	20 "	5 "
	Lieut. Col. de Wolski	Imperial Army	20 "	20 "
	Miss Mackinnon	Daughter of M.P.	22 "	30 April.
	Mrs. Wall	Wife of M.P.	23 "	30 "
	Davis	" "	9 May	23 May.
	Carruthers	" "	28 April	5 "
	Cann	" "	30 "	6 "
	Hayes	" "	28 "	28 "
	Edden	" "	3 May	11 "
	Farnell	" "	3 "	3 June.
	Captain Helbert	Visitor, England	19 April	23 April.
	Mrs. Newton	Wife of M.P.	28 "	21 May.
	Inspector O'Callaghan	Officer, Melbourne Police	1 "	1 "
	Mr. T. A. Coghlan	Government Statistician	14 "	30 April.
	A. Le Souef	Officer of Parliament (Melbourne)	21 "	10 May.
	J. M. Webb	Officer of Parliament	2 "	2 "
	F. B. Turner	" "	2 "	2 "
	W. S. Christie	" "	2 "	2 "
	S. G. Boydell	" "	6 "	6 "
	W. B. Connell	" "	6 "	6 "
	J. R. M'Gregor	" "	6 "	6 "
	R. A. Arnold	" "	11 "	11 "
	E. Wahlberg	" "	11 "	11 "
	E. A. Garland	" "	12 "	12 "
	S. M. Mowle	" "	15 "	15 "
	F. Walsh	" "	14 "	14 "
	W. Drake	" "	14 "	14 "
	A. P. Clapin	" "	19 "	19 "
	F. L. Clapin	" "	19 "	19 "
	R. Robertson	" "	23 "	23 "
	B. W. Friend	" "	28 "	28 April.
	W. L. Edwards	" "	28 "	28 May.
	P. Sheridan	Delegate to Agricultural Show	5 "	8 April.
	F. Webster	" "	25 "	28 "
	F. Harvey	" "	5 "	8 "
	St. John	Patient, Brookside Convalescent Home	4 "	30 "
	J. Byrne	" "	4 "	30 "
	W. Cragg	" "	4 "	30 "
	A. Pittman	Sailor, H.M. Navy	2 "	9 "
	E. Thorne	" "	4 "	8 "
	H. Owens	" "	4 "	6 "
	W. Gurney	" "	5 "	10 "
	R. Hunter	" "	8 "	12 "
	H. Curtis	" "	9 "	10 "
	R. Swinerd	" "	14 "	18 "
	A. Maddock	" "	13 "	21 "
	J. Baxter	" "	14 "	18 "
	T. S. Storer	" "	20 "	23 "
	F. Kwasniewski	" "	22 "	23 "
	Messrs. Coleman and Caton	" "	26 "	3 May
	Mr. T. Lang	" "	29 "	6 May
	Mr. A. Marks	Consul for Japan	21 "	21 June.
	Official guests attending opening of Yass Tramway	Opening of Branch Line	20 "	23 April.

Month	Name.	Why issued	Period.	
			From	To
1892.			1892.	1892.
April	Nine Parliamentary Attendants	Opening of Yass Tramway--travelling with Parliamentary party.	20 April	22 April.
May...	Miss Fysh	Daughter of Premier of Tasmania	9 May	9 June.
	Mrs. Stuart	Wife of M.P., Victoria.	6 "	6 "
	Mr. Hardman	Visitor, England	9 "	9 "
	Mrs. Best	Wife of M.P., Victoria.	11 "	11 "
	Sutton	" " Tasmania	12 "	12 "
	Grace	" " New Zealand	12 "	12 "
	Mr. R. G. Govett	Secretary to Colonial Secretary of New Zealand	17 "	17 "
	Captain Fairchild	Visitor, Imperial Military	21 "	21 "
	Dr. Cabill	" " "	21 "	21 "
	Major Gaultier	French Military Officer	21 "	5 "
	Mr. E. V. Wilkinson	Victorian Military Engineer	26 "	26 "
	Captain Fullarton	President, Marine Board, Melbourne	30 "	15 "
	Colonel Merriman	Visitor, India	31 "	30 "
	Major-General Tulloch	Military Commandant, Victoria	1 June	30 "
	Mrs. Day	Wife of M.L.C.	3 May	18 May.
	Sharp	" M.P.	6 "	26 "
	Campbell	" "	18 "	1 June.
	Waddell	" "	6 "	6 "
	Campbell	" M.L.C.	6 "	6 "
	Wall	" M.P.	17 "	21 May.
	Kidd	" "	21 "	4 June.
	Melville	" "	2 June	9 "
	Mr. A. C. Budge	Clerk of the Executive Council	13 May	13 "
	Mrs. Sheldon	Wife of M.P.	4 "	12 May.
	Playford	" Premier, South Australia	12 "	31 "
	Mr. G. W. S. Rowe	Secretary, Warwick Farm Race Club	23 "	31 Dec.
	C. R. Wilkin	Visitor, South Australia	2 May	31 May.
	Mrs. Carter	Wife of M.P., Victoria	3 "	7 "
	Day	" M.L.C.	25 "	26 "
	Mr. W. S. Christie	Officer of Parliament	7 "	7 June.
	C. B. Boydell	" "	11 "	11 "
	F. G. Boydell	" "	11 "	11 "
	Monahan	" "	11 "	11 "
	R. A. Arnold	" "	13 "	13 "
	E. A. Garland	" "	16 "	16 "
	J. B. Laing	" "	20 "	20 "
	E. Y. Cooper	Messenger, Legislative Assembly	19 "	19 "
	J. Cusack	" "	13 "	13 "
	W. Gallie	" "	3 June	3 July.
	P. Sheridan	Delegate to Agricultural Show	11 May	16 May.
	F. Harvey	" "	11 "	16 "
	E. Jones	" "	19 "	21 "
	B. Wragg	Sailor, H.M. Navy	2 "	4 "
	H. Goff	" "	2 "	6 "
	G. Sandry	" "	2 "	6 "
	F. Pascoe	" "	2 "	6 "
	C. Pascoe	" "	2 "	6 "
	W. Steer	" "	2 "	4 "
	F. Wood	" "	2 "	4 "
	Maple	" "	2 "	4 "
	J. Jordan	" "	2 "	4 "
	D. Crowley	" "	2 "	6 "
	E. Thorne	" "	4 "	6 "
	W. Finch	" "	4 "	6 "
	W. Stacey	" "	5 June	9 June.
	W. Angus	" "	6 "	9 "
	Messrs. Horne and Cauley	" "	9 May	11 May.
	Mr. F. Kwasniewski	" "	9 "	11 "
	D. Endacott	" "	8 "	13 "
	S. Patten	" "	11 "	13 "
	C. Frost	" "	11 "	12 "
	W. Carson	" "	11 "	12 "
	J. Brooks	" "	11 "	12 "
	T. Lang	" "	14 "	21 "
	One officer and thirty-seven men	From H.M. Navy, travelling to and from Flemington, attending rifle practice.	20 "	10 June.
	Two officers and twenty men		23 "	10 "
	Ten men		26 "	26 May.
	Mr. W. H. Waterhouse	Unemployed	26 "	31 "
June	Mr. Hubble	President, Desmoines N. and Western Railway Co., U.S.	4 June	4 July.
	Perkins	Director	4 "	4 "
	J. Smibert	Deputy Postmaster-General, Victoria	4 "	4 "
	Mrs. Stuart	Wife of M.P., Victoria	6 "	6 "
	Mr. Tabart	Chief Inspector of Stock, Tasmania	20 "	20 "
	Mrs. McGregor	Wife of M.P., Tasmania	14 "	14 "
	Mr. Williams and wife	Supreme Court Judge, Victoria	15 "	15 "
	J. A. de Vicq	Consul for Netherlands, Melbourne	22 "	22 "
	Captain J. J. Byron	Queensland Military Officer	21 "	21 "
	Rev. W. G. and Mrs. Lawes	Visitor, New Guinea	22 "	22 "
	Lady Benjamin	Wife of M.L.C., Victoria	23 "	4 "
	Mr. F. K. Fair	Visitor, India	24 "	24 "
	Captain M'Leod	" Madras	27 "	27 "
	Mrs. Shepherd	Wife of M.L.C.	2 "	16 June.
	Captain St. Clair	Naval Depot, Sydney	4 "	31 Aug.
	Mrs. J. C. Ellis	Wife of M.L.C.	6 "	6 July.
	Byrie	" "	16 "	16 "
	Mr. W. R. Beaver	Clerk of the Peace	17 "	31 Dec.
	Mrs. Haynes	Wife of M.P.	20 "	27 June.

Month.	Name.	Why issued.	Period.	
			From	To
1892.			1892.	1892.
June	Mrs. Houghton.....	Wife of M.P.	23 June	30 June
	Wall	" "	25 "	27 "
	Mr. Marks.....	Consul for Japan	28 "	28 Aug.
	L. J. Harnett	Officer of Parliament.....	27 "	31 Dec.
	Mrs. Cook.....	Wife of M.P.	29 "	6 July
	Riley	" M.L.C.	28 "	28 "
	Mr. C. Lyne	Secretary, Public Works Committee.....	1 July	31 Dec.
	Mrs. Barbour	Wife of M.P.	23 June	28 July
	Creed	" M.L.C.	30 "	30 "
	Toohy	" M.P.	1 July	31 "
	Sheldon	" "	15 June	30 June
	Capt. The Hon. T. Willoughby	A.D.C. to Governor of Victoria	23 "	24 "
	Mr. Drake	Officer of Parliament.....	4 "	18 "
	Mrs. Johnston	Wife of M.P.	25 "	.....
	Representative each of <i>Daily Telegraph, Australian Star, Maitland Mercury, Newcastle Herald, Truth, Dubbo Despatch, Nyngan Observer, Western People, Evening News, and Pastoral Review</i>	In connection with visit of Minister for Lands to rabbit-infested districts and the opening to Cobar	28 "	5 July
	Mr. Meagher.....	" "	" "	" "
	Representative of <i>Central Australian</i>	" "	" "	" "
	Mrs. Willis	Wife of M.P.	25 "	9 "
	Mr. Wilson	" "	" "	" "
	Representative of <i>Town and Country Journal</i>	Travelling with Minister for Lands to rabbit-infested districts	25 "	5 "
	Mr. Fotheringham	" "	" "	" "
	Kidman	Travelling with Ministerial party	29 "	9 "
	J. Powell	" "	2 July	9 "
	F. B. Turner.....	Officer of Parliament.....	7 June	7 "
	Connell	" "	8 "	8 "
	J. R. M'Gregor	" "	8 "	8 "
	C. B. Boydell	" "	24 "	24 "
	J. Hayne	Messenger, Parliament House.....	1 "	21 June
	Snowden	" "	3 "	3 July
	J. O'Sullivan	" "	27 "	14 "
	10 seamen	H.M. Navy, attending rifle practice	2 "	.....
	Mr. A. Webdige	Sailor, H.M. Navy (one journey only) .....	.....	.....
	T. Lang	" "	3 June	6 June
	1 officer and 10 men.....	H.M. Navy, attending rifle practice	4 "	.....
	2 officers and 49 men	" "	21 "	.....
	1 officer and 10 men.....	" "	16 "	.....
	1 officer and 10 men.....	" "	23 "	.....
	5 officers and 42 men	H.M. Navy, funeral party	21 "	.....
	Mr. Thos. Lang	Sailor, H.M. Navy.....	15 "	27 June
	H. Scholes	" "	30 "	10 July
	E. J. Holt	Patient, Brookside Convalescent Home.....	6 "	30 June
	J. Anderson	" "	6 "	30 "
	J. Spencer	" "	6 "	30 "
	J. Moon	" "	30 "	7 July
	Parliamentary attendants	Travelling with Ministerial party, Cobar opening	25 "	5 "
July ..	Major-General Tulloch	Military Commandant, Victoria.....	1 Aug.	30 Aug.
	Lady Benjamin	Wife of M.L.C., Victoria.....	4 July	23 "
	Mr. Justice Cooper	Supreme Court Judge, Queensland.....	7 "	6 "
	Miss Clark.....	Daughter of Attorney-General, Tasmania.....	7 "	7 "
	Mrs. Simpson	Wife of M.P., South Australia	11 "	31 July
	General Wolseley.....	Visitor (Imperial Officer)	18 "	18 Aug.
	Mr. S. K. Fair	" India	24 "	24 "
	Rev. Mr. Lawes and wife	" New Guinea	21 "	21 "
	Captain and officers of H.M.S. "Katoomba" (5).	Naval Officers	25 "	31 Dec.
	Mr. C. J. Weeks	Naval Depot, Sydney	1 "	30 Sept.
	Mrs. Bavister	Wife of M.P.	6 "	13 July
	Jeanneret	" "	8 "	15 "
	Mr. A. C. Budge	Clerk of Executive Council	11 "	11 Aug.
	A. P. Clapin	Officer of Parliament.....	12 "	31 Dec.
	Mrs. Haynes.....	Wife of M.P.	15 "	25 July
	Levien	" "	14 "	14 Aug.
	Nicholson	" "	16 "	31 July
	Farnell	" "	20 "	20 Aug.
	Sheldon	" "	22 "	.....
	Right Rev. Bishop of Sydney	Church Dignitary	19 "	3 Aug.
	Mrs. Traill	Wife of M.P.	21 "	5 "
	Mr. A. W. Robertson.....	Visitor, Victoria.....	8 "	8 "
	Corporal Deuston.....	H.M.S. "Orlando"	7 "	31 Dec.
	Mr. F. L. Clapin	Officer of Parliament.....	1 "	31 July
	C. Calvert	" "	1 "	31 "
	W. L. Edwards	" "	1 "	31 "
	F. Walsh	" "	2 "	2 Aug.
	J. Riley	" "	9 "	9 "
	J. R. M'Gregor.....	" "	9 "	9 "
	F. B. Turner.....	" "	8 "	8 "
	S. M. Moule	" "	9 "	9 "
	W. B. Connell	" "	9 "	9 "
	S. G. Boydell	" "	11 "	11 "
	R. A. Arnold	" "	13 "	13 "

Month.	Name.	Why issued.	Period.		
			From	To	
1892. July	Mr. W. S. Christie	Officer of Parliament	20 July	20 Aug.	
	R. W. Robertson	"	27 "	27 "	
	F. Kwasnieuski	Sailor, H.M. Navy	1 "	4 July	
	F. Moon	"	4 "	7 "	
	J. Woodby	Sailor, H.M. Navy	4 "	7 "	
	J. Harwood	" " (single journey only)	"	"	
	W. Quick	"	6 July	8 July	
	H. Owens	"	6 "	8 "	
	R. Hayman	"	6 "	8 "	
	W. Riley	"	6 "	8 "	
	D. Donovan	"	6 "	8 "	
	T. Lang	"	6 "	18 "	
	C. Pascoe	"	7 "	13 "	
	G. Bateman	"	9 "	10 "	
	G. Swen	"	15 "	21 "	
	T. Lang	"	18 "	5 Aug.	
	E. Thorne	"	19 "	23 July	
	J. Carlton	"	21 "	23 "	
	10 men	"	21 "	"	
	Mr. E. Thorne	"	25 "	30 July	
	J. Gibson	"	26 "	31 "	
	F. Lewis	"	29 "	4 Aug.	
	10 men	"	28 "	"	
	Mr. G. Read	"	29 "	3 Aug.	
	Standrick	"	1 Aug.	4 "	
	Shepperd	"	1 "	4 "	
	G. Doyle	"	30 July	5 "	
	D. Ready	Patient, Brookside Convalescent Home	7 "	13 July	
	J. Wilson	"	19 "	31 "	
	D. Corcoran	"	19 "	31 "	
	A. G. Smith	"	19 "	31 "	
	J. Laurence	Messenger, Parliament House	9 "	30 "	
	D. Campbell	"	22 "	8 Aug.	
	T. O'Sullivan	"	2 Aug.	8 "	
	H. J. Orr	Officer, H.M.S. "Orlando"	5 July	10 July	
	Dr. Nicoll	Visitor, Queensland	26 "	31 "	
	Aug.	Hon. Mr. Robertson and wife	M.L.C., of Fiji	11 Aug.	11 Sept.
		Mr. W. Shoobridge	President, Council of Agriculture, Tasmania	13 "	13 "
		Captain Twynam	Visitor, India	15 "	15 "
		Mrs. Carter	Wife of M.P., Victoria	22 "	22 "
		Peacock	" M.L.C., New Zealand	18 "	20 "
		An Officer, German Warship "Bussard."	Visitor, Naval Officer	25 "	8 "
		Mr. Moss (and shorthand writer)	Secretary of Parliamentary Select Committee, Melbourne	29 "	29 "
		Inspector of Fisheries, Victoria	Travelling with Parliamentary Committee	30 "	30 "
		Mrs. Smith	Wife of M.P., Victoria	30 "	30 "
		Mr. F. K. Fair	Visitor, Royal Engineers, India	27 "	27 "
		Lieut.-Col. Napier Turner	A.D.C. to Governor of Victoria	1 Sept.	1 Oct.
		Colonel and Mrs. Gordon	Visitors, South Australia	1 "	1 "
Mr. F. D. Cummins		Visitor from New Zealand	30 Aug.	30 Sept.	
Coghlan		Government Statistician	5 "	5 "	
Mrs. Gould		Wife of M.P.	13 "	28 Aug.	
Lamb		"	13 "	13 Sept.	
Davies		"	17 "	31 Aug.	
Melville		"	19 "	26 "	
S. Smith		"	21 "	4 Sept.	
Scott		"	27 "	3 "	
Lord Bishop of Sydney		Church Dignitary	6 Sept.	20 "	
Mr. J. H. Amora		Consul for Netherlands	2 Aug.	31 Aug.	
Mrs. G. F. Hutchison		Wife of M.P.	15 "	23 "	
J. Sheldon		"	22 "	31 "	
Wall		"	30 "	3 Sept.	
Willis		"	6 "	31 Aug.	
Mr. J. Burstall		Official Visitor, Queensland	22 "	7 Sept.	
J. Riley		Officer of Parliament	2 "	2 "	
L. Cooper		"	2 "	2 "	
C. B. Boydell		"	3 "	3 "	
Wahlberg		"	5 "	5 "	
Garland		"	8 "	8 "	
Connell		"	10 "	10 "	
Friend		"	13 "	13 "	
Christie		"	23 "	23 "	
R. W. Robertson		"	29 "	29 "	
Greaves		Delegate to Agricultural Show	2 "	6 Aug.	
Sheridan		"	8 "	12 "	
Webster		"	8 "	12 "	
C. Creamy		Patient, Brookside Convalescent Home (single journey only)	8 "	31 "	
Thos. Lang		Sailor, H.M. Navy	5 "	12 "	
J. Bennett		"	4 "	8 "	
W. Hutchings		"	10 "	17 "	
Messrs. Vasey and Crook		"	19 "	26 "	
Mr. Lang		"	19 "	26 "	
S. Patten		"	20 "	22 "	
1 Officer and 10 men		"	25 "	"	
Messrs. Elliott, Quinn, and Sladen		"	25 "	26 Aug.	

Month	Name.	Why Issued.	Period.	
			From	To
1892.			1892.	1892.
Sept...	Captain and Officers French war-ship "Duchaffault."	Visitors, Naval Officers.....	31 Aug.	30 Sept.
	Mr. Robinson	Officer of Parliament, Victoria	2 Sept.	2 Oct.
	Maj.-Gen. Tulloch	Military Commandant, Victoria	2 "	2 "
	Mr. W. Tait	Officer, Indian Railways	6 "	6 "
	Lieut.-Col. Kennedy	Visitor, Imperial Military	6 "	6 "
	" Pearson	" "	6 "	6 "
	Mr. P. Gray	Registrar, High Court, Allahabad, India	9 "	20 "
	Mrs. Peacock	Wife of M.P., New Zealand	12 "	20 "
	His Grace the Archbishop of Melbourne.	Visitors.....	17 "	17 "
	Bishop of Ballarat	"	"	"
	" Sale	"	"	"
	Sir William Jervois	Ex-Governor of New Zealand	21 "	21 "
	Mrs. Thornley	Wife of M.L.C., Victoria	23 "	23 "
	Lt.-Col. Penno	Military Officer, Victoria	7 Oct.	31 "
	Mrs. Booth	Wife of M.P.	5 Sept.	5 "
	Vaughn	" "	7 "	6 "
	Gould	" "	14 "	30 Sept.
	His Eminence the Cardinal Archbishop of Sydney, and Rev. Dr. O'Haran.	Church Dignitaries	17 "	17 Oct.
	Mrs. Murphy	Wife of M.P.	28 "	8 "
	S. Smith	" "	23 "	9 "
	His Honor Mr. Justice Simpson	Acting Supreme Court Judge	24 "	31 "
	Mrs. Kidd	Wife of M.P.	26 "	10 "
	Mr. Marks	Consul for Japan	1 Oct.	31 Dec.
	174 Municipal Representatives	Attending Annual Municipal Conference in Sydney	15 Sept.	30 Sept.
	Mrs. J. D. Fitzgerald	Wife of M.P.	24 "	27 "
	Mr. T. S. Clibborn	Secretary, A. J. Club	6 Oct.	10 Nov.
	R. A. Arnold	Officer of Parliament	9 Sept.	9 Oct.
	F. L. Clapin	" "	30 "	30 "
	W. L. Edwards	" "	30 "	30 "
	Two seamen	" "	3 "	4 Sept.
	Mr. Barnacott	" "	5 "	9 "
	Messrs. Vassey and Crook	" "	5 "	12 "
	Mr. W. Skinner	" "	5 "	12 "
	Three seamen	" "	5 "	7 "
	Mr. T. Lang	" "	8 "	19 "
	A. Latham	" "	7 "	9 "
	One officer and ten men	" "	8 "	"
	Four seamen	" "	12 "	16 Sept.
	Mr. A. Sargeant	Sailors, H.M. Navy	13 "	16 "
	F. Beall	" "	14 "	16 "
	One officer and ten men	" "	15 "	"
	Mr. G. Turner	" "	17 "	19 Sept.
	T. Lang	" "	19 "	26 "
	One officer and ten men	" "	22 "	"
	One officer and thirteen men	" "	26 "	27 Sept.
	Two seamen	" "	28 "	6 Oct.
	Mr. Santan Vaz	" "	29 "	6 "
	Messrs. Vassey and Crook	" "	29 "	6 "
	Mr. J. Murray	Patient, Brookside Convalescent Home	} Single journey only during month.	
	J. Lowler	" "		
	R. Malcolm	" "		
Oct...	Miss Shaw	Visitor, England	1 Nov.	1 Dec.
	Lt.-Col. Napier Turner	A.D.C. to Governor of Victoria	6 Oct.	1 Nov.
	Maj.-Gen. Tulloch	Military Commandant, Victoria	6 "	6 "
	Maj. Sebright	A.D.C. to Governor of Victoria	7 "	7 "
	Mrs. Cameron	Wife of M.P., Victoria	14 "	14 "
	Mr. Justice Cooper	Supreme Court Judge, Queensland	13 "	27 Oct.
	Mrs. Hooley	Wife of M.L.C., West Australia	20 "	20 Nov.
	Lady Broderick	Visitor, England	14 "	14 "
	Rev. Dr. Clarke	Visitor	15 "	25 Oct.
	Mr. W. Tait	Officer, Indian Railways	19 "	5 Nov.
	Comyns	Officer of Parliament, Victoria	20 "	20 "
	Hon. St. John Broderick, M.P.	Imperial House of Commons	19 "	19 "
	Mr. Langtree	Public Service Commissioner, Victoria	26 "	26 "
	Arpad Matta	Under Secretary, Hungarian Treasury	25 "	25 "
	Lt. Corbett, R.A.	H.M.S. "Orlando"	25 "	31 Dec.
	Hon. H. Matthews	Late Home Secretary, Imperial Government	25 "	25 Nov.
	Mrs. Canning	Wife of M.P., West Australia	26 "	26 "
	Mr. R. Leckie	Visitor, New Zealand	26 "	26 "
	Dr. and Mrs. Wollaston	Visitors, Victoria	27 "	27 "
	Mr. and Miss Sanderson	" "	27 "	27 "
	Miss M. Leakie	Visitor, England	29 "	29 "
	Viscount Villiers	Son of His Excellency the Governor	4 "	31 Dec.
	Mrs. Garrard	Wife of M.P.	7 "	7 Nov.
	Consul for United States	Diplomatic Service	7 "	31 Dec.
	Mrs. Dawson	Wife of M.P.	12 "	19 Oct.
	Lee	" M.L.C.	26 "	26 Nov.
	Levien	" M.P.	20 "	20 "
	Traill	" "	18 "	31 Oct.
	Holborrow	" "	25 "	25 Nov.
	Annear	" " Victoria	26 "	26 "
	F. Cotton	" "	28 "	28 "
	Lady Abbott	" "	10 "	14 Oct.
	Mrs. Wall	" "	19 "	24 "
	Right Rev. S. Smith	Bishop of Sydney, and Primate of Australia	31 "	14 Nov.

Month	Name.	Why issued	Period.		
			From	To	
1892.			1892.	1892.	
Oct...	Mrs. York	Wife of M.P.	13 Oct.	14 Oct.	
	Mr. J. C. Smith	Agent for New Guinea	21 "	5 Nov.	
	Mrs. Silk	Visitor, New Zealand	24 "	4 "	
	Mr. E. A. Garland	Officer of Parliament	17 "	17 "	
	R. Vaughn	Patient, Brookside Convalescent Home	} Single journey only during month.		
	J. Smith	" " "			
	L. Jones	" " "			
	W. J. Painter	" " "			
	Ten seamen	} Sailors, H.M. Navy	1 Oct.	7 Oct.	
	One officer and ten men			5 "	7 "
	Two seamen			5 "	6 "
	Mr. J. Sibbald			5 "	7 "
	T. Lang			7 "	12 "
	J. Holmes			11 "	"
Nov..	Roby, M.P.	Imperial House of Commons	3 Nov.	1893. 3 Jan.	
	Mrs. Wimble	Wife of M.P., Queensland	4 "	4 Dec.	
	Mr. Brooking	Surveyor-General, West Australia	15 "	15 "	
	G. N. Earp	English Railway Officer	22 "	22 "	
	D. O'Donovan	Officer of Parliament, Queensland	1 Dec.	31 "	
	Captain Selwyn	Imperial Military Officer	26 Nov.	26 "	
	Mr. F. Couchman	Visitor (Indian State Railways)	28 "	28 "	
	H. C. Castle	Visitor, England	28 "	12 "	
	Mrs. Canning	Wife of M.P., West Australia	29 "	31 "	
	Rae	" "	6 "	20 Nov.	
	Eve	" "	11 "	11 Dec.	
	A. Hutchison	" "	8 "	8 "	
	Rear Admiral N. Bowden-Smith	Naval Commander-in-Chief	10 "	31 "	
	Mrs. Jeanneret	Wife of M.P.	14 "	3 "	
	Jones	" "	17 "	6 "	
	Kerr	" M.L.C.	22 "	22 "	
	Murphy	" M.P.	22 "	29 Nov.	
	Barbour	" "	25 "	1 Dec.	
	Vaughn	" "	28 "	12 "	
	Wall	" "	27 "	6 "	
	McCourt	" "	29 "	6 "	
	Mr. R. A. Arnold	Officer of Parliament	5 "	5 "	
	S. M. Moule	" "	4 "	4 "	
	Mrs. York	Wife of M.P.	10 "	14 Nov.	
	Captain Young	Official Visitor, Queensland	16 "	23 "	
	Lady Scott, 2 children (and 2 servants.)	Wife and family of Rear-Admiral Scott, Naval Commander-in-Chief.	22 "	23 "	
	Captain Barlow (and wife)	Naval Officer	22 "	23 "	
	Mr. Wahlberg	Officer of Parliament	5 "	12 "	
	F. Walsh	" "	5 "	5 Dec.	
	Robertson	" "	18 "	18 "	
	E. Jones	Delegate to Agricultural Show	8 "	10 Nov.	
	R. Cotton	Sailor, H.M. Navy	2 "	5 "	
	J. Mills	" "	2 "	4 "	
	Colwell	" "	2 "	4 "	
	F. Pascoe	" "	7 "	11 "	
	Emanuel	" "	28 "	2 Dec.	
	P. S. Williams	Patient, Brookside Convalescent Home	} Single journey only during month.		
	E. Brewster	" " " "			
	R. Canter	" " " "			
		" " " "			
Dec....	Mrs. Williams	Wife of M.P., Victoria	8 Dec.	1893. 8 Jan.	
	Miss Shaw	Visitor, England	5 "	5 "	
	Captain Strachey	A.D.C. to Governor of S. Australia	7 "	7 "	
	" Sebright	Vice-Regal Staff, Victoria	20 "	20 "	
	Mrs. Carter	Wife of M.P., Victoria	22 "	22 "	
	His Excellency the Governor of New Caledonia and Staff (3).	Official visitors	22 "	22 "	
	Captain St. Clair	Naval Depot, Sydney	2 "	31 Dec.	
	Mrs. Colls	Wife of M.P.	7 "	21 "	
	Miss Danahey	Sister	10 "	31 "	
	Mrs. Young	Wife	6 "	31 "	
	Melville	" "	8 "	1893. 8 Jan.	
	Bavister	" "	9 "	1892. 23 Dec.	
	Campbell	" "	13 "	27 "	
	Rae	" "	15 "	22 "	
	Dickens	" "	21 "	23 "	
	Dowel	" "	27 "	1893. 27 Jan.	
	Stevenson	" "	22 "	22 "	
	Kirkpatrick	" "	28 "	28 "	
	J. Wilkinson	" "	28 "	15 "	
	T. H. Williams	" "	31 "	6 "	
	Cann	" "	30 "	14 "	
	E. M. Clark	" "	30 "	30 "	
	Lieut. Buckle	Visitor	5 "	1892. 13 Dec.	
	Rev. W. Potter	" Victoria	9 "	23 "	
	Mr. F. Walsh	Officer of Parliament	10 "	1893. 10 Jan.	
	S. M. Moule	" "	10 "	19 "	

Month.	Name.	Why issued.	Period.	
			From	To
1892.			1892.	1893.
Dec.	Mr. C. B. Boydell	Officer of Parliament	10 Dec.	10 Jan.
	R. A. Arnold	" "	14 "	14 "
	R. Robertson	" "	21 "	21 "
	F. L. Clapin	" "	24 "	24 "
	E. A. Garland	" "	24 "	24 "
	W. B. Connell	" "	24 "	24 "
	J. E. McGregor	" "	24 "	24 "
	F. G. Boydell	" "	24 "	24 "
	F. B. Turner	" "	24 "	24 "
	B. H. Friend	" "	24 "	10 "
	W. Drake	" "	30 "	10 "
	J. Riley	" "	30 "	30 "
	Wahlberg	" "	30 "	30 "
	J. Hayne	Messenger, Parliament House	26 "	16 "
	Jerom	" "	24 "	12 "
				1892.
	U. Cameron	" "	24 "	28 Dec.
	J. Baxter	Sailor, H.M. Navy	3 "	14 "
	D. Endacott	" "	3 "	5 "
	T. Elford	" "	7 "	10 "
	Six sailors	" "	7 "	9 "
	Mr. F. Kwasniewski	" "	7 "	9 "
				1893.
	Eighteen Sailors	" "	7 "	10 Jan.
				1892.
	Mr. W. Parker	" "	7 "	8 Dec.
	O. Fearnley	" "	9 "	19 "
	J. Mewett	" "	15 "	31 "
	Two sailors	" "	15 "	31 "
	N. Butler	" "	19 "	21 "
	W. Bluett	" "	20 "	27 "
				1893.
	A. Findlay	" "	21 "	4 Jan.
				1892.
	Corporal Coleville	" "	21 "	21 Dec.
	Mr. G. Buller	" "	23 "	31 "
	W. Bedford	" "	24 "	27 "
				1893.
	1 Officer and 35 men	" "	28 "	31 Jan.
				1892.
	Mr. Llewellyn	" "	24 "	27 Dec.
	W. Jenkins	" "	23 "	27 "
	E. Snell	" "	23 "	28 "
				1893.
	S. Patten	" "	31 "	3 Jan.
1893.			1893.	
Jan.	Rear-Admiral W. Bowden-Smith	Naval Commander-in-Chief	1 Jan.	31 Dec.
	Lieutenant Corbett	Flag Lieutenant to Admiral	1 "	31 "
	Mr. Taylor	Secretary to Admiral	1 "	31 "
	Captain and Officers of—			
	H.M.S. "Orlando" (10)	Naval Officers	1 "	31 "
	"Curacoa" (6)	" "	1 "	31 "
	"Royalist" (3)	" "	1 "	31 "
	"Kingdove" (3)	" "	1 "	31 "
	"Goldfinch" (3)	" "	1 "	31 "
	"Lizard" (4)	" "	1 "	31 "
	"Mildura" (5)	" "	1 "	31 "
	"Dart" (3)	" "	1 "	31 "
	"Rapid" (3)	" "	1 "	31 "
	"Tauranga" (5)	" "	1 "	31 "
	"Ringarooma" (5)	" "	1 "	31 "
	"Boomerang" (4)	" "	1 "	31 "
	Mr. D. O'Donovan	Officer of Parliament, Queensland	1 "	31 Jan.
	Duchess of Buckingham (and maid)	Visitor, England	3 "	3 Feb.
	Miss Wolff Murray	" "	3 "	3 "
	Mr. Scharat	Visitor, Germany	3 "	3 "
	J. Mahon	Official Visitor, Queensland	6 "	20 Jan.
	Captain Henniker	A.D.C. to Governor of South Australia	5 "	31 "
	Mr. A. H. Smith	Chairman, Land Board, South Australia	5 "	5 Feb.
	P. Pincock	Police Magistrate, Brisbane, Queensland	6 "	6 "
	Mrs. Taverner	Wife of M.P., Victoria	24 "	27 "
	Major Sebright	Vice-Regal Staff, Victoria	23 "	23 "
	Mr. C. G. Hargrave	Inspector-General of Roads, South Australia	13 Feb.	25 "
	Justice and Mrs. Hewman	Supreme Court Judge, West Australia	25 Jan.	25 "
	Baron Dr. Von Berg	Visitor, Russia	27 "	27 "
	Mr. J. G. Swan	" Scotland	27 "	27 "
	J. Marwick	" England	31 "	28 "
	Hon. R. G. Wallop	Private Secretary to Governor of Queensland	31 "	8 "
	Rt. Rev. Lord Bishop of Sydney	Church Dignitary	1 "	28 "
	Mr. Critchett Walker	Principal Under Secretary	1 "	31 Dec.
	J. Barling	Under Secretary for Public Works	1 "	31 "
	A. C. Fraser	" Justice	1 "	31 "
	H. Wood	" Mines	1 "	31 "
	W. Honston	" Lands	1 "	31 "
	F. Kirkpatrick	" Finance and Trade	1 "	31 "
	S. H. Lambton	Secretary, Postal Department	1 "	31 "
	J. Dalgarno	Assistant Secretary, Postal Department	1 "	31 "
	C. Moore	Director, Botanic Gardens	1 "	31 "
	E. C. Cracknell	Superintendent of Telegraphs	1 "	12 Feb.

Month.	Name.	Why issued.	Period.	
			From	To
1893.			1893.	1893.
Jan...	Mr. C. Darley	Engineer-in-Chief, Harbours and Rivers	1 Jan.	31 Dec.
	R. R. Hickson	" " Roads and Bridges	1 "	31 "
	C. Potter	Government Printer	1 "	31 "
	W. R. Beaver	Clerk of the Peace	1 "	31 "
	F. W. Webb	Clerk of Legislative Assembly	1 "	31 "
	C. Robinson	Officer of Parliament	1 "	31 "
	The Consul for France	Diplomatic Service	1 "	31 "
	The Consul for United States	" "	1 "	8 Aug.
	Mr. G. B. Rowley	Secretary, Rosehill Race Club	1 "	31 Dec.
	Mrs. Donald	Wife of M.P.	1 "	1 Feb.
	Viscount Villiers	Son of His Excellency the Governor	1 "	31 Dec.
	Mr. P. B. Walker	Assistant Superintendent of Telegraphs	1 "	31 "
	C. Lyne	Secretary, Public Works Committee	1 "	31 "
	Mrs. Wright	Wife of M.P.	2 "	2 Feb.
	Perry	" "	2 "	16 Jan.
	Captain St. Clair	Naval Depôt, Sydney	1 "	31 Mar.
	Vice-Consul for France	Diplomatic Service	1 "	31 Dec.
	Mr. Marks	Consul for Japan	1 "	31 Mar.
	H. Halloran, C.M.G.	Late Principal Under Secretary	1 "	31 Dec.
	Mrs. Kidd	Wife of M.P.	5 "	20 Jan.
	Mr. L. J. Harnett	Officer of Parliament	4 "	30 June
	Mrs. See	Wife of M.P.	6 "	16 Jan.
	Mr. Rowe	Secretary, Wawrick Farm Race Company	6 "	31 Dec.
	Mrs. Donnelly	Wife of M.P.	10 "	17 Jan.
	Mr. Eldred	Consul-General for Chili	1 "	31 Dec.
	A. P. Clapin	Acting Clerk of Parliaments	11 "	15 May
	Commander and Officer H.M.S. "Paluma" (2).	Naval Officers	17 "	31 Dec.
	Miss Barnes	Daughter of M.P.	25 "	10 Mar.
	Mrs. Hoyle	Wife of M.P.	28 "	12 Feb.
	Wilkinson	" "	28 "	10 Mar.
	Dawson	" "	27 "	16 Feb.
	Copeland	" "	30 "	28 "
	Mrs. Dickens	" "	1 Jan.	8 Feb.
	Mr. H. Bennett	Proprietor, Rosehill Racecourse	1 "	31 Dec.
	H. Gordon	Manager, Flemington Cattle-yards	1 "	31 "
	J. E. Wooton (and wife)	P. M., Mudgee (special services)	4 "	31 Jan.
	Wordsworth	Government House Staff	1 "	31 Dec.
	Captain Drake	Acting Naval Commandant, Queensland	6 "	6 Feb.
	Mr. E. J. Thomas	Private Secretary to Victorian Premier	17 "	31 Jan.
	Bell	" " Sir S. Griffiths	20 "	10 Feb.
	Betche	Botanic Gardens, collecting native seeds &c.	24 "	7 Mar.
	Corporal Durston	Naval Police, H.M. Navy	1 "	31 Dec.
	Alltimes	" "	1 "	31 "
	Gillard	" "	1 "	31 "
	Mr. J. B. Laing	Officer of Parliament	1 "	17 Jan.
	W. S. Christie	" "	3 "	3 Feb.
	A. Calvert	" "	4 "	4 "
	W. L. Edwards	" "	5 "	5 "
	S. M. Moule	" "	11 "	11 Feb.
	J. Walsh	" "	13 "	13 "
	R. A. Arnold	" "	16 "	16 "
	A. Gray	Delegate to Agricultural Show	1 Feb.	2 "
	Webster	" "	1 "	2 "
	N. J. Burney	Sailor, H.M. Navy	3 Jan.	11 Jan.
	W. Skinner	" "	3 "	4 "
	H. Hill	" "	4 "	6 "
	Watkin	" "	4 "	9 "
	Stampton	" "	5 "	7 "
	Three sailors	" "	5 "	7 "
	Private Jeffreys	" "	7 "	12 "
	Mr. T. Mahoney	" "	9 "	13 "
	T. R. Elford	" "	7 "	10 "
	H. Lecker	" "	9 "	11 "
	Ship's Corporal	" "	9 "	19 "
	Four officers and forty men	Sailors, H.M. Navy	10 "	" "
	Mr. J. Kinnell	Sailor, H.M. Navy	9 "	16 "
	Five sailors	Sailors, H.M. Navy	12 "	31 "
	Thirty sailors	" "	11 "	14 "
	Mr. H. Bassett	Sailor, H.M. Navy	10 "	13 "
	D. Harris	" "	11 "	13 "
	S. Holt	" "	11 "	13 "
	H. Ball	" "	11 "	13 "
	E. Parke	" "	11 "	19 "
	D. Turner	" "	11 "	13 "
	W. Lillywhite	" "	12 "	20 "
	G. Bateman	" "	12 "	14 "
	H. Hill	" "	14 "	16 "
	J. Roache	" "	16 "	20 "
	A. Schooling	" "	17 "	31 "
	Three officers and seventy men	" "	31 "	14 Feb.
	Three sailors	" "	31 "	2 "
	Mr. D. Carter	Patient, Brookside Convalescent Home	Single journey only during month.	
	Mr. R. Willoughby	" " " "		
	J. Cookson	" " " "		
Feb.	Justice Cooper	Supreme Court Judge, Queensland	7 Feb.	20 Feb.
	Captain Milner	A.D.C. to Governor of South Australia	1 Mar.	31 Mar.
	Lady Forest	Wife of M.P., West Australia	7 Feb.	7 "
	Miss Morehead and Miss Rose	Daughters of M's.P., Queensland	7 "	7 "

Month.	Name.	Why issued.	Period.	
			From	To
1893.			1893.	1893.
Feb. ..	Hon. J. Munro	Agent-General of Victoria	7 Feb.	7 Mar.
	Admiral Denison	Visitor, British Navy	6 "	6 "
	Captain and officers, German war- ship "Sperber" (3).	Visitors, Naval Officers	8 "	8 "
	Mr. J. M. Nobbs	Visitor, Norfolk Island	9 "	9 "
	Mrs. Suisted	" New Zealand	23 "	9 "
	Captain Hamilton	Military Officer from India	28 "	28 "
	Mrs. Grahaue	Wife of M.P.	6 "	7 "
	Melville	"	16 "	21 April
	Levien	"	8 "	22 Mar.
	Dowell	"	1 Mar.	31 "
	Ryrie	" M.L.C.	23 Feb.	23 "
	Newman	" M.P.	27 "	13 "
	Lonsdale	"	28 "	4 "
	Johnson	"	2 Mar.	14 "
	Mr. A. C. Budge	Clerk to Executive Council	18 Feb.	18 "
	Mrs. Langwell	Wife of M.P.	15 "	17 Feb.
	Trail	"	24 "	24 "
	Mr. Clibborn	Secretary, A. J. Club	1 Mar.	10 Mar.
	Rev. W. G. and Mrs. Lawes	Visitors, New Guinea	28 Feb.	7 "
	Mr. B. H. Friend	Officer of Parliament	11 "	11 "
	W. S. Moule	"	10 "	10 "
	S. M. Moule	"	17 "	17 "
	J. B. Laing	"	25 "	27 Feb.
	F. Walsh	"	15 "	15 Mar.
	Cooper	"	1 Mar.	31 "
	Garland	"	28 "	28 "
	B. Foley	Delegate to Agricultural Show	22 Feb.	25 Feb.
	H. Coulton	Patient, Brookside Convalescent Home		
	G. Cummings	"		
	F. Cardus	"		
	V. Stampton	Sailor, H. M. Navy	1 Feb.	3 Feb.
	J. Gerlack	"	3 "	5 "
	W. Davis	"	3 "	5 "
	B. Turner	"	3 "	5 "
	V. Martin	"	6 "	10 "
	Mr. J. Decming	"	6 "	10 "
	S. Clark	"	7 "	10 "
	H. Secker	"	8 "	10 "
	Four seamen	"	9 "	10 "
	Two	"	9 "	14 "
	Mr. V. Gillard	"	9 "	14 "
	T. Truscott	"	10 "	11 "
	T. W. Witcher	"	11 "	13 "
	E. Fulcher	"	11 "	14 "
	H. Horrell	"	18 "	21 "
	W. Smith	"	27 "	7 Mar
	Private Haldane	"	20 Mar.	25 "
	Two naval officers	Officers	12 Feb.	
	Messrs. Weeks and Allen	"	23 "	28 Feb.
Mar. ..	Mr. N. M. Farrer	Visitor, England	3 Mar.	3 April
	D. J. Smart	Collector of Customs, Fiji	3 "	3 "
	R. A. Sholl	From West Australia		
	R. Henry	" Tasmania		
	E. Todd	" South Australia		
	J. Smibert	" Victoria		
	G. Smibert	"		
	D. C. Lemon	" New Zealand		
	H. Boyes	" Tasmania		
	Mr. Berry and Mrs. G. Berry	Secretary to Royal Commission on Stores, South Australia	10 "	31 Mar.
	D. E. Brown	Officer, Canadian Pacific Railway Company	10 "	10 April
	Russell	Secretary to P.M.G., New Zealand, attending Postal Conference	13 "	13 "
	Colonel S. Beckett	Imperial Army	16 "	16 "
	Mr. E. W. Wallington	Private Secretary to Governor of Victoria	20 "	20 "
	Hon. J. J. Casey	Visitor from Victoria	27 "	12 "
	Mr. and Mrs. Schnadhorst	Visitors from England	17 "	17 "
	His Excellency Sir J. B. Thurston (and Lady Thurston.)	Governor of Fiji	1 April	30 "
	Captain Hamilton	Visitor from India	29 Mar.	29 "
	Mr. R. C. Lottie	Visitor from West Australia	27 "	27 "
	Mrs. Mills	Wife of Director of Union S.S. Company	29 "	29 "
	Mr. H. S. Darley	Private Secretary to Lieut.-Governor	2 "	31 Mar.
	Lieut. Dangar	A.D.C. to Lieut.-Governor	2 "	31 "
	Mrs. Lonsdale	Wife of M.P.	4 "	18 "
	M'Farlane	"	10 "	24 "
	Kidd	"	16 "	30 "
	Shepherd	" M.L.C.	16 "	23 "
	Davies	"	16 "	23 "
	Haynes	" M.P.	17 "	24 Mar.
	Waddell	"	24 "	13 April
	S. M. Moule	Officer of Parliament	18 "	18 "
	J. Walsh	"	27 "	27 "
	J. R. M'Gregor	"	31 "	30 "
	W. B. Connell	"	31 "	30 "
	S. G. Boydell	"	31 "	30 "
	W. L. Edwards	"	31 "	30 "
	R. W. Robertson	"	31 "	6 "
	F. Webster	Delegate to Agricultural Show	2 "	.....

Month.	Name.	Why issued.	Period.	
			From	To
1893.			1893.	1893.
Feb..	Mr. R. H. Judd	Delegate to Agricultural Show	21 Mar.	27 Mar.
	J. D. Martin	Brookside Convalescent Home	Single journey only.	
	H. Sharpe	Sailor, H.M. Navy	6 Mar.	10 Mar.
	W. Webb	"	4 "	7 "
	S. Patten	"	3 "	6 "
	Three sailors	"	6 "	7 "
	Mr. J. Denning	"	8 "	11 "
	Mr. T. Lang	"	23 "	5 April
	2 officers and 40 men	"	13 "	20 Mar.
	Mr. Justice Chubb	Official visitor, Queensland	10 "	11 "
	Lady Kintore, 2 daughters (and staff)	Family of Governor of South Australia	9 "	11 "
	Mrs. Barbour	Wife of M.P.	24 "	31 "
April.	Captain Ralston	Assistant Secretary to Governor of Victoria	29 "	4 May
	Mrs. Coote	Wife of M.P., Tasmania	7 April	30 April
	Mr. T. P. Shields	Visitor, England	11 "	18 "
	D. G. Brown	Officer, Canadian Pacific Railway Company	14 "	11 May
	W. Tarleton	Chief Police Magistrate, Tasmania	28 "	28 "
	Mrs. Scott	Wife of M.P.	8 "	22 April
	Langwell	"	18 "	2 May
	Wall	"	16 "	23 April
	Donnelly	"	15 "	22 "
	Houghton	"	19 "	26 "
	Gould	"	26 "	3 May
	Wright	"	27 "	27 "
	Mr. A. Duffus Lubecki	Telegraph Department, New Zealand	27 "	4 "
	F. Webster	Delegate to Agricultural Show	11 "	15 April
	P. Sheridan	"	11 "	15 "
	Pringle	"	25 "	28 "
	Greaves	"	25 "	28 "
	J. E. Fall	Brookside Convalescent Home	Single journey only.	
	Callaghan	"	"	"
May..	4 Marines and 1 corporal	Sailors, H.M. Navy	17 April	22 April
	Lord North Esk	A.D.C. to Governor of Victoria	4 May	31 May
	Captain Ralston	Assistant Private Secretary, Governor of Victoria	4 "	31 "
	Lady Barrington and two daughters	Visitors, England	4 "	4 June
	Captain Hamilton	Visitor, India	10 "	10 "
	Baron Dr. von Berg	" Russia	9 "	9 "
	His Excellency General Count Wurmbrandt Stuppark			
	Consul-General F. Stockinger			
	Count Kinsky			
	Baron Pronay			
	Count Clam			
	Baron Schleinitz	Visitors travelling with His Highness the Heir Apparent of Austria.	16 "	30 May
	Dr. Rittle von Liburnan			
	Captain von Becker			
	His Imperial and Royal Highness Archduke Franz Ferdinand, of Austria-Este			
	His Imperial and Royal Highness Archduke Leopold Ferdinand			
	Captain and officers Spanish warship "Nautilus" (4)	Visitors, naval officers	19 "	19 June
	Colonel Yeatman-Biggs	Visitor, India	30 "	15 July
	Mrs. Inglis	Wife of M.P.	5 "	31 May
	Hart	"	9 "	19 "
	Shepherd	" M.L.C.	18 "	25 "
	Daruley	" M.P.	23 "	7 June
	Captain St. Clair	Naval Depot, Sydney	26 "	31 Dec.
	Mrs. Sec	Wife of M.P.	31 "	14 June
	Mr. A. P. Clapin	Officer of Parliament	10 "	31 Dec.
	Mrs. Bowden-Smith and daughters	Wife and family of Naval Commander-in-Chief	3 "	"
	Nicholson	Wife of M.P.	10 "	24 May
	Booth	"	8 "	"
	Mr. Westropp	Officer Indian railways	8 "	8 June
	Rev. Mr. and Mrs. Tucker and daughter	Visitors, Victoria, in connection with the establishment of village settlements	16 "	23 May
	Members of Victorian and Queensland intercolonial eight-oar crew	Intercolonial competition	16 "	"
	Mr. W. Giddings	Visitor, Broken Hill	18 "	1 June
	Officers Spanish warship "Nautilus"	Visitors, naval officers	24 "	"
	Mrs. Waddell	Wife of M.P.	26 "	30 May
	Officers Spanish warship "Nautilus"	Visitors, naval officers	3 June	"
	Mrs. Newman	Wife of M.P.	27 May	"
	Mr. Webster	Delegate to agricultural shows	11 "	14 May
	Sheridan	"	11 "	14 "
	J. Wells	Brookside Convalescent Home	Single journey only.	
	Messrs. Graham and Cree	Sailors, H.M. Navy	15 May	"
	Two sailors	"	15 "	16 May
	Fifty officers and men	"	22 "	5 June
June..	Lady Barrington and two daughters	Visitors, England	5 June	5 July
	Whitmore	Wife of M.L.C., New Zealand	16 "	26 June
	Mr. H. C. Radford (and wife)	Officer, Indian railways	12 July	12 Aug.
	and Mrs. R. C. Want	Visitor, England	21 June	21 July
	Mrs. Mulcahy	Wife of M.P., Victoria	28 "	28 "
	Dr. J. S. Crampton	Official visitor, Tasmania	27 "	27 "
	Mrs. Hart	Wife of M.P.	6 "	26 June

Month.	Name.	Why issued.	Period.	
			From	To
1893.			1893.	1893.
June..	Mrs. M'Court	Wife of M.P.	16 June	1 July
	See.....	"	16 "	19 June
	Simpson	" M.L.C.	21 "	28 "
	Hayes	" M.P.	20 "	4 July
	Farnell	"	30 "	7 "
	Mr. Justice Cooper	Official visitor, Queensland	4 "	5 June
	M'Donald Cameron	Deputy-Master of the Mint	8 "	8 July
	Mrs. Willis	Wife of M.P.	8 "	15 June
	Newman	"	10 "	12 "
	Mr. Wahlberg	Officer of Parliament	15 "	15 July
	C. B. Boydell	"	16 "	16 "
	S. M. Mowle	"	16 "	16 "
	C. Calvert	"	27 "	27 "
	F. L. Clapin	"	28 "	28 "
	Drake	"	28 "	28 "
	Arnold	"	28 "	28 "
	Riley	"	28 "	28 "
	Monahan	"	1 July	31 "
	J. B. Laing	"	5 "	5 Aug.
	J. R. M'Gregor	"	2 "	2 "
	J. Hayne	Messenger, Parliament House	3 "	10 July
	Pringle	Delegate to Agricultural Show	19 June	26 June
	E. Rielly	Brookside Convalescent Home	28 "	4 July
July	45 Officers and men	H. M. Navy	3 July	24 "
	Mrs. Sternberg	Wife of M.L.O., Victoria	3 "	24 "
	2 Officers, Austrian warship "Saida"	Visitors—Naval Officers	4 "	4 Aug.
	2	"	4 "	20 July
	Captain W. A. Ralston	Assistant Private Secretary to Governor of Victoria	10 "	10 Aug.
	Hon. E. de Moleyns	A. D. C. to Governor of Victoria	10 "	10 "
	Mr. Taylor	Visitor, Canada	8 "	20 "
	F. Durnsterville	Railway Officer, India	10 "	31 July
	Mons. Lacarade	Ex-Governor of Tahiti	10 "	31 "
	Mrs. Fraylen	Wife of M.P., West Australia	12 "	12 Aug.
	Mr. J. Marwick	Visitor, England	14 "	14 "
	Right Rev. Lord Bishop of Brisbane	" Queensland	21 "	21 "
	Mr. Carter Troop	" Canada	10 Aug.	10 Sept.
	Officers, Austrian warship "Saida"	Visitors—Naval Officers	5 July	12 July
	Mrs. G. H. Reid	Wife of M.P.	5 "	5 Aug.
	Houghton	"	11 "	18 July
	Kidd	"	7 "	7 "
	Donnelly	"	11 "	18 "
	Williams	"	17 "	21 "
	Edden	"	24 "	14 Aug.
	Sheldon	"	26 "	26 "
	Wall	"	24 "	31 July
	Sharp	"	28 "	11 Aug.
	Schey	"	28 "	7 "
	Gormly	"	26 "	2 "
	Haynes	"	1 Aug.	7 "
	Mr. Marks	Consul for Japan	22 July	22 Oct.
	Major-General Tulloch	Victorian Military Commandant	20 "	21 July
	Mrs. and Miss Bowden-Smith	Wife and daughter of Naval Commander-in-Chief	3 Aug.	14 Aug.
	Mr. L. J. Harnett	Officer of Parliament	14 July	31 Dec.
	W. S. Christie	"	6 "	6 Aug.
	B. H. Friend	"	15 "	15 "
	S. M. Mowle	"	21 "	21 "
	F. Walsh	"	22 "	22 "
	S. G. Boydell	"	31 "	31 "
	E. Wahlberg	"	31 "	19 "
	W. B. Connell	"	31 "	31 "
	F. B. Turner	"	31 "	31 "
	E. A. Garland	"	31 "	31 "
	J. Laurence	Messenger, Parliament House	4 "	4 "
	W. Clifford	"	17 "	17 "
	D. Campbell	"	19 "	1 "
	E. J. Cooper	"	1 Aug.	31 "
Aug..	D. W. Maratta	Consul-General for United States	15 "	15 Sept.
	J. M'Cormick	Visitor, Tasmania	17 "	17 "
	Lieut.-Col. Price	Military Officer, Victoria	29 "	29 "
	Mrs. S. Smith	Wife of M.P.	3 "	10 Aug.
	Dickens	"	9 "	30 "
	Hindle	"	17 "	17 Sept.
	J. B. Nicholson	"	31 "	14 "
	E. M. Clark	"	6 Sept.	20 "
	Mr. A. C. Budge	Clerk of the Executive Council	8 Aug.	8 "
	Acting-Consul, United States	Diplomatic service	8 "	31 Dec.
	Chairman, Board of Control	Pitt Town Labour Settlement	3 "	31 Oct.
	Mrs. S. Smith	Wife of M.P.	14 "	16 Aug.
	Farnell	"	14 July	21 July
	Haynes	"	22 Aug.	30 Aug.
	Mr. Robertson	Officer of Parliament	10 "	10 Sept.
	Edwards	"	19 "	19 "
	B. W. Friend	"	26 "	19 "
	R. A. Arnold	"	27 "	27 "
	F. L. Clapin	"	28 "	28 "
	Bray	Messenger, Parliament House	7 "	28 Aug.
	J. Hayne	"	19 "	31 "
	Snowden	"	18 "	18 Sept.
	R. H. Judd	Delegate to Agricultural Show	16 "	18 Aug.

Month.	Name.	Why issued.	Period	
			From	To
1893.			1893.	1893.
Aug...	Mr. Webster	Delegate to Agricultural Show	29 Aug.	1 Sept.
	Sheridan	"	29 "	1 "
	N. Roy	Brookside Convalescent Home	16 "	23 Aug.
	Three officers and 40 men	H.M. Navy	30 "	"
	Messrs. Bliss and Weldron	"	31 "	"
Sept...	Mr. W. Kinney	Visitor, Canada	1 Sept.	12 Oct.
	Miss G. Norman	Daughter of Governor of Queensland	11 "	11 "
	Sir Wm. and Lady Plowden	Visitors, England	12 "	12 "
	Captain Forbes	Staff travelling with His Excellency, Governor of Victoria	14 "	28 Sept.
	Major Sebright			
	Captain Wallington			
	Mr. Wallace	Consul-General for United States	16 "	16 Oct.
	Lady Hopetoun (and maid)	Visitor, Victoria	19 "	19 "
	Sir J. Hector, K.C.M.G.	Official Visitor, New Zealand	20 "	20 "
	Capt. and Officers, French warship "Duchaffault" (5).	Visitors—Naval Officers	22 "	10 "
	Miss Acworth Orr	In connection with silk-growing industry	11 "	11 Nov.
	Mrs. J. Cook	Wife of M.P.	14 "	28 Sept.
	Davis	"	13 "	13 Oct.
	Colls	"	13 "	27 Sept.
	A. Campbell	"	18 "	2 Oct.
	O'Sullivan	"	30 "	31 "
	Miss Danahey	Sister of M.P.	19 "	7 "
	Mrs. J. D. Fitzgerald	Wife of M.P.	4 "	6 Sept.
	Dickens	"	11 "	13 "
	Barbour	"	15 "	22 "
	Mr. W. L. Cooper	Officer of Parliament	1 "	30 "
	J. R. M'Gregor	"	17 "	17 Oct.
	S. M. Moule	"	19 "	26 Sept.
	W. Calver	Brookside Convalescent Home	} Single journey only	}
	R. Carter	"			} during month.	}
	Four Officers and 40 men	H.M. Navy	21 Sept.	"
	165 Municipal representatives	Attending Annual Meeting of Municipal Association	22 "	7 Oct.
Oct...	Lieut.-Col. Price	Victorian Military Officer	10 Oct.	24 "
	Mr. White (and wife)	Officer, Indian Railways	4 "	18 "
	Hon. W. McKenzie Bowell (and servant).	Minister for Trade and Commerce, Canada	9 "	9 Nov
	Mr. J. L. Payne	Secretary to Hon. McKenzie Bowell	9 "	9 "
	Sandford Fleming, C.M.G., and Miss Fleming.	Visitors, Canada	9 "	9 "
	Hon. G. and Mrs. Smith	M.L.C. of Fiji and wife	16 Oct.	16 "
	Mrs. Battersby	Wife of M.P., Queensland	19 "	19 "
	Lady Norman (and maid)	Visitor, Queensland	27 "	27 "
	Captain and Officers of H.M.S. "Katoomba" (5).	Naval Officers	30 "	31 Dec.
	Mr. Justice Cooper	Official Visitor, Queensland	10 Dec.	1894.
	Mrs. Gould	Wife of M.P.	9 Oct.	16 Oct.
	Mackinnon	"	9 "	23 "
	Shepherd	M.L.C.	16 "	23 "
	Bowes	M.P.	13 "	27 "
	Cotton	"	14 "	14 Nov.
	M'Court	"	25 "	28 Oct.
	Kerr	M.L.C.	7 Nov.	7 Dec.
	Colonel G. W. Bell	United States Consul	9 Oct.	31 "
	Mr. C. M. Crombie	Official Visitor, New Zealand	24 "	7 Nov.
	J. J. Calvert	Officer of Parliament	1 Nov.	31 Dec.
	Hon. G. Walcox	Official Visitor, Queensland	6 Oct.	10 Oct.
	Most Revd. The Lord Bishop of Sydney.	Church Dignitary	16 "	31 "
	Hon. E. de Moleyns	A.D.C. to Governor of Victoria	9 "	10 "
	Miss Norman	Visitor, Queensland	9 "	10 "
	Mrs. R. E. O'Connor	Wife of M.L.C.	30 "	14 Nov.
	Inglis	M.P.	5 "	21 Oct.
	Mr. T. S. Clibborn	Secretary, A.J. Club	1 Nov.	21 Nov.
	Mrs. Barbour	Wife of M.P.	30 Oct.	1 "
	Trall	"	26 "	27 Oct.
	Mr. S. M. Moule	Officer of Parliament	20 "	24 "
	W. L. Edwards	"	20 "	24 "
	W. S. Moule	"	27 "	31 "
Nov...	Capt. and Officers, French Warship "Duguay Trouin" (4).	Visitors—Naval Officers	4 Nov.	20 Nov.
	Mr. W. R. Redmond, M.P.	Visitor, England	7 "	7 Dec.
	Lady Barrington and two daughters	Visitors, England	10 "	31 "
	Captain Milner	Visitor, Victoria	15 "	15 "
	Hon. M'Kenzie-Bowell	Minister for Trade and Commerce, Canada	14 "	18 Nov
	Mr. J. Payne	Private Secretary to Hon. M'Kenzie-Bowell	14 "	18 "
	Buchanan	Visitor, Canada	14 "	18 "
	Mrs. Wilson	Wife of M.P., Queensland	23 "	23 Dec.
	Mr. Parry Okeden (and wife)	Principal Under Secretary, Queensland	15 "	15 "
	Captain Seymour	Commissioner of Police, Queensland	16 "	16 "
	Mr. C. de Cedererantz	Ex-Chief Justice of Samoa	15 "	15 "
	M. de Douville Moullefin	Member, French House of Deputies	15 "	15 "
	Captain A. Ralston	Assistant Private Secretary to Governor of Victoria	20 "	20 "
	Hon. G. Molyneux	A.D.C. to Governor of Victoria	20 "	20 "
	Mrs. Melville	Wife of M.P.	1 "	30 Nov.
	Levien	"	6 "	6 Dec.
	Miss Danahey	Sister	8 "	20 Nov.
	Mrs. Lee	Wife of M.L.C.	18 "	2 Dec.
	Donnelly	M.P.	20 "	30 Nov.

Month.	Name.	Why issued.	Period.	
			From	To
1893.			1893.	1893.
Nov...	Mrs. Lonsdale	Wife of M.P.	27 Nov.	10 Dec.
	Langweil	" "	27 "	2 "
	Dale	" "	29 "	29 "
	Allen	" "	1 Dec.	31 "
	J. H. Young	" "	1 "	31 "
	Murphy	" "	1 "	14 "
	Miss Nisbet	Engaged in public duty in connection with Silk-growing Industry.	20 Nov.	4 "
	Mr. A. C. Budge	Clerk of the Executive Council	27 "	27 "
	Chairman, Board of Control	Pitt Town Labour Settlement	3 "	31 "
	Miss Norman	Visitor, Queensland	17 "	18 Nov.
	Mrs. See	Wife of M.P.	29 "	3 Dec.
	Lady Duff's maid	Travelling with His Excellency and Lady Duff	14 "	15 Nov.
	His Excellency the Governor's two servants.			
	Mr. Pigott	Messenger, Parliament House	2 "	2 Dec.
	R. Robertson	Officer of Parliament	3 "	3 "
	S. M. Mowle	" "	10 "	14 Nov.
	F. Walsh	" "	9 "	9 Dec.
	R. A. Arnold	" "	25 "	25 "
	S. M. Mowle	" "	27 "	28 Nov.
	W. S. Christie	" "	25 "	27 "
	Three seamen	H.M. Navy	Single journey only.	
	Lady Norman's maid	Travelling with Lady Norman	17 Nov.	18 Nov.
	Mr. J. M. Cook	Visitor (Messrs. Cook and Son)	23 "	10 Dec.
	W. Buchanan	Visitor, Canada	24 "	31 "
	Mrs. Barlow	Wife of M.P., Queensland	1 Dec.	31 "
	Colonel Gordon	Military Commandant, South Australia	4 "	4 Jan. 1894.
Dec...	Mr. W. Redmond, M.P.	Visitor, England	5 "	31 Dec. 1893.
	Hon. W. M'Callough	M.L.C., New Zealand	7 "	7 Jan. 1894.
	M. de Douville Moullifen	Member, French House of Deputies	13 "	31 Dec. 1893.
	Mrs. Hart	Wife of M.P.	28 Nov.	5 "
	Mr. C. R. Valentine	Dairy Expert, New Zealand	12 Dec.	26 "
	Mrs. Annear	Wife of M.P., Victoria	17 "	31 Jan. 1894.
	Hon. G. Wallop	Private Secretary to Governor of Queensland	22 "	6 "
	Major Sebright	A.D.C. to Governor of Victoria	22 "	11 "
	Mr. Justice Real	Official visitor, Queensland	20 "	20 "
	Mrs. Waddell	Wife of M.P.	4 "	6 Dec. 1893.
	Haynes	" "	1 "	6 "
	Colls	" "	12 "	26 "
	Vaughn	" "	6 "	6 Jan. 1894.
	Shepherd	" M.L.C.	11 "	18 Dec. 1893.
	Sharp	" M.P.	12 "	26 "
	E. M. Clark	" "	17 "	31 "
	Schey	" "	27 "	17 Jan. 1894.
	A. Campbell	" "	19 "	31 Dec. 1893.
	M'Farlane	" "	19 "	2 Jan. 1894.
	Bavister	" "	20 "	4 "
	Eve	" "	21 "	21 "
	G. D. Clark	" "	27 "	17 "
	Carruthers	" "	26 "	26 "
	Cann	" "	23 "	6 "
	Hyam	" M.L.C.	22 "	22 "
	Stevenson	" M.P.	27 "	27 "
	Copeland	" "	28 "	28 "
	Dawson	" "	30 "	6 "
	Hayes	" "	29 "	13 "
	Mr. Sellheim	Under Secretary for Mines, Queensland	20 "	20 "
	G. Aytoun	Private Secretary to Minister for Lands, Victoria	22 "	23 Dec. 1893.
	Mayor of Orange	In connection with railway opening to Forbes	18 "	23 "
	" Molong			
	" Parkes			
	" Cowra			
	" Cudal			
	Mrs. J. D. FitzGerald	Wife of M.P.	16 "	30 "
	Captain Harvest	Official visitor, West Australia	18 "	20 "
	Mr. F. L. Clapin	Officer of Parliament	22 "	22 "
	J. R. M'Gregor	" "	22 "	22 "
	W. S. Christie	" "	22 "	22 "
	G. H. Monahan	" "	22 "	22 "
	F. Walsh	" "	29 "	29 Jan. 1894.
	R. W. Robertson	" "	29 "	29 "
	S. M. Mowle	" "	11 "	31 Dec. 1893.
	W. B. Connell	" "	11 "	11 Jan. 1894.
	S. G. Boydell	" "	12 "	12 "

Month.	Name.	Why issued.	Period.	
			From	To
1893.			1893.	1894.
Dec. ..	Mr. F. B. Turner	Officer of Parliament	12 Dec.	12 Jan.
	C. B. Boydell	" "	13 "	13 "
	Hayne	Messenger, Parliament House	14 "	23 Dec.
	D. Campbell	" "	6 "	1893. 2 Jan.
1894.			1894.	
Jan. ...	Parry-Okeden and wife	Principal Under Secretary, Queensland	1 Jan.	31 "
	Rear-Admiral Bowden-Smith	Naval Commander-in-Chief	1 "	31 Dec.
	Lieut. Corbett, R.N.	Flag Lieut. to Admiral	1 "	31 "
	Mr. Taylor	Secretary to Admiral	1 "	31 "
	Captain and officers of—			
	H.M.S. "Orlando" (10)	Naval Officers	1 "	31 "
	"Mildura" (5)	"	1 "	31 "
	"Rapid" (3)	"	1 "	31 "
	"Goldfinch" (3)	"	1 "	31 "
	"Dart" (3)	"	1 "	31 "
	"Boomerang" (4)	"	1 "	31 "
	Mr. W. F. Buchanan	Visitor, Canada	3 "	3 Feb.
	D. Anderson	General Manager, Orient S.S. Company	11 "	11 "
	W. R. Redmond, M.P.	Visitor, England	9 "	31 Jan.
	F. E. Lawes	Resident Magistrate, British New Guinea	20 "	20 Feb.
	Captain and officers, H.M.S.	Naval Officers	31 "	31 Dec.
	"Penguin" (3).			
	Mrs. Campbell	Wife of M.L.C.	4 "	4 Feb.
	Mr. W. W. Stephen	Secretary to Attorney-General	1 "	31 Jan.
	Critchett Walker, C.M.G.	Principal Under Secretary	1 "	31 Dec.
	J. Barling	Under Secretary for Public Works	1 "	31 "
	A. C. Fraser	" " Justice	1 "	31 "
	H. Wood	" " Mines	1 "	31 "
	W. Houston	" " Lands	1 "	31 "
	F. Kirkpatrick	" " Finance and Trade	1 "	31 "
	S. H. Lambton	Deputy Postmaster-General	1 "	31 "
	J. Dalgarno	Secretary, Postal Department	1 "	31 "
	P. B. Walker	" Telegraph Department	1 "	31 "
	C. Moore	Director, Botanic Gardens	1 "	31 "
	C. Darley	Engineer-in-Chief for Harbours and Rivers	1 "	31 "
	R. R. Hickson	" " Roads and Bridges	1 "	31 "
	C. Potter	Government Printer	1 "	31 "
	W. R. Beaver	Clerk of the Peace	1 "	31 "
	F. W. Webb	" Legislative Assembly	1 "	31 "
	J. J. Calvert	" Parliament	1 "	31 "
	A. Robinson	Principal Shorthand Writer, Legislative Assembly	1 "	31 "
	L. J. Harnett	Sergeant-at-Arms, Legislative Assembly	1 "	31 "
	C. Lyne	Secretary, Public Works Committee	1 "	31 "
	Consul for France	Diplomatic Service	1 "	31 "
	Vice-Consul for France	" "	1 "	31 "
	Consul-General for Chili	" "	1 "	31 "
	Consul for United States	" "	1 "	31 "
	" " Japan	" "	1 "	31 Mar.
	Miss Coombes	" "	4 "	4 Feb.
	Captain St. Clair	Naval Depot, Sydney	4 "	31 Dec.
	Lady Abbott	Wife of M.P.	5 "	5 Feb.
	Mrs. Nicholson	" "	8 "	15 Jan.
	Donnelly	" "	5 "	12 "
	Mr. G. Miller	Comptroller General of Prisons	4 "	31 Dec.
	Mrs. Bavister	Wife of M.P.	10 "	17 Jan.
	Bowes	" "	11 "	11 Feb.
	F. Clarke	" "	11 "	18 Jan.
	Inglis	" "	11 "	11 Feb.
	Jones	" "	16 "	30 Jan.
	Ellis	" M.L.C.	15 "	15 Feb.
	E. M. Clark	" M.P.	22 "	29 Jan.
	S. E. Lees	" "	24 "	7 Feb.
	Miss Barnes	Daughter of M.P.	29 "	22 "
	Mrs. Dowel	Wife of M.P.	25 "	25 "
	Johnson	" "	27 "	27 "
	Mr. G. W. S. Rowe	Secretary, Warwick Farm Race Company	1 "	31 Dec.
	One Member Board of Control	Pitt Town Labour Settlement	4 "	31 Mar.
	Mrs. York	Wife of M.P.	12 "	12 Feb.
	Hon. Mr. Nelson's party	Party with Premier of Queensland	12 "	15 Jan.
	Mr. P. O'Mara	Secretary, Rosehill Race Company	20 "	31 Dec.
	J. P. Morice	Official Visitor, South Australia	1 "	31 Jan.
	Mrs. Haynes	Wife of M.P.	9 "	16 "
	G. E. Simpson	" M.L.C.	12 "	19 "
	Mr. Petherbridge	Secretary, Marine Board, Brisbane	5 Feb.	5 Mar.
	F. Murray	Railway officer, India	19 Jan.	19 Feb.
	Mrs. Cotton	Wife of M.P.	19 "	20 Jan.
	Mr. C. E. Ewing	Vice-Consul for United States	29 "	28 Feb.
	Mrs. Annear	Wife of M.P., Queensland	30 "	3 "
	Mr. R. A. Arnold	Officer of Parliament	2 "	2 "
	W. S. Moule	" "	2 "	2 "
	G. A. Garland	" "	2 "	2 "
	W. L. Edwards	" "	5 "	8 Jan.
	B. W. Friend	" "	13 "	31 "
	C. B. Boydell	" "	15 "	15 Feb.
	E. Downey	" "	18 "	18 "
	S. M. Moule	" "	19 "	31 Jan.
	F. B. Turner	" "	25 "	25 Feb.
	Foley	Delegate to Agricultural Show	24 "	27 Jan.

Month	Name.	Why issued.	Period.	
			From	To
1894.			1894.	1894.
Jan....	Mr. A. Gray	Delegate to Agricultural Show	31 Jan.	1 Feb.
	R. W. Judd	" " " "	31 "	1 "
Feb.	Lieut. Impey	Visitor, Imperial Officer	2 Feb.	2 April
	Captain and Officers H.M.S. "Ringarooma" (4).	Naval Officers	2 "	31 Dec.
	Captain and Officers H.M.S. "Ringdove" (3).	" " " "	6 "	31 "
	Mr. M'Donnell	Under Secretary, Postal Department, Queensland	13 "	13 Mar.
	W. T. Kinney	Visitor, Canada	13 "	28 Feb.
	Captain and Officers H.M.S. "Tauranga" (5).	Naval Officers	12 "	19 May
	Mrs. Annear	Wife of M.P., Queensland	21 "	21 Mar.
	Captain and Officers, French War- ship "Scorff" (3).	Visitors, Naval Officers	26 "	9 April
	Mr. and Mrs. F. E. Lawes	Resident Magistrate, British New Guinea	27 "	27 Mar.
	Justice Cooper	Official Visitor, Queensland	1 "	20 "
	Mrs. Haynes	Wife of M.P.	5 "	22 Feb.
	Jeanneret	" " " "	2 "	2 Mar.
	A. Campbell	" " " "	7 "	21 Feb.
	Lee	" " " "	13 "	13 Mar.
	and Miss Kidd	" and daughter of Postmaster-General	12 "	19 Feb.
	Shepherd	" M. L. C.	22 "	1 Mar.
	Donnelly	" M. P.	24 "	10 "
	Mr. N. Pilkington	Railway Officer, India	19 "	19 April
	Miss Brown	Daughter of M.P.	1 "	31 Mar.
	Mrs. Willis	Wife of M.P.	16 "	20 Feb.
	Best	" Victoria	16 "	23 "
	Mr. G. Inglis	Delegates from South Australia and Victoria, attending Conference on Rust in Wheat, Brisbane.	15 Mar.	15 April
	R. Marshall			
	D. M'Alpine			
	Mrs. Cotton	Wife of M.P.	19 Feb.	20 Feb.
	Mr. S. M. Moule	Officer of Parliament	14 "	17 Mar.
	W. L. Edwards	" " " "	2 "	13 Feb.
	J. Walsh	" " " "	2 "	2 Mar.
	B. W. Friend	" " " "	10 "	10 "
	W. B. Connell	" " " "	16 "	16 "
	J. P. Wilson	Delegate to Agricultural Show	9 "	10 Feb.
	B. W. Foley	" " " "	23 "	26 "
	N. T. Pringle	" " " "	1 Mar.	
	T. Webster	" " " "	1 "	
	T. D. Stanton	H.M. Navy	1 "	
Mar.	Captain and Officers, H.M.S. "Katoomba" (4).	Naval Officers	5 "	31 Dec.
	Captain and Officers, H.M.S. "Lizard" (4).	" " " "	5 "	31 "
	Mr. Manakshaisis	Legislative Adviser to Mysore Government, India	9 "	9 April
	Mons. P. Sauvau	Mayor of Noumea, New Caledonia	13 "	6 "
	Commander and Officers, H.M.S. "Paluma" (2).	Naval Officers	21 "	31 Dec.
	Sir Charles Todd, K.C.M.G.	From South Australia	22 "	22 April
	Mr. J. Smibert	" Victoria		
	G. Smibert	" West Australia. } Delegates attending Postal Conference.		
	R. A. Sholl	" " " "		
	Mrs. and Miss Wilson	Wife and daughter of P.M.G., Queensland	22 "	30 Mar.
	Wood	Daughter of late Sir Charles Cowper	12 "	19 "
	Mr. J. M'Donnell	Under Secretary, Postal Department, Queensland	22 "	30 "
	Mrs. Langwell	Wife of M.P.	2 "	9 "
	Fuller	" " " "	1 "	1 April
	Haynes	" " " "	2 "	16 Mar.
	Hayes	" " " "	13 "	27 "
	Hindle	" " " "	24 "	24 April
	Holborrow	" " " "	29 "	5 "
	Garrard	" " " "	30 "	15 "
	Booth	" " " "	31 "	30 "
	Mr. Denham	Engaged in matters of public interest	17 "	17 Sept.
	D. H. Maratta	Consul-General for United States	30 "	30 April
	Mrs. Willis	Wife of M.P.	3 "	4 Mar.
	Barbour	" " " "	9 "	23 "
	Houghton	" " " "	16 "	20 "
	S. Smith	" " " "	28 "	4 April
	Mr. C. B. Boydell	Officer of Parliament	2 "	2 "
	R. A. Arnold	" " " "	16 "	16 "
	F. Walsh	" " " "	22 "	22 "
	Robertson	" " " "	22 "	22 "
	E. A. Garland	" " " "	22 "	22 "
	Denham	Delegate to Agricultural Show	7 "	12 Mar.
	N. J. Gray	" " " "	14 "	16 "
	Six officers and seventy men	H.M. Navy—Funeral party	20 "	
	Mrs. Wilkins	Wife of M.P., Victoria	3 April	3 May
	Captain and Officers, H.M.S. "Royalist" (3).	Naval Officers	5 "	31 Dec.
	Professor Koebele	Official Visitor	6 "	6 May
	Mrs. Bennett	Wife of M.P., Victoria	12 "	12 "
	Thorn	" Queensland	23 "	23 "
	Captain and Officers, Austrian Warship "Fasana" (6).	Visitors—Naval Officers	24 "	24 "
	Mrs. Wood	Daughter of late Sir C. Cowper	1 "	18 April
	Captain and Officers, Russian War- ship "Kreisser" (3).	Visitors—Naval Officers	24 "	24 May
	Captain Wm. Castle	Naval Depot, Sydney	2 "	31 Dec.
	Major Sebright	A.D.C. to Governor of Victoria	3 "	24 April.

Month.	Name.	Why issued.	Period.	
			From	To
1894.			1894.	1894.
Mar...	Mrs. Colls	Wife of M.P.	10 April	1 May.
	Donald	"	9 "	9 "
	Williams	"	9 "	13 April.
	Hutchison	"	11 "	25 "
	Hart	"	18 "	18 May.
	Dale	"	24 "	24 "
	Waddell	"	25 "	9 "
	Gould	"	24 "	4 "
	Gillies	"	30 "	1 June.
	Nicoll	"	29 "	29 May.
	Mr. G. W. Addison	Stipendiary Magistrate	24 "	24 June.
	Mrs. O'Sullivan	Wife of M.P.	24 "	8 May.
	One Member, Board of Control	Pitt Town Labour Settlement	2 "	30 June.
	Hon. G. Wallop	Private Secretary to Governor of Queensland	29 "	17 May.
	Mr. Justice Harding	Supreme Court Judge, Queensland	27 "	30 April.
	Miss Barnes	Daughter of M.P.	9 "	11 April.
	Lieut. Laufberger	Officer, Austrian Warship "Fasana"	9 "	11 "
	Mrs. Creed	Wife of M.L.C.	17 "	17 May.
	Corporal Dinston	H.M. Navy	21 "	31 Dec.
	Althines	"	"	"
	Mr. Johnstone	Officer of Parliament	7 "	7 May.
	P. Sheridan	Delegate to Agricultural Show	10 "	14 April.
	Webster	"	10 "	14 "
	Pringle	"	18 "	27 "
	J. Harvey	"	17 "	21 "
	R. H. Judd	"	17 "	21 "
May...	Major Sebright	A.D.C. to Governor of Victoria	1 May	20 May.
	Mr. G. Smith	M.P., New Zealand	7 "	7 June.
	W. Earnshaw	"	8 "	8 "
	Captain and Officers, H.M.S. "Wallaroo" (4).	Naval Officers	10 "	31 Dec.
	Captain and Officers, H.M.S. "Crescent" (4).	"	11 "	31 May.
	Captain and Officers, H.M.S. "Karrakatta" (4)	"	18 "	31 Dec.
	His Excellency The Lieutenant-Governor of South Australia.	Official Visitor	25 "	25 June.
	Professor N. Koebele	Official Visitor, United States	26 "	26 "
	Mrs. Vaughn	Wife of M.P.	4 "	4 "
	J. Wilkinson	"	5 "	19 May.
	A. Allen	"	15 "	15 June.
	Haynes	"	18 "	23 May.
	Kidd	"	24 "	31 "
	Sehey	"	26 "	2 June.
	Nicholson	"	29 "	4 "
	Mr. Marks	Consul for Japan	9 "	9 July.
	H. Tennent-Donaldson	Private Secretary to the Premier	18 "	25 May.
	Mrs. Melville	Wife of M.P.	26 "	26 June.
	Mr. R. A. Arnold	Officer of Parliament	4 "	4 "
	E. M. Fisher	Delegate from Tasmania in connection with Tasmanian International Exhibition.	18 "	18 "
	J. Joubert	"	"	"
	T. Bennison	"	"	"
	P. Sheridan	Delegate to Agricultural Show	10 "	12 May.
	J. Webster	"	10 "	12 "
	J. P. Wilson	"	24 "	26 "
	N. J. Gray	"	24 "	26 "
	Four officers and fifty men	H.M. Navy (funeral party)	10 "	"
	Two officers and thirty men	" (firing party)	28 "	18 June.
June	Mrs. Reid	Wife of Minister for Defence, Victoria	8 June	30 "
	Mr. C. L. Wragge	Government Meteorologist, Queensland	17 "	17 July.
	J. A. de Vicq	Consul-General for Netherlands	17 "	17 "
	Mrs. Fysh	Wife of M.P., Tasmania	21 "	20 "
	Captain Forbes	A.D.C. to Governor of Victoria	26 "	10 "
	Mr. H. Roberts	Visitor, India	9 July	9 Aug.
	Beatson	Officer, Indian Railways	27 June	17 July.
	Justice Cooper	Official Visitor, Queensland	1 July	31 "
	Mrs. Newton	Wife of M.P.	7 June	13 June.
	Hoyle	"	6 "	1 July.
	Melville	"	8 "	8 "
	Waddell	"	11 "	16 June.
	Cann	"	18 "	2 July.
	Bavister	"	18 "	28 June.
	Mr. J. H. Armona	Consul-General for Netherlands	19 "	31 Dec.
	Miss Danahey	Sister of M.P.	23 "	7 July.
	Mr. J. B. Graham	Police Magistrate	26 "	10 "
	J. Creer	Superintendent of Labour Bureau	26 "	31 "
	Mrs. Donnelly	Wife of M.P.	27 "	29 June.
	Campbell	"	27 "	10 July.
	Levien	"	2 July	9 "
	Gould	"	8 "	12 "
	Mr. S. M. Moule	Officer of Parliament	1 "	31 Dec.
	Mrs. E. B. Nicoll	Wife of M.P.	20 June	20 July.
	Lady Abbott	"	22 "	23 June.
	Sir Thomas M'Ilwraith's Private Secretary.	Travelling with Sir Thomas M'Ilwraith	3 "	6 "
	Mr. Berckleman	Secretary to Aborigines Protection Board	20 "	30 "
	Mrs. Willis	Wife of M.P.	20 "	30 "
	Williams	"	2 July	9 July.
	Mr. W. S. Christie	Officer of Parliament	14 June	14 "
	J. R. McGregor	"	13 "	13 "

Month.	Name.	Why issued.	Period.	
			From	To
1894.			1894.	1894.
June	Mr. Monahan	Officer of Parliament.....	14 June	14 July.
	A. P. Clapin	" " " "	15 "	15 "
	C. B. Boydell	" " " "	19 "	19 "
	W. L. Edwards	" " " "	25 "	25 "
	R. Hayne	Messenger, Parliament House.....	4 July	26 "
	J. Laurence	" " " "	30 June	30 "
	A. Pringle	Delegate to Agricultural Show	19 "	23 June.
	Eighty officers and men	H.M. Navy (Funeral party)	27 "	"
	Two officers and forty-eight men	(Firing party)	2 July	23 July.
July	Hon. W. M'Cullough	M.L.C., New Zealand	3 "	3 Aug.
	Mr. C. A. MacDonald	Visitor, United States	5 "	3 Sept.
	Baron E. de Berg Kattentack	" Russia	7 "	7 Aug.
	Mr. J. Joubert	Tasmanian International Exhibition	12 "	15 "
	Mrs. Fysh	Wife of M.P., Tasmania	18 "	6 "
	Hon. G. Smith	M.L.C., Fiji	19 "	19 "
	J. Berry and wife	" " " "	19 "	19 "
	Lieutenant J. L. Harrington	Official Visitor, Aden, Arabia	21 "	21 "
	Mrs. Reid	Wife of Minister for Defence, Victoria.....	24 "	28 July.
	Mr. M'Donald	Railway Engineer, England	25 "	6 Aug.
	Mrs. Suttor	Wife of M.P.	26 "	26 "
	Sheldon	" " " "	2 "	21 July.
	Hyam	" M.L.C.	5 "	5 Aug.
	Wright	" M.P.	12 "	26 July.
	Dickens	" " " "	16 "	30 "
	Waddell	" " " "	19 "	27 "
	Mr. Thos. Terry	Local Agent, Tasmanian International Exhibition.....	1 Aug.	31 Aug.
	Mrs. M'Court	Wife of M.P.	31 July	15 "
	Thomas	" " " "	2 Aug.	9 "
	Clark	" Attorney-General, Tasmania.....	21 "	22 "
	Wood	Daughter of late Sir C. Cowper	18 July	5 "
	C. Cairns	Fruit-growers' Union, attending Conference	3 Aug.	13 "
	Miss Brown	Daughter of M.P.	1 "	7 "
	F. L. Clapin	Officer of Parliament	6 July	6 "
	F. B. Turner	" " " "	9 "	9 "
	F. G. Boydell	" " " "	9 "	9 "
	W. B. Connell	" " " "	9 "	9 "
	W. Clifford	Messenger, Parliament House.....	11 "	31 July.
Aug.	Surgeon-Major E. North	Visitor, Imperial Officer	6 Aug.	6 Sept.
	Major Bedford Allen	" " " "	6 "	6 "
	Mr. R. M. Johnston	Government Statistician, Tasmania	8 "	8 "
	Mrs. McGregor	Wife of M.L.C., Tasmania	13 "	13 "
	Mr. H. Roberts	Visitor, India	11 "	11 "
	Mrs. Withers	Wife of General Superintendent, P. and O. Company	13 "	30 Nov.
	Hon. G. Smith	M.L.C., Fiji	17 "	18 Sept.
	J. Berry and wife	" " " "	17 "	19 Oct.
	General Frey	French Military Officer.....	20 "	3 Sept.
	Colonel Pigot	" " " "	20 "	3 "
	Captain Mordrelle	" " " "	20 "	3 "
	Hon. J. B. Whyte	M.L.C., New Zealand	22 "	22 "
	W. T. Reid	Solicitor-General, New Zealand	27 "	27 Oct.
	Mr. W. G. Reid	Visitor, New Zealand	28 "	28 Sept.
	Commander Cresswell.....	Naval Commandant, South Australia	4 Sept.	18 "
	Mrs. Shepherd	Wife of M.L.C.	6 Aug.	13 Aug.
	R. G. Fitzgerald	" M.P.	13 "	20 Sept.
	Levien	" " " "	15 Sept.	20 "
	Rev. G. MacLunes	Moderator, Presbyterian Church	17 "	17 Oct.
	Lieut. J. Moore	Visitor (Indian Re-mount Service).....	2 Aug.	9 Aug.
	Mrs. Carroll	Wife of M.P.	4 "	31 "
	Mr. Rossiter	Visitor, Norfolk Island.....	7 Sept.	20 Sept.
	J. R. McGregor	Officer of Parliament.....	10 Aug.	10 "
	J. B. Laing	" " " "	16 "	30 Aug.
	J. Walsh	" " " "	18 "	18 Sept.
	P. Sheridan	Delegate to Agricultural Show	14 "	16 Aug.
	J. Webster	" " " "	22 "	27 "
	W. A. Greaves	" " " "	25 "	5 Sept.
	F. Webster	" " " "	14 "	17 Aug.
	W. A. Greaves	" " " "	25 "	"
	Admiral Bowden-Smith's servant.....	Travelling with His Excellency	1 Sept.	14 Sept.
Sept.	Mr. J. Joubert	Tasmanian International Exhibition	7 "	7 Oct.
	Commissioner of Taxes	Official Visitor, South Australia.....	13 "	13 "
	Captain Pyne	A.D.C. to Governor of Queensland	10 "	17 Sept.
	Miss Norman	Visitor, Queensland	17 "	30 "
	Mr. Justice Cooper	Official Visitor, Queensland.....	28 "	28 Oct.
	Lord Sudely	Visitor, England	8 "	16 "
	Mr. W. Tarleton	Chief Police Magistrate, Tasmania	1 Oct.	31 "
	T. Terry	Local Agent, Tasmanian International Exhibition.....	29 Sept.	13 "
	Mrs. Evers	Wife of M.P.	1 Oct.	11 "
	Lady Parkes	" " " "	29 Sept.	13 "
	Mrs. Gould	" " " "	1 Oct.	11 "
	Young	" " " "	29 Sept.	13 "
	Ferguson	" " " "	5 "	30 Sept.
	Major M'Clintock	Queensland Military Officer	9 "	30 "
	Mr. W. Campbell	President, Eight Hours Committee, Melbourne	25 "	5 Oct.
	Mrs. Wood	Daughter of late Sir C. Cowper	27 "	23 "
	Mr. J. P. Wilson	Delegate to Agricultural Show	3 "	8 Sept.
	W. Martin	" " " "	5 "	9 "
	T. Harvey	" " " "	13 "	14 "
	Lord Hopetoun's two servants	Travelling with His Excellency the Governor of Victoria.....	5 "	"
	Four officers and sixty men	H.M. Navy (Funeral party)	13 "	"
	" " " "	" " " "	"	"

NOTE.—It would be impossible to give the values of the passes issued with any degree of accuracy, as records are not kept of the number of journeys made on such passes.

1894-5.

LEGISLATIVE ASSEMBLY,
NEW SOUTH WALES.

RAILWAY FREE PASSES.
(RETURN RESPECTING.)

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

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 24th April, 1895, That there be laid upon the Table of this House,—

“ A Return showing the names of persons holding periodical passes over the Railways of New South Wales during 1895, other than granted for Railway business; also showing why passes were granted and duration of such.”

(Mr. Cameron.)

RETURN showing the Names of Persons holding periodical Passes over the Railways of New South Wales during 1895, other than granted for Railway business; also showing why granted and duration of such passes.

Names.	Why Granted.	Date of Expiration.
		1895.
His Excellency Rear-Admiral C. A. G. Bridge...	Naval Commander-in-Chief	31 December.
Flag-Lieutenant Duff	Flag Lieutenant to Admiral	31 "
Mr. D. B. L. Hopkins	Secretary to Admiral	31 "
Captain and Officers of—		
H.M.S. "Orlando" (10)	Naval Officers	31 "
" " "Mildura" (5)	"	31 "
" " "Rapid" (4)	"	31 "
" " "Katoomba" (5)	"	31 "
" " "Lizard" (4)	"	31 "
" " "Dart" (3)	"	31 "
" " "Karrakatta" (4)	"	31 "
" " "Ringarooma" (5)	"	31 "
" " "Paluma" (2)	"	31 "
" " "Pylades" (4)	"	31 "
" " "Ringdove" (3)	"	31 "
" " "Penguin" (3)	"	31 "
" " "Goldfinch" (3)	"	31 "
" " "Royalist" (3)	"	31 "
" " "Wallaroo" (4)	"	31 "
Mr. C. Walker, C.M.G.	Principal Under Secretary	31 "
J. Barling	Under Secretary for Public Works	31 "
A. C. Fraser	" " Justice	31 "
H. Wood	" " Mines	31 "
F. Kirkpatrick	" " Finance and Trade	31 "
W. Houston	" " Lands	31 "
J. Maynard	" " Education	31 "
W. W. Stephen	Secretary to Attorney-General	31 "
S. H. Lambton	Deputy Postmaster-General	31 "
J. Dalgarno	Secretary to Postal Department	31 "
P. B. Walker	" " Telegraph Department	31 "
W. J. Davies	Postal and Telegraph Inspector	31 "
G. P. Unwin	" " "	31 "
F. B. Bossley	" " "	31 "
A. Tucker	" " "	31 "
A. Burnett	" " "	31 "
G. J. Young	" " "	31 "

752 copies—Approximate cost of Printing (labour and material), £2 16s. 2d.

Names.	Why Granted.	Date of Expiration.
		1895.
Mr. W. H. Maguire	Postal and Telegraph Inspector	31 December.
E. W. Bramble	"	31 "
F. P. Brewer	"	31 "
R. Rutherford	"	31 "
C. Moore	Director, Botanic Gardens	31 "
C. Darley	Engineer-in-Chief, Harbours and Rivers, and President, Water and Sewerage Board.	31 "
R. R. Hickson	Engineer-in-Chief, Roads and Bridges	31 "
C. Potter	Government Printer	31 "
W. R. Beaver	Clerk of the Peace	31 "
G. Miller	Comptroller of Prisons	31 "
F. W. Webb, C.M.G.	Clerk of the Legislative Assembly	31 "
J. J. Calvert	Clerk of Parliaments	31 "
C. Robinson	Principal shorthand writer, <i>Hansard</i> Staff	31 "
L. J. Harnett	Sergeant-at-Arms, Legislative Assembly	31 "
S. M. Mowle	Usher of the Black Rod, Legislative Council	31 "
C. Lyne	Secretary, Public Works Committee	31 "
J. Creer	Superintendent, Government Labour Bureau	31 "
R. Rutherford	Of Messrs. Cobb & Co.	31 "
Consul for France	Diplomatic Service	31 "
Vice-consul for France	"	31 "
Mr. Richards	Extension of Traders' Tickets Regulations	31 "
Consul for United States	"	31 "
Consul-General for Chili	"	31 "
Consul-General for Nicaragua and Consul for Chili	Diplomatic Service	31 "
Consul for Japan	"	30 June.
Mr. W. L. Vernon	Government Architect	31 December.
Maiden	Goldsbrough, Mort, & Co.	31 "
Mylechrane	"	31 "
R. M. Pitt	Pitt, Son, & Badgery	31 "
H. S. Badgery	"	31 "
W. C. Hill	Hill, Clark, & Co.	31 "
P. G. Wynter	"	31 "
J. L. Rowe	"	1896.
W. Kilgour	Dalgaty & Co.	29 February.
Managing Director	"	1895.
Mr. J. R. Gunn	Permewan, Wright, & Co.	31 December.
The Manager	"	31 "
Mr. H. B. Vowles	"	31 "
C. W. Morrison	"	31 "
The Manager	"	31 "
Auditor or Clerk	Wright, Heaton, & Co.	31 "
Mr. Greatrex	"	31 "
F. W. Bacon	"	31 "
C. L. Shainwald	Rich & Co., Extension of Traders' Ticket Regulations	30 June.
R. Hudson	Re development of Dead Meat Trade, &c.	30 "
Corporal Durston	"	30 "
Alltimes	Naval, H.M. Navy	31 December.
Mr. F. A. Burrowes	"	31 "
Williams	Customs Department (Queensland), Wallangarra—Between Wallangarra and Tenterfield.	30 June.
G. J. Bayley Macarthur	Private Secretary to Lieut.-Governor	30 September.
E. W. Rowe	Secretary, Warwick Farm Race Company—Between Syd- ney and Liverpool.	31 December.
P. O'Mara	Secretary, Rosehill Race Club—Between Parramatta and Como.	31 "
J. Bennett	In connection with Rosehill Line—Between Sydney and Rosehill.	31 "
H. Gordon	Manager, Flemington Stock-yards—Between Sydney and Flemington.	31 "
Member, Board of Control, Pitt Town Labour Settlement.	Between Sydney and Windsor	30 June.
Mr. S. Clift	Newcastle { Between Sydney, Narrabri, Jennings, & Morpeth	31 December.
F. J. Thomas	and H. R. { " Sydney and Morpeth	31 "
H. D. Portus	S. S. Co. { " Morpeth and Wallangarra	31 "
"	"	30 June.
Fosbery	Inspector-General of Police.	
Cameron	Deputy Master of the Mint.	
C. Cowper	Sheriff.	
J. Rae	Ex-Commissioner for Railways—Granted on his retire- ment from position of Commissioner for Railways.	
Miss Cowper	On account of distinguished services of Sir Charles Cowper (not used).	
Captain Fielding	A.D.C. to His Excellency the Lieutenant-Governor.	

NOTE.—Return does not include passes held by Members of Parliament.

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(RETURN RESPECTING PROPOSALS SUBMITTED FOR CONSIDERATION OF THE PARLIAMENTARY
STANDING COMMITTEE ON PUBLIC WORKS.)

Ordered by the Legislative Assembly to be printed, 7 March, 1895.

[Laid upon the Table of this House in answer to Question No. 11, of the 5th December, 1894.]

Question.

11. RAILWAYS PASSED AND REJECTED BY THE PUBLIC WORKS COMMITTEE:—MR. PARKES asked THE SECRETARY FOR PUBLIC WORKS,—
- (1.) What railways have been passed by the Public Works Committee since the Committee was first established?
 - (2.) How much does each recommended railway lose per annum, or how much revenue does each return, as the case may be?
 - (3.) What was the contract cost of each?
 - (4.) What was the complete cost?
 - (5.) What railways have been rejected by the Public Works Committee since the Committee was first established?

Answer.

Question No.-1.	No. 2. Actual loss per annum, Working Ex- penses and Interest.	No. 3.* To 23 February, 1895.	No. 4.† Total Expenditure to 23 February, 1895.	Remarks.
	£	£	£	
Culcairn to Corowa	8,023	115,545	205,494	Opened for traffic.
Goulburn to Crookwell ... ..	.....	.....	.....	Construction not authorised.
Nyngan to Cobar	3,588	146,045	296,792	Opened for traffic.
Marrickville to Burwood Road... ..	.....	76,682	164,171	do do
Kiama to Nowra	12,968	230,832	358,721	do do
Lismore to Murwillumbah	11,695‡	582,057	809,552	do do§
Cootamundra to Temora	1,943	91,769	164,338	do do
Molong to Parkes and Forbes... ..	2,288	246,278	359,251	do do
Milson's Point Extension	11,173	83,080	315,654	do do
Kiama-Nowra into Nowra ... ..	.....	.....	.....	Construction not yet author- ised.
Cobar to Broken Hill ... ..	.....	.....	.....	do do
Lismore to Casino ... ..	.....	.....	.....	do do
Glen Innes to Inverell... ..	.....	.....	.....	do do
Narrabri to Moree ... ..	.....	.....	.....	do do

* Exclusive of land, permanent-way materials, and other heavy charges. † No. 4 includes the items omitted in No. 3. ‡ Represents the actual loss since the line opened to the end of December. § First section opened 15 May, 1894; second section opened 24 December, 1894.

(5.) Moss Vale to Robertson; Grafton to Lismore; Mudgee to Gulgong; Broken Hill to Cockburn; Grafton to Casino; Jerilderie to Deniliquin; Eden to Bega; Deviation to avoid Lithgow Zig Zag; Temora to Wyalong (temporarily).

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CONTRACT FOR THE DELIVERY OF WOOL, &c.
(FROM DARLING HARBOUR AND REDFERN RAILWAY STATIONS.)

Ordered by the Legislative Assembly to be printed, 6 March, 1895.

Question.

3. MR. HOGUE asked THE COLONIAL TREASURER,—

- (1.) Will he lay upon the Table of the House a copy of the specification in connection with the tenders for the delivery of wool and other goods from Darling Harbour Railway Station from 1st day of April, 1895, to 31st day of March, 1896?
- (2.) The names and addresses of tenderers, and prices of all tenders received by the New South Wales Railway Commissioners for this contract?
- (3.) The names and addresses of the successful tenderers, stating whether their tender was the lowest one received?
- (4.) Is it customary for the Railway Commissioners to accept the lowest tender, provided such tenderer complies with the specification, and forwards the necessary deposit and bond with the tender?
- (5.) Did the lowest tenderer comply with the specification, and forward the necessary deposit in this instance?
- (6.) Is it a fact that the successful tenderers amended their offer, on or after the 25th day of February, 1895?
- (7.) Is it a fact that all tenders for the delivery of wool and other goods from Darling Harbour have been for a longer term than twelve months?
- (8.) In how many instances have the present contractors had the contract for the delivery of wool and other goods from Darling Harbour and Redfern Railway Stations transferred to them, they at the same time being unsuccessful tenderers?
- (9.) In what manner did the contractors receive the contracts from 1888 to 1892, and from 1892 to 1895?

Answer.

1. There will be no objection to lay this on the Table if moved for in the usual way, but probably the information afforded will render it unnecessary.

2. J. McMahon and Co., Circular Quay.—Wool, at per bale, 3½d.; at per butt, 2d.; at per bag, 1d. Goods, up to 5 cwt., 1s. each consignment; over 5 cwt. and up to 10 cwt., 1s.; over 10 cwt. and up to 15 cwt., 1s. 6d.; over 15 cwt. and up to 20 cwt., 2s. Sutton and Co., 74, York and Market Streets.—Wool, at per bale, 3½d.; at per butt, 1½d.; at per bag, 1d. Goods, over 1 cwt. and up to 5 cwt., 9d.; over 5 cwt. and up to 10 cwt., 1s.; over 10 cwt. and up to 15 cwt., 1s. 6d.; over 15 cwt. and up to 20 cwt., 1s. 9d. J. J. Gillham, 14, Cooper-street, Surry Hills.—Wool, at per bale, 3½d.; at per butt, 2d.; at per bag, 1d. Goods, up to 5 cwt., 1s.; over 5 cwt. and up to 10 cwt., 1s. 6d.; over 10 cwt. and up to 15 cwt., 1s. 9d.; over 15 cwt. and up to 20 cwt., 2s. Wright, Heaton, and Co. (Limited), 241, Pitt-street, Sydney.—Wool, at per bale, 4½d.; at per butt, 2½d.; at per bag, 1d. Goods, up to 5 cwt. each delivery, 1s.; over 5 cwt. and not exceeding 10 cwt., 1s. 3d.; over 10 cwt. and not exceeding 15 cwt., 1s. 9d.; over 15 cwt. and not exceeding 20 cwt., 2s. 3d.

3 and 4. The tender of Messrs. J. McMahon and Co. was accepted. The contract mainly consists in the cartage of wool in bales and bags, 511,917 bales and 5,720 bags being delivered from Darling Harbour for seven months ending January last, and for this service two tenders, Messrs. J. McMahon and Co. and Messrs. Sutton and Co., were equal. For the delivery of butts, 974 having been delivered, Messrs. Sutton and Co. were lower, but the difference represents a sum of £3 per annum only, and in view of the great importance of the contract and the very satisfactory manner in which Messrs. McMahon and Co. had carried out the work in previous years their tender was accepted.

5. Yes.

6. No.

7. No.

8 and 9. It is understood that in 1888, shortly before the Commissioners took office, Messrs. McMahon and Co.'s tender was accepted, a lower tenderer declining to take it up in the first instance, and Messrs. McMahon and Co. accepted the contract at the lowest tendered price. A contract was let in 1892 to Messrs. McMahon and Co., they being the lowest tenderers for the delivery, contractor supplying the labour required. The price tendered was 4½d., but at the request of the Commissioners the price was reduced to 4d. per bale. The contract was for one year, subject to renewal at the option of the Commissioners.

1894-5.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND AT TARANA, FOR BALLAST QUARRY, BY THE RAILWAY COMMISSIONERS.)

*Ordered by the Legislative Assembly to be printed, 4 July, 1895.*NOTIFICATION OF RESUMPTION OF LAND FOR
RAILWAY PURPOSES UNDER THE PUBLIC
WORKS ACT OF 1888.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Honorable Sir FREDERICK MATTHEW
(L.S.) DARLEY, Knight, Lieutenant-Governor
FREDK. M. DARLEY, of the Colony of New South Wales and
Lieutenant-Governor, its Dependencies.

WHEREAS the Railway Commissioners of New South Wales are desirous of acquiring the land referred to in the Schedule hereto for the purpose of maintaining the traffic on the Great Western Railway by providing ballast for the repairs of the said line between Sydney and Bourke, which work appears to the Commissioners necessary, and is such work as the Railway Commissioners are authorised to carry out pursuant to the "Government Railways Act of 1888;" and it is estimated that the cost of completing such work will not exceed the sum of £20,000: And whereas the said land is, in my opinion, required for carrying out the said work: Now, therefore, I, the Lieutenant-Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out, under the "Public Works Act of 1888," by the said Railway Commissioners, who, in respect to the said work, I hereby declare shall be deemed to be the Constructing Authority: And in further pursuance of the provisions of the said Act, I do hereby direct that the said land may be acquired and taken for the purposes aforesaid under the "Lands for Public Purposes Acquisition Act"; and I do declare, by this notification to be published in the Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said land described in the Schedule hereto has been resumed for the public purpose hereinbefore expressed, that is to say, to provide a quarry for the supply of ballast for repairs of the railway between Sydney and Bourke, to the intent that upon the publication of this notification in the Gazette, the said land described in the Schedule hereto shall forthwith be vested in the said Constructing Authority on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever, and to the intent that the legal estate therein,

together with all powers incident thereto or conferred by that Act, shall be vested in such authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situated in the parish of Eusdale, county of Roxburgh, and Colony of New South Wales, being part of John Wade's conditional purchase portion numbered 52 of the aforesaid parish: Commencing at a point on the western boundary of the aforesaid portion, distant 2,788 links from the north-western corner thereof; and bounded thence towards the west by part of the western boundary aforesaid, being a line bearing north 718 links; thence bounded towards the north by a line bearing north 58° 1' east 1,179 links to the eastern boundary of the said portion; thence bounded towards the east by part of the said eastern boundary, being a line bearing south 723 links to the railway boundary; thence bounded towards the south by the railway boundary, being lines bearing south 68° 16' west 309 links, south 61° 55' west 321 links, south 54° 11' west 310 links, south 45° 56' west 248 links, to the point of commencement, and containing 6 acres 2 roods 24 perches. Also, all that other piece or parcel of land, being part of the aforesaid conditional purchase or portion number 52: Commencing at the southern end of the western boundary of the said conditional purchase where it abuts on the northern bank of the Fish River; and bounded thence towards the west by a line, being part of the said western boundary, bearing north about 605 links to the railway boundary; thence bounded towards the north by that boundary, being a line bearing north 30° east 100 links; thence bounded towards the east by a line bearing south about 700 links to the northern bank of the Fish River; thence bounded towards the south by that river, to the point of commencement,—and containing 1 rood 12 perches, being a strip of land 50 links wide, the same being more particularly described and delineated on the plan attached to these presents, and coloured red thereon.

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

By His Excellency's Command,

G. H. REID.

GOD SAVE THE QUEEN!

1894-5.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ELECTRIC AND OTHER TRAMWAYS.

(MINUTE OF THE ENGINEER-IN-CHIEF FOR RAILWAY CONSTRUCTION ON.)

Ordered by the Legislative Assembly to be printed, 15 May, 1895.

Railway Construction Branch, Sydney, 25 April, 1895.

So much has been written lately on tramways, especially electric tramways, that it is difficult to find anything new to say. Several technical journals are entirely devoted to the publication of information referring to these matters, and several good practical hand-books describing and illustrating the most recent methods have appeared within the last few years. This literature, however, is not immediately available to those answerable for our expenditure, as it is too voluminous for study unless for the technical practitioner, and it becomes, therefore, desirable that some of the most important facts connected with tramway designs should be selected and placed before them, especially those, a review of which will show the defects inherent in our own system of steam traction, and the means by which the same can be improved. My visit to America and Europe has given me opportunities of judging of the value of different methods, better than what mere reading of descriptions and reports impart, and I trust, therefore, that the Minister will find this report of considerable practical value. I must say at the commencement that I have, as far as is possible, avoided the incorporation of statistics or other unreadable matter into the body of the report; but as I have a large quantity of such information in my possession it is available for use when called for. I confine myself, therefore, to such facts and views as will afford a general knowledge of the subject.

Few will, I think, maintain that the steam service in Sydney is a satisfactory one. It is objectionable on account of dirt, noise, and danger. It is said to ruin the streets for business purposes when laid down, but be that as it may, the objections against its use are such that its more general extension into such busy streets as George-street or Pitt-street, or the less crowded ones of Castlereagh or York Streets, would be the cause of general outcry, while the laying down of a steam tram-line along Macquarie-street would be looked upon as a desecration. There would not be the same objection felt to the existence of any other system of tramway along these streets, whether cable or electric, and such new lines are some or all of them very much wanted in order that the tramway service may at all compare in convenience with those of American cities. Our tramways as at present laid out—I speak of the steam tramways—all converge at the south-west corner of Hyde Park into one street—Elizabeth-street. Between this point and the terminus there are times of the day when the traffic is so great that the trams follow one another in such quick succession that there is little space between them. An increase in the number of trams would appear impossible; yet take any particular line, and it will be seen that the trams in that direction run only at long intervals. This could only be rectified by dividing and bringing some of the traffic into other parallel streets, but the objection to the employment of steam motors in those streets prevents that. That a more frequent service into the suburbs is wanted is clear, as in conjunction with the trams there are lines of omnibuses doing a good business; in fact, it almost seems as if the trams only get the leavings of the omnibuses. A frequent and quick service is wanted, with smaller cars or at least shorter trains. People do not want to wait until a train-load is made up. With an efficient tram service there ought on all lines to be at least one car in sight, for as soon as one goes out of sight another should be coming into view in the opposite direction. In this way people in a hurry will not have to take the first omnibus that comes, for they will know how little time they need wait for a car.

Seeing that steam has been tried and failed—What other method can be adopted? The choice lies between cable and electricity; for the fourth method, that of horse traction, is, with the steep grades of the Sydney streets, not to be thought of. The cable has many advantages, but it is very expensive, and the laying down of such a road entails temporary interference with the street surface and the traffic upon it in a very prejudicial way. Of course, if there was no alternative the inconvenience would have to

be put up with, as has been done in the case of the King-street tramway, and there are perhaps places where, on account of density of traffic and grade, there would be no choice but to use the cable; but in most cases electricity serves the purpose, and in general it is far easier to apply and affords many advantages over any other system. It is easier of application and less costly for the construction of new lines, and it is the only substitute for steam on existing lines without entering upon entire reconstruction.

When the two proposals to construct tramways along King-street and George-street were being inquired into by the Public Works Committee, I strongly urged the adoption of electricity as motive power, pointing out, in my opinion, and judging by the practice in America, that the method was no longer in an experimental stage. It was difficult to persuade the members of the Committee of this fact, and consequently the cable was adopted for the King-street lines and the George-street proposal was rejected. At that time, however, 3,000 miles of road in the United States were being worked by electricity; at the end of 1891 there were 4,061 miles; end of 1892, 5,939 miles; at the end of 1893, 7,476 miles; and at the end of 1894, according to the latest published returns, about 9,000 miles had been laid down. I believe, at the time of the inquiry above mentioned, the statements of the journals as to the progress of the use of electricity in the States were looked upon as American yarns, and although it was believed that electricity had been tried, it was supposed to be in the state of a scientific experiment. There can be no doubt of it now. I think the most incredulous will believe in the best progress made, and the almost universal adoption of electric traction. Not only in all the cities of the United States, and in many of the countries of Europe, horses are being dispensed with and electricity adopted; but during my visit to America I saw several examples where the cable system laid down had been abandoned, and electricity used instead on the same road. In the 1893 Report of the New York Railroad Commissioners there are mentioned thirty-two applications received for change of motive power, and of these twenty-eight are for the use of electricity. To form an idea of the enormous extent to which it may be employed, I may state that the West End-street Railway Company of Boston have an equipment of 1,500 cars. Various objections were formerly raised against electricity as a motive power, some of which are the following:—

- (1) The only system which has received any measure of success is the overhead wire, which is dangerous.
- (2) It is unsightly.
- (3) It is not capable of surmounting steep grades.
- (4) It is not suitable for coping with heavy traffic.

With regard to the first statement that the only successful method is the overhead wire, this is not correct, as in Budapest the conduit system is completely successful, and there is nothing to prevent any other system with exposed conductor like Love's being a complete success if drainage is properly attended to. The overhead wire and trolley system is, however, the cheapest, and the one which in most cases I should recommend. Then as to the statement that it is dangerous—Most of this has arisen from the occasional falling of a broken telegraph line across the trolley line, and thus bringing the current to the ground. As the breaking of telegraph lines occurs in winter only in America, and is due to accumulated weight of ice and snow on them, which we do not have, the objection so far as we are concerned may be passed over as trivial. There are, besides, no currents dangerous to human life used; in America a pressure of 500 volts is the usual practice—this will kill a horse, but not a human being; in England 350 volts is the limit used. Practically, however, the danger is nil, and is actually so if proper guard wires are used when there is fear of other wires falling on to the trolley wires.

(2) "It is unsightly"—This statement is very much exaggerated, a newly laid out line is not necessarily unsightly, even when laid as in America with the wire over the centre of the road. The public should not form their judgment by the late Randwick and Waverley line which was clumsy in the extreme, nor even by the Military-road line on the North Shore, for the posts there are thick and heavy. Let any one look at the way the telegraph lines are carried along and across some of the Sydney streets, and then say whether we ought to raise objections against a new trolley line when hideous erections and crossings of wires are already tolerated. In most cases, however, the wire over the middle of the street can be avoided as I saw on the South Staffordshire line in England, which I mentioned in my preliminary report.

(3) "It is not capable of surmounting steep grades"—This objection is now quite out of date. I saw several examples of steep grades in America, and heard of many others. The Metropolitan line in San Francisco has grades of 13·8 per cent. equal to 1 in $7\frac{1}{4}$, the San Mateo line 11·2 per cent. (I find I reversed them in my preliminary report). In Los Angeles there is a grade of 13 per cent. and there are others less steep, but still severe. A remarkable example of steep grades exists in Florence on the tramway, where a great deal of steady mounting is done on a grade of 8 per cent., or 1 in $12\frac{1}{2}$. This work is done by the use of Sprague motors, which are far from being now the best and most approved type.

As to its not being suitable to cope with heavy traffic this is certainly a mistake. The Boston tramways are a complete refutation of this statement. The difficulty in Boston lies in the narrow streets and the constriction produced by having to pass all the traffic through a narrow neck.

At St. Louis, Captain McCulloch, who is the manager of several now incorporated tramway companies, told me that the Franklin Avenue cable tram has to be renewed, and that although his prejudices were formerly in favour of cable, he proposes to make the new line an electrical road. On this line the cars run every two minutes. Grip car and trailer have seating capacity of fifty-three persons, which means, that they may sometimes carry more than double this number, judging from the way the Americans crowd on and stand on all available space.

In America it is considered that electric lines are much safer to work than the cable, the cars are more completely under control, they can stop at any moment, can reverse or go on again at any point on the road, this is not the case with the cable. This is a very great advantage in crowded streets when collisions are likely to occur. If a cable car has to stop longer than its usual time at a street corner it cannot make up time; the speed is limited by that of the cable; with electric it is otherwise, the road being clear, high speed can be obtained and time lost regained. The speed at command is a most important advantage. In New York, on the Broadway cable line, I frequently noticed at the city end the cars running slow, letting the cable in fact slip through the grip so as to avoid running into vehicles in front; in this way a great loss of power and great wear to the cable result. In electric cars this, of course, would not occur as only the power required is taken from the conductor.

In the matter of speed electricity beats anything else but steam. It is true I saw in Chicago two cable roads speeded respectively at 13·85 and 15 miles per hour, but on the Haywards Electric Line, near San

San Francisco, the speeds obtained are from 25 to 32 miles per hour. On other lines also, high speeds are obtainable up to 24 miles, and when the cars are fitted with good proper brakes, these speeds are quite unobjectionable for suburban work. In consequence of the speed obtainable, the Americans prefer the electric lines if for no other reason, and the companies urge with truth that it is a source of economy as when higher speeds are used a less number of cars are employed.

Captain M'Culloch, who is an authority on tramway matters, gave me his opinion that, if he were laying down a long line, starting in a centre of population, where for some distance along heavy traffic might be expected; and running right out to a suburb, he would, even if it paid to put down a cable for the first part, adopt electricity throughout so as to avoid change of cars.

In order to give an idea of the circumstances under which it may be most economical to put down a cable road or electric road respectively, looking at it from the question of power to be supplied, all other things being equal, I will suppose that for a certain equipment of road twenty cars are run. Let it be assumed that the power required to drive the machinery and cable, as it very well might be, is 340 h.-p., and that each car requires an average of 8 h.-p. to draw it. Then, with the equipment mentioned, the total power will be $340 + (20 \times 8) = 500$ h.-p. If the number of cars be doubled the power will not be doubled, but will be $340 + (40 \times 8) = 660$ h.-p., or if the equipment be of fifty cars, and the engines still powerful enough to bear the extra strain, the total will be $340 + (50 \times 8) = 740$ h.-p. Now, take the power required for electric traction, and assume the power lost on the road and absorbed by each car to be 16 h.-p., then for twenty cars we require 320 h.-p. as compared with 500 h.-p. for cable, with forty cars 640 h.-p. as compared with 660 h.-p. for cable, but when the number of cars run is fifty the total power is 800 h.-p. for electricity as compared with 740 h.-p. for cable, so that there comes a time when the excess of traffic is so great that the cable pays best as regards fuel consumed. Of course, in making such calculations other considerations must not be lost sight of, such as the interest on the greater cost of road and power plant, which again requires more land and larger buildings for its accommodation.

I will now proceed to make some observations on the different methods of applying electricity for traction in America and elsewhere.

I will first take the accumulator or storage battery system.

In America this system has made no way. Either the interests in favour of other methods are too powerful or the system itself is essentially weak, otherwise it might be thought that in that country, at least, where new inventions are received with open arms, its introduction would have been welcomed.

The storage battery system has, of course, many advantages, each car taking its own power with it, and is, therefore, independent of the power-house and the other cars. A break-down does not mean even a temporary stoppage of the whole system, but there are serious drawbacks to contend with. In the first place the cars are very heavy as they are weighted up with the batteries, so that wear and maintenance of road becomes thereby affected; also, for the same reason, more power is required as the load to be moved is so much greater. Then the charging of the cells takes equally long to effect, or nearly so, as the discharging during running, so that a double number of cells have to be kept in hand. Then, again, there is a low limit to the power of any of the cells hitherto invented, so that steep gradients cannot be surmounted at all, for more cells implies more weight to haul, and therefore no corresponding gain. The steeper grades such as are negotiated by steam are not suitable to the storage battery system, for it is found that when the cells are drawn upon at more than a certain rate they rapidly disintegrate.

The result of all this is that the system is not suitable for grades heavier than 1 in 25, or perhaps 1 in 20, and does not pay a fair return upon capital.

I examined the working of the system in Birmingham and Paris. These are now acknowledged to be the most successful lines. They are very well managed and afford a considerable amount of comfort to the travelling public, but the shareholders get no benefit. I obtained returns of the working of the Birmingham cars which run along the Bristol-road. The company were so dissatisfied with the results that they recently made an application to the city authorities to allow the overhead wire to be used, in the same way as on the South Staffordshire Tramway, but their request was not acceded to.

Great results were expected from the use of the protected chloride cells, and it may be that the life of the cells will be indefinitely extended, but there will still be the drawback of deficiency of power for working steep grades, until some more powerful method of constructing the plates and perhaps some other material more suitable than lead is discovered.

I now give some particulars of the Bristol-road line at Birmingham and of the Paris lines.

On the Bristol-road tramway the cells used are the E.P.S., Epstein, and chloride. The E.P.S. cells contain stamped perforated plates. The positive plates are pasted over with red lead; the negative, with litharge. The Epstein have plates of minutely corrugated lead. In the chloride there are hard discs made first from chloride of lead and zinc. The discs are placed in position and lead is forced round them under pressure. The E.P.S. cells are more powerful than the Epstein, but less durable. The chloride plates are wrapped in asbestos cloth, and have also plates of wood placed between them when in position with perforations opposite the discs. These are what the company call protected plates. The cells are twelve in number for each car. The cars go into the shed and the cells are pulled out on to a frame on each side, which frame is movable, vertically, and is worked up and down by hydraulic power. There are two tracks with double rows of movable frames 8 feet high.

On the Bristol-road there are 3 miles of double line. The steepest grade is 1 in 19; the speed of the cars is limited to 8 miles per hour. There are twelve cars, of which seven are always working. Ten minutes is the interval between the cars. Their weight is 12 tons each. They are double-decked, and have seating capacity for fifty-two passengers. There is a controller for working in parallel or series. The electric plant has been supplied by the Electric Construction Company, but Mather and Platt have the patent for the new chloride cells. These cells have only been working for a short time in Birmingham, while in Paris they have been in use for two years. The connections of the cells are made solid, fused with a blow-pipe. Their life is expected to be twelve months. They are charged to run half a day. The working hours of the tramway are from 7 a.m. to 12 p.m.

In Paris there are three lines in operation, namely, from St. Denis to Madeleine, 9,250 metres in length; from St. Denis to the Opera, 9,250 metres in length; and from St. Denis to Neuilly, 6,000 metres in length. The steepest grades are 3.8 per cent. The trucks and motors are by Avelly, of Lyons. The cells used are of the Laurent Cely type (reduced chloride); they are of two kinds, namely, those with discs, and finely corrugated plates on which the reduced chloride is painted.

M. Lomenie says the chloride disc cells are good, but the company are going to make improvements in the positive plates. M. Cataline says they prefer the second type, which is finely corrugated like the Epstein.

The plates containing the discs are said not to be strong enough, electrically. The speed of the cars is slow, being limited to $5\frac{3}{4}$ miles per hour.

The batteries are charged every two or three trips, mostly every two trips—say, every five hours—and they take five minutes to change. The cars hold fifty passengers.

The rails are 47 lb. per yard. The steepest grades are 3·8 per cent, or 1 in 26·3. There are curves less than 20 metres. The motors are of the double reduction type in series. There are two on each car of 10 kilowatts each.

Recharging takes six hours. The weight of the car is 14 tons loaded, of which 3 tons are due to the battery, and $3\frac{1}{2}$ tons to the passengers. The traction necessary is 25 lb. per ton. The coal used is 2·3 kilogrammes per car kilometre.

It will be seen that the speeds are less than those frequently made by the steam trams in Sydney.

In Birmingham the cost of running and repairs, as given by Mr. Alfred Dickenson, is nearly 1s. per car mile, being nearly twice the cost of steam traction and nearly three times that of the cable.

The next methods which I shall refer to will be the various applications of the electrical conduit.

I examined two examples of these—in each case the conductor is carried on insulators in a conduit but not protected. These were the Love system at Washington, and Siemens and Halske system at Budapest. Mr. Waller, of Messrs. Kincaid, Waller, and Manville, a firm which showed me much courtesy during my stay in England, has since shown me designs of his own for an improved conductor to be laid in a conduit, but as this method has not been tried, I refrain from passing any remarks otherwise than to say that it seems of a promising nature.

Love's system appeared extremely satisfactory. It was tried first in Chicago, and the one at Washington differs in some minor details. There is a length of about a mile of double track laid down and worked by the Rock Creek Railway Company as part of their system. The president of that company testifies that—

- 1st. It can be kept in operation 365 days in the year with less delay than any system now in use.
- 2nd. It is absolutely impossible for anyone to be injured by the electric current.
- 3rd. It requires no skilled labour to operate it.
- 4th. Cost of maintenance as cheap as any known power.
- 5th. Does not increase the cost of insurance along the line of road.

The conductor is double, and of copper, the current being taken up by a shoe with double trolley fixed to the bottom of the car. This shoe is removed at the end of the section when the overhead wire commences.

Mr. Law, who had charge of the line, said, in reply to my inquiries, that the same system has been working in Chicago. The reason that it has not been taken up in the States is that, if it were shown to be successful, every city would insist on its adoption, which would mean great expense in alterations—every other system making and breaking contact. He further states that Love's system requires no electrician to look after conduit and conductor, all other systems do. The Weeliss system makes and breaks contacts, and has not yet worked satisfactorily.

The Budapest system is equally successful. In this case the conductor is of angle iron, and the current is taken up by a shoe, there being sliding contact instead of the trolley. The conduit is on one side of the road under the rail, and the slot is wide, but there is no reason why this should not be reduced to $\frac{7}{8}$ inches. This system has been so successful, and the enterprise has paid so well that all the horse tramways in Budapest (of which there is a large mileage) are to be converted to the conduit system.

In New York the General Electric Company are arranging to put down a conduit line, working with a pressure of 300 volts.

The overhead trolley system is that almost everywhere adopted in America. A single wire is usually suspended over the centre of the track, from cross wires fixed to neat wrought iron or steel tubular poles erected on the sides of the streets, or if the street is wide, poles with brackets on each side to carry the wires for each track are placed down the centre. This latter method is, however, not much liked, as the slender poles, which may not always be noticed, have been run against by vehicles. This, however, is an objection that might apparently be easily got over by proper protection and lighting.

The rails are used for the return current, and are therefore bonded in various ways to give the necessary conductivity at the joints. If the line is beyond a certain length, feeder wires have to be carried out from the central station for distribution of the current along the road.

In America the little grooved trolley wheel at the end of the rod at the top of the car has no radial motion. The wire is always suspended as near as possible over the centre of the road, and there is little tendency to jump off except on curves; then the wire takes a polygonal form and has to be stayed by numerous cross-wires, which, however, are very ugly. On the South Staffordshire line the conductor is carried on neat poles, with brackets, along the side of the street, the trolley wheel is fixed in a pivot and has complete freedom of rotation. The trolley follows the wire round angles and bends in the most remarkable way, so that the ugly stay wires at corners are rarely necessary.

In America, as before stated, it is the practice to use a current of 500 volts, while in England it is often reduced to 300 volts.

In Cincinnati the return current is carried by a second overhead wire and the electrical circuit is completed through a second trolley-rod and trolley—this has the effect of getting rid of the injuries done by electrolysis, to be presently noticed, but there are so many complications introduced at junctions and crossings and short circuits so frequently occur that the method is not for present adoption.

The question of how to get rid of the effects of electrolysis is one attracting the greatest attention in the United States and must do so wherever an imperfectly closed circuit exists. The conductivity of the rails as usually jointed being not complete, a portion of the return current tends to leave them and pass through the damp earth and gas and water mains. On its passage to the negative pole of the generator at the power station, it takes with it particles of the iron of the pipes, and in this way pipes have been seriously weakened or corroded through. It is a very serious matter indeed, and to get over this effect various methods have been tried. At Cincinnati, as already mentioned, a second overhead wire is used for the return current, but efforts have been mostly directed towards improving the bonding of the rail. The methods usually adopted, which however differ much in detail, consist in drilling holes in the adjoining

adjoining rails and connecting by copper strips or wires, the copper being in some way riveted to the rail or driven tight by copper plugs. When the lines are long and feeders are used for the overhead wires, collectors for the return current are sometimes used, and copper connections between street mains and the negative pole of the generator, as is the practice in Boston, United States, America. Probably the mode which has the best future, consists in electric welding of the joints of the rails. I saw $3\frac{1}{2}$ miles of road thus welded in St. Louis, and when I was in Brooklyn I watched the men at work welding the joints of the Nassau-street railway, which will be, I believe, 32 miles in length. In welding the ordinary current can be used, but it has to be transformed into a low voltage, during which process the current is enormously increased in volume. The rails are not welded end to end, but side pieces or chocks are placed opposite one another on each side of the rail brought up with the rail to welding heat and pressed in. I am waiting the results of last winter's cold, when it will be seen if the joints stand the forces of contraction sufficiently well. Even if a joint gives way here and there, it would be a great advantage to have the bulk of them welded, as the conductivity of such a joint is perfect, and special means might be adopted in a few places to complete the circuit. The joints cost about twice as much as an ordinary fastened and bonded joint.

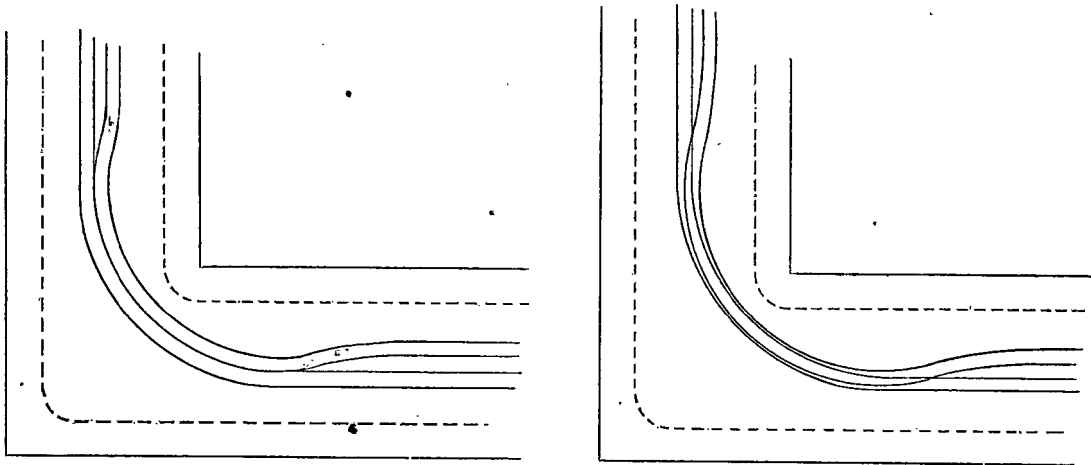
The rails used on tramways generally in America vary very much in weight, whether on horse, cable, or electric roads. In all cases the newer roads have the heavier rails. This is especially the case with electric roads, for which it is acknowledged the stiffest and steadiest road is the best; so that while it is possible to find 35 lb. rails in old roads, the later renewals of such lines as the Buffalo-street Railway Company's lines 95 lb. rails are being adopted. In the Western States in America especially grooved rails or guard rails are not used. It is the practice to use a rail with a horizontal expansion or step in each side of the head. This allows of the ordinary wheel traffic of the cities making use of this step or tread, and prevents wearing of the stone pitching next to the rail. In San Francisco, especially when the paving of the streets is so execrable, this precaution is specially necessary, as the traffic naturally seems to turn itself on to the tramways, the general surface of the street being almost too bad to use.

In some of the eastern cities the grooved rail is used.

At turnouts, the only switches generally used is a short plain tongue of metal on the concave side of the curve which the motor-man himself sets as he wants it, by means of a rod without descending from the car.

Curves are often set out with the greatest care. In Denver I was told that they were all tapered at the ends. Certainly the motion on entering or leaving those curves was extremely easy. High guard rails to the inner rail, projecting about $1\frac{1}{2}$ inch over the surface of the street, are used, and as the curves are passed sometimes at considerable speed these means are very necessary.

When two tracks turn round from a narrow street into one at right-angles, the inside line, in order to clear the corner is made to approach the other, or one rail is even made to coincide. In the latter case switches are required when one road leaves the other. In either case, as of course the cars cannot pass one another when on the curve, care has to be exercised to avoid collision, and the home-going or up-bound car has the right of road.



What has been said as to the strength of road, equally applies to electrical machinery and gearing, especially motors. Solidity and good workmanship are always applied, and in the electrical work of the leading firms in America, whatever some may say as to other branches of manufacture, there is no shoddy. It is recognised that anything to last must be well and thoroughly constructed, and, in consequence, many of the difficulties which at first beset electric railway engineering have now disappeared. Too much praise can scarcely be bestowed on the work of the General Electric Company and the Westinghouse Company, who practically divide the street orders between them—the former having the lion's share.

In the matter of cars there is a great variety of practice. The cars preferred by the West End Street Railway Company of Boston are single truck with two motors and 20-foot body. Mr. Serjeant considers this sufficient length, a longer length inducing pitching at high speeds. Such a car with equipments would weigh 7 tons. Those used at Denver are all double truck with one motor to each truck. Such cars are undoubtedly best for high speed, but they are generally not so convenient, as in order to give room for the bogie, the platform of the car has to be placed very high. These cars weigh up to 15 tons. The great drawback in using these cars when the work is heavy is that only half the load is available for adhesion. In order to get over this difficulty other forms of trucks have been designed by which the driving-wheels are made to take the largest proportion of the load. Such is the maximum traction truck in which 87 per cent. of the weight of the car is thus utilised. Robinson's radial truck has also been designed with that intention and the simultaneous action of the axles, which by a certain contrivance are made to run radially together on a curve, is intended as a substitute for the bogie principle. Both these I saw working satisfactorily at St. Louis.

A good mechanical brake is a great desideratum for tramway work, and is specially necessary when there are steep inclines. These remarks apply of course to cable roads as well. Of the various brakes in use I do not think any better contrivance can be found than the Genett brake, which has been applied to one of the Ocean-street tramway cars in Sydney.

Many of the power-houses in America show no complete design—they have been built up and added to piece-meal. In some cases opportunity for reconstruction occurs and then the entire plan can be properly thought out. In the newest plants the generators are fixed on the engine-shaft and the driving is direct. This may be by vertical engines of the marine engine type, such as are being erected in Buffalo. These engines are two in number and of 1,250-horse power each. A single large generator in each case, with 8 feet commutators, is a fixture on the shaft. Another example of approved installation is that of the Kent Avenue Power Station of the Brooklyn City Railway Company. Here there are four compound horizontal engines of the Allis type, each 2,000-horse power, and driving single generators with 7 feet commutators. On the other hand, in the new power-house of the West End Railway Company of Boston, the dynamos are in sets of three, driven from a counter-shaft. On the whole, opinion is strongly in favour of direct driving. Other and older plants consist of various types of engines. In the power house of the Omaha and Council Bluffs Company (one of the oldest electric tramway companies in America) Westinghouse high-speed engines have been in use for three years and are giving satisfactory results.

The favourite motor is the General Electric Company's G.E. 800. This motor is 1,700 lb. in weight, and thus 800 lb. less than its predecessor, W.P. 50. It is, with gearing, completely covered in, and so suspended that the jolting of the road is not directly conveyed to it. It is nominally of 25-horse power, but its power is much greater, and thus equal to any emergency.

The Westinghouse Company has also a new motor which gives splendid results. The winding is different to those of the General Electric Company, and there are four fields. The casing is so hung as to be opened from underneath, and so makes the motor accessible in a pit. With the older motors very good work is done. On the Omaha and Council Bluffs Line, some of the Sprague and T.H. motors are still in use. Much depends upon the care with which they are used. It is of importance to have sufficient power at command, and so avoid the risk of burning out. The new controller of the General Electric Company is a great safeguard in this respect.

The most recent motors are single reduction motors; the previous ones were double reduction and were very noisy. Direct acting motors—that is, motors placed on the axle—have been tried, but the speed is too slow for good working, and when anything goes wrong the motor cannot be detached, which is a great drawback. Mr. Jones, of the Los Angeles Consolidated Street Railway Company, was preparing a motor to be worked with worm and worm-wheel. I should think however the result would be doubtful. There must be much more friction and consequent wear in a piece of mechanism of this sort. The sprocket chain has been used for conveying power from motor to axle, but toothed gearing is undoubtedly the best.

A few facts connected with general management I should mention. Fares in America are uniform for short and long distances—in all cases 5 cents or $2\frac{1}{2}$ d., whether the passenger travels one block only or the whole distance, so that it sometimes happens that a journey of 10 miles can be made for the same fare. In England it is different. I noticed some tramways cut up into 1d. sections, while the horse omnibuses and trams have $\frac{1}{2}$ d. sections. In America, however, at least in the West, any coin less than a "nickel," or 5 cents., is never seen.

One important convenience to passengers is the use of transfer tickets. By applying for these a passenger can change from one line to another belonging to the same company without paying any increased fare. To such an extent is this done that I was told that a reporter in San Francisco had actually travelled about all one morning on one fare. This of course would be an abuse, but the system itself is a great convenience to the public and increases traffic.

Fares are registered on a box or dial at one end of the car—the latter are about the size of an ordinary clock and has a pointer—others have movable figures which change each time a cord is pulled by the conductor. As one or other of these contrivances is always used in America they must answer the purpose of a check fairly well.

When a double line is laid, entrance and exit are invariably closed by a screen on the side of the second line. With cars with longitudinal seats and end platforms this seems simple, but cars with cross seats have a wire netting screen, which, being light, can be shifted from one side to the other when the end of the journey is reached.

A few particulars of some of the best equipped lines which I saw in America may be of interest and are here added.

In San Francisco, at the time of my visit, there were more than 224 miles of tramways—of cable, 102.74; horse, 59.94; steam, 22.03; electric, 39.98, including some lines now being relaid; total, 224.69. Of this length, the Southern Pacific Railway Company held 167 $\frac{1}{2}$. I had the opportunity of having several interviews with Mr. Wilcutt, the Assistant Superintendent of the lines worked by the Southern Pacific Company, and he gave me facilities for inspecting the various lines and the power-houses. In San Francisco, the steepest grades in the world are worked by cable and electricity. Grades of 21 per cent., or rather more than 1 in 5 are worked by cable, while on one of the electrical lines a gradient of 1 in 7 $\frac{1}{2}$ occurs.

I have been furnished with sections of the San Mateo and Metropolitan Companies lines, and the Mission-street line. These I append to this report.

With regard to the San Mateo tramway it will be seen from the section that there are gradients against the traffic of 11.2 per cent. The cars used are of different kinds. Some are single truck, having two 15-horse power motors, and seating capacity for thirty. Others are double truck and have two 25-horse power motors and seating capacity for forty. The seating capacity, however, in the case of these cars, as well as in the case of others in use in the United States, is no gauge as to the number of people travelling, as, frequently more than twice the number allowed for find standing room, so that the single truck cars first mentioned, have often carried 100 passengers, and I went up one of the heavy grades when eighty-four passengers were on the car.

I noticed that the motor gearing of the cars became very much worn. This is due to its being entirely exposed to the dust and grit. The company working the line, for some reason or other, object to the covers used on the W. P. motors; and the newest types of motor have not yet been put into use.

The

The steepest grade on the Metropolitan Company's line is 13·8 per cent. The cars have two motors of 25-horse power each; they are single truck, with seating capacity for forty passengers. Twelve radial truck cars 50-horse power each are also used.

The Oakland, San Leandro, and Hayward line is about 12 miles in length, two types of cars are used—double truck, with two 25-horse power motors, weighing 15 tons; and single truck, with one 25-horse power motor. The speed attained is very high. The schedule necessitates a speed of 25 miles an hour; but speed diagrams, in my possession, show that a speed of over 30 miles an hour has been attained.

The lines worked by the Los Angeles Consolidated Electric Company, consist of 42 miles of electric road and 22 miles of cable, in addition to which there are two short horse lines, of which I have not the distance.

The electric cars have three different types of motors. There are forty-one of them altogether—fifteen gearless, ten double reduction, and sixteen single reduction. Both single truck and double truck cars are used. The motors are supplied by the Westinghouse Company.

The First-street line, which is an electric line, has grades varying from 5 per cent. to 13 per cent.; single-truck cars are used with two 25-horse power motors each. Mr. Clarke, the manager, intended to try a motor worked by worm and worm wheel, bathed in oil. I saw this in course of preparation.

The Denver Consolidated Tramway Company has 100 miles of track, including 18 miles of cable, which has been converted into electric road. Mr. Durbin, the general superintendent, prefers the General Electric Company for generators; the Westinghouse Company for motors. The two power-houses are somewhat inconveniently situated, being outside the city at a distance from the work. The curves are all tapered with high guard rails. The cars are all double truck, and work very smoothly. They seat fifty passengers. The motors are two to each car of 25-horse power each. The longest feeder is 7 miles. Coal is worth 2½ dollars per ton, and costs per car mile 1¼ cent. Mr. Durbin's experience is that the Westinghouse motors burn out less frequently; the General Electric Company's motors require less power. The worst grade is 8 per cent., or 1 in 12½; the gauge is 3 feet 6in.; speed, from 10 to 15 miles per hour. Most of the rails still are of 42 lb., but 70 lb. rails flanged, on 8-inch sleepers, are now being adopted. At one power-house I inspected there were two 400-horse power generators at work, and one 400-horse power generator in reserve. The current was conveyed to the road by thirteen feeders.

The Omaha and Council Bluffs Railway and Bridge Company possesses the third oldest road in America. The company are using the original plant and motors with slight modifications. Mr. Dimmock gave me the following information:—Length of road, 30 miles, including loop in Omaha, and 7 miles of road in Council Bluffs; twenty-five cars of single truck, with two 10-horse power Thomson and Houston motors; two cars only equipped with two 15-horse power motors.

On Sunday, the 22nd July last, a car with two 10-horse power motors and trailer took 190 passengers, the grade on the approach to the bridge over the river being 6 per cent.

Operating expenses per car mile, '0871 dollars, motors and trailer reckoned separately, without interest and taxes. The road between the two cities is laid in railroad style, namely, on "cross-sleepers," with open top. The following is a return of the working for the months of April and June, 1894:—

Mileage for April...	...	...	...	183,180 car miles.
Number of passengers	...	...	...	163,770.
Cost per passenger	...	...	...	'0416.
Receipts per passenger	...	...	...	'0742.
Mileage for June...	...	...	...	184,931 car miles.
Number of passengers	...	...	...	191,376.
Cost per passenger	...	...	...	'0369.
Receipts per passenger	...	...	...	'0740.

At the power-house I found three 80-horse power generators, and one 135-horse power generator working; also one of 80-horse power; and one of 135-horse power in reserve. Of engines there were three of 200-horse power each, and one of 150-horse power Westinghouse high-speed.

The Omaha-street Railway Company has 6½ miles of cable track operating; 5 miles of cable abandoned in favour of electric power; and 67 miles of electric road. The steepest grade on the cable line is in Thirtieth-street, and is 9 per cent. The steepest grade on the electric road is 6 per cent. Electric cars, single truck, with two 15-horse power Edison, Westinghouse, and Thomson, and Houston motors; seating capacity, thirty-five persons. The power-houses are close together, two companies being consolidated. They have in one of them one 200-horse power Corliss engine, and one 400-horse power Corliss, with generators of 80-horse power each. In the other power-house there is one 600-horse power Corliss engine; two 250-horse power, high-speed Westinghouse engines, and ten Edison generators of 135-horse power each.

The Evanston North Shore Electric line connects with the North Chicago cable line. There are iron poles of 400 lb. each in weight, very neatly erected. They are not so conspicuous as the telegraph posts and poles on both sides of the road. The rails are 80 lb. per yard, with lateral tread; cross-sleepers 2 feet apart, and broken stone ballast are used. Single truck motor-cars, with two 25-horse power motors, G.E. 800; capacity, forty passengers. Speed, up to 24 miles per hour. The W.P. motors first used are now being replaced by G.E. 800. The line has been opened a year and a half, and is 9 miles in length, double track. Trains of one motor-car and two trailers are run. No doubt the trailer helps to keep the single truck motor-car from pitching.

At the power-house of the Cass Avenue and Fairgrounds Railway Company, at St. Louis, there are three Allis-Corliss engines of 1,000-horse power each, with room for a fourth. There are three generators, each 800 K.W. multipolar; direct driven, also one generator of 300-horse power; speed 100 revolutions per minute. They have operated one year and three months. There are 30 miles of road, and 100 cars. Three miles of horse track, and 10 miles of cable are to be converted into the electric system. This line and the Broadway and Franklin Avenue cable lines are worked by the same company, Captain M'Culloch being the manager.

The Baden Electric Railway is a prolongation of the Broadway cable road. Its length is 3 miles, making with the Broadway line 10½ miles, for one 5 cents fare. The rail used is 80 lb. in weight. All joints are electrically welded, the contract price for the welding being a dollar per joint.

The

The Union Depôt Railway Company works 70 miles of track. The cars are fitted with Robinson's radial trucks. Some are from 20 to 25 feet in length in the body, with a capacity for forty-two persons; others are 30 feet in length, and fitted with G. E. 800 motors; seventy-one single-truck cars are used, fitted with W. P. 50 motors. The radial truck cars work smoothly and admirably, but require careful gauging of road. All cars have longitudinal seats. There is one maximum traction truck car on trial. The engines are, four of them, of 500-horse power; one is of 250-horse power, and another 350; total, 2,600-horse power. There are 170 cars, in all, running. The steepest grade is 6 per cent., about $\frac{1}{2}$ mile long. The company pay interest on bonds and 10 per cent. on stock. The cost of working is 75 per cent. of the receipts. In May last 600,000 car miles were run, and the cost was '09116 dollars per car mile. The number of passengers carried in 1882 was 9,628,535, and the number of trips run 545,300.

On the Lindell-street railway large double truck cars are used, with maximum traction trucks. They work very smoothly. This line does the largest business in St. Louis. The number of passengers carried in 1892 were 12,411,794, and the number of trips run 632,020.

On the Cincinnati electric roads the rails first laid down are being replaced by grooved rails, where asphalt is used. They weigh 95 lb., and 86 lb. per yard, the latter being 6 inches high. These tramways are specially interesting as double trollies are used throughout the city. Mr. Collins, the general superintendent, says this method is quite as cheap as proper bonding of the rails with copper. It is however complicated at the crossings and leads sometimes to short circuiting.

On the Clifton electric line, an elevator is used for raising and lowering the cars bodily between the two levels.

Mr. Little, the general manager of the Buffalo-street Railway Company, gave me the following particulars:—The operating expenses are 52 per cent. of the receipts, and amount to 10.71 cents per car mile, without interest and taxes. The plant and motors have been supplied by the General Electric Company or the firms which have been combined in that company. A few double-truck cars are used. Grooved rails of 95 lb. per yard, and $8\frac{3}{8}$ in. height, are now being laid down. This is the approved section. They have a groove $1\frac{1}{2}$ in. wide. The older rails have a 1-in. groove, shallower, and are placed on chairs; the new rails are on cross-sleepers and tied through the web. Deep fish-plates, with 12 bolts, are used. The number of miles worked by the company is 154. There are about 248 motor-cars in operation, or including trailers, 275. The main street and some other streets are asphalted. In the power-house there are six vertical marine engines, each driving, with pulley and belting, two Edison G. E. Company 200 K. W. dynamos; also three Ball engines, driving each one Edison G. E. Company 200 K. W. dynamos. There are also in course of erection two Lake Erie vertical marine engines, each of 1,250-horse power, direct connected with dynamos with 8-foot commutators. The engine-room is provided with overhead crane. The boilers, with two small exceptions, are of the Babcock and Wilcox type, fitted with Roney stoker. The air-pump is of the Worthington type.

In Brooklyn there are about 400 miles of electric roads. The principal company—the Brooklyn City Railway Company—owns 200 miles of road, which includes horse tracks. There are three power-stations, of which the Kent Avenue Station is the finest. There is a cable-road laid down on Park Avenue, but it has never been used as such, electric power having been substituted. The following is a description of the plant at the Kent Avenue Station:—There are four compound engines of the Allis type, made at Milwaukee, four generators, 1,500 K. W. each, and there is room for two more. These generators are compound-wound, direct connected, with twelve poles. The fields are of cast-steel; the commutators $7\frac{1}{2}$ feet in diameter. There are twelve brush-holders, each having six brushes, $2\frac{1}{2}$ -inch by 3-inch by $\frac{7}{8}$ -inch. The engines make seventy-five revolutions per minute. There are surface condensers and economisers. There are from 1,200 to 1,500 cars operating on the whole system, of which about 400 are motor-cars. Two overhead cranes, capable of lifting 60 tons each, have been provided in the engine-room; and there will be eighteen Babcock and Wilcox boilers in two tiers, with coal-weighing shoots to each boiler. There is an apparatus for hoisting coal from barges, which operation costs $1\frac{1}{2}$ cent per ton. A grab loads into hoppers, from which a bucket-ladder takes the coal into store. The store holds 5,000 tons. The operating expenses of the power-house are 1.7 cents per car mile. The feeder-wires are about $\frac{7}{8}$ of an inch in diameter. The elevated roads in Brooklyn do not pay, but the trolley roads do well. Electrolysis is avoided by connecting water-pipes with the negative pole at the generating station, also by special feeders overhead to rail.

On the Allantown and Bethlehem Rapid Transit Company of Pennsylvania there exists an 11 per cent. grade, over which all cars have to travel. They use W. P. 50 motors.

The Boston West End street Railway Company is one of the most important users of electricity in America. The new cars on this Company's line have a 20 feet body, single truck. This is the proper length according to the general manager's opinion; if longer than this he says they pitch. He does not like radial cars. The company possesses 1,530 cars, about half of them closed, and half open. Closed cars are used in winter, and driven by two motors of 25-horse power each. In summer, one motor is removed, and put to drive the open cars. The power-house is at Waltham-street. There are here six Allis triple-expansion engines, each driving three generators of 500 K. W., each by means of counter shafting. There is additional power in the old house. There are here ten engines, each 250-horse power, thirty generators, of 80-horse power, and twenty-four Babcock and Wilcox boilers.

The South Staffordshire line, in England, is one most worthy of attention. Mr. Alfred Dickenson, the engineer for this line, accompanied me over it. A good description of the same is to be found in the proceedings of the Institution of Civil Engineers, vol. cxvii, 1893-4, part iii.

The following is a statement of the cost per car mile for running and repairs, 1893:—

Running—		pence.
Wages ... ..	...	1.93
Fuel ... ..	...	0.48
Stores ... ..	...	0.43
Water and gas ... ..	...	0.08
Sundries ... ..	...	0.06
Repairs—Wages and materials ... ..	...	1.08
		<hr/>
Total cost per car mile ... ..	...	4.06
Number of miles run ... ..	...	262,694

In the month of August, 1894, the working expenses, according to Mr. Dickenson, were reduced to 3.68 pence per car mile. A

A report on tramways would not be complete without some remarks on other systems of traction than those already referred to. The most prominent of these as applicable to streets is the cable. San Francisco may be said to be the home, as it was the birth-place, of the cable system. It has still the longest mileage of cable roads, although Chicago, with its immense population, is vying with it. In San Francisco, nearly 103 miles are worked by cable. The Consolidated Market-street Company, which is controlled by the Southern Pacific Company, work the greater number. The main line is Market-street, down which now there is an enormous traffic; and the extensions along Valencia-street, Castro-street, and Haight-street are worked from the same power-house, at the corner of Market and Valencia Streets. This power-house is very much cramped, as engines have been added to cope with the increasing traffic. In addition, there is the Geary-street line, now a new and reconstructed line. The original cable trench was built of wood, and was adapted for a side grip. It has now been re-placed with concrete and iron frames, and the grip is a bottom grip. Another line is M'Alister-street. Two cables are worked from the power-house, one being 30,500 feet in length, which is acknowledged to be too long a length for convenient working. One cable is worked by a side grip, the other with a bottom grip. Another line is the Hayes-street line. These various lines coupling on to Market-street, but do not connect. A turn-table is placed at each end for the cars, which are combined grip and trailer, and have to be reversed at each end of the trip. The Howard-street line is also worked by the same Company. Some of the new power-houses are of very fine design, but the plant is much larger than required, it having been anticipated that large extensions would take place. There is a possibility, however, that any further extension would now be worked by electricity.

The grades on some of the other lines in San Francisco are extremely steep. California-street as steep as 1 in 48, but there is this advantage of the grade over those in Sydney, which are only half as steep. All intersections of cross streets are level, and the cars are never stopped elsewhere than on these level places. The result is that there is nothing like the strain at starting experienced in Sydney—in King-street, William-street, and Upper William-street—where the trams stop and start on the steepest parts of the line.

Various opinions are expressed as to the computed cost of working cable and electric cars in California. Mr. Wilcut, the Assistant Superintendent of the Lines worked by the Southern Pacific Company, is strongly in favour of cable for most work. He says that later cable cars only take 7 or 8-horse power each, whereas each additional electric car takes 25-horse power, so that where providing for future requirements this must be taken into consideration. Mr. Wilcut was unable to give me details of the cost of working the different methods adopted by the Company because, he says, no proper separate accounts have been kept, but he was now taking care to have all the details separated so that in future it would be possible to compare accounts. In Boston, he points out, electric roads cost 25 or 26 cents per car mile to work as against 18 cents for the cable, but the most of the cars in that city are large, and it is believed that another reason for higher cost, where it does exist, lies in the fact of the higher speed. I ascertained this, however, that the Consolidated Piedmont Cable Company, on the eastern side of the bay, who have cable roads, work some of them by electricity, and they state that they thus save 2 tons of coal daily, costing 6 to 7½ dollars per ton; also five men at 2½ dollars per day—or, in all, 5,000 dollars per annum, by the substitution.

Los Angeles affords a good opportunity of comparing the cost of cable and electric traction. Mr. E. P. Clarke, of Los Angeles Consolidated Electric Company, who possess 42 miles of electric road and 22 of cable, told me that the cost of the fuel consumption amounted to 109 dollars per month in each case, oil being the fuel used. The allowance for cable wear was 1,076 dollars: for motors, 500 dollars. In the 42 miles of electric road one power-house was ample, whereas the cable trams were worked from three different houses. On the First-street line 12 per cent. grades are used. Mr. Clarke says that, were it not for the numerous curves, this company would be better worked by cable; as it is, all the cable lines will, sooner or later, be converted to electric. The lines are worked with a bottom grip, which differs somewhat from the Geary-street grip. The type of rope used was one having twelve wires in the strand, six large and six small alternately, and the wire was very even and good. Crude petroleum is used for lubricating the ropes in preference to the mixture formerly employed.

Mr. Clarke says he prefers the electric system generally, if traffic is not too heavy, because it serves the public better, makes better speed, and a less number of cars are required. This concurs with the opinion expressed in San Francisco.

The Temple-street line in Los Angeles is not part of the consolidated system. Here there is a double side grip used. Part of the line is single track, with the up and down ropes both in the same tube. The grip is worked with a wheel, and is on a swivel, so that it can be inclined one way or the other to pick up the rope required.

Before leaving the consideration of the Californian tramways, I must mention the California Street Cable line. Here a new style of bottom grip, introduced by Mr. Stutt, engineer to the company, is used. He has also a special tension apparatus, which consists of a pulley and a ¾-ton weight acting on the ropes between the driving drums. This is not, I think, a desirable method, as it introduces a reversed bend in the ropes. Mr. Stutt has also a track brake which has been found very serviceable. Mr. Stutt is engineer to the Piedmont Consolidated Tramway Company as well.

At Denver there is an admirably conducted Cable Tramway, which, however, is not in a flourishing financial condition. The receiver, Mr. Randolph, gave me the following information:—Relative tram car mileage 6,500 were worked by the cable; 11,000 by the electric system. The total length of track is 30 miles; total length of rope, 175,000 feet; the longest rope, 37,500 feet; the second longest rope, 32,000 feet. The speed of the cable is 10 miles per hour. The rope is 1¼ inch Roebling, costing 12 cents per lb. The actual horse-power developed is 1,000; 760 horse-power being absorbed by rope alone. There are forty-eight trains consisting of dummy and trailer, which run at intervals of six minutes. All are driven from one power-house. The latter is therefore much cramped. The grip is a double side grip, to suit some lines where the cable has to be taken up on the other side.

The capacity of the grip car is twenty passengers, of the trailer twenty-five passengers. The following is a return of the expenses, per car mile, of this company for the quarter ending the 31st March 1894:—

	Dollars.
Car	'00398
Track	'00898
Boiler	'00933
Machinery	'00889
Operating	'00292
Light	'00012
Damage	'00174
Office	'00270
Cable	'01397
Printing... ..	'00040
Car lighting	'00053
Grip	'00141
Tram Service	'02681
Miscellaneous	'00120
Snow	'00035
Building repair... ..	'00002
Total	'07216

The wages paid are—for foremen 2 dollars 40 cents for eight hours; helper 1 dollar 60 cents; train-man 20 cents per hour; other men from 50 to 60 dollars per month. Coal slack is used costing 2 dollars 37½ cents per ton.

There is only one momentum curve. Mr. Randolph considers the risk of over-running outweighs the advantage of saving in the wear of the rope. A track brake is used. There is spur-gearing in the power-house. The latter is much crowded. Mr. Randolph prefers cotton rope driving, and will use Walker's drums when the existing ones wear out.

The other principal Tramway Company is the Denver Consolidated Transfer Company who work 100 miles of track by electricity. I mention this because 18 miles of cable road belonging to them is now worked by electricity.

At Omaha I visited the lines of the Omaha Street Railway Company. This company works 6½ miles of cable track and has abandoned five miles of other track in favour of electric power.

In Chicago there is a considerable mileage of cable-line worked by three companies. Following are some particulars of interest:—

The West Chicago Street Railway Company operate 185 miles of track of which 38 miles are cable, and 147 miles horse road. The latter will soon be converted into the electric system, steps having already been taken with regard to the same.

The principal power house is at the corner of Washington and Milwaukee Streets. Here there are two Corliss engines of 1,000 horse power each, but the indicated horse power is only 800. Walker drums are used, coupled together by gearing. At first one only was driven direct from the engine, but some loss was experienced through slip. The length of the cable is 8,500 feet. The diameter of the rope is 1½ in. The outside wires are uniform. The speed is 6¼ miles per hour. A double side grip is used. At junctions, &c., when it is necessary to kink the slot, the rails are laid without a kink as the grip has a lateral sliding motion. This seems to be the general practice in Chicago. An electric strand alarm is used. At the corner of Milwaukee-street there is a signal box where the points are worked by hydraulic power. The line passes under the river in Washington-street through a tunnel. This was bought for the cable line, but it is very narrow. The smallest curves on this line are 50 feet radius. On Madison-street, 75 trains run; between 700 and 800 cars are used on the whole system.

The power house at Madison-street was finished in 1890. There are two Greene horizontal engines of 1,200 horse power each; 47,000 feet of rope. Here again there are Walker drums in use, connected by gearing. The speeds of the ropes are 12 miles and 13.85 miles per hour. There is also a power house at Vanburen-street, with Corliss engines driving on to two shafts provided with Walker drums. The engines are 1,500 horse power nominally, but only indicate 600 horse power. The grip is a bottom one, like that in use at Geary-street. The jaws are of soft cast-steel, and they last two weeks. At St. Louis, on the Franklin Avenue line, cast-iron is used for the purpose. The tunnel under the river is 30 feet wide, the cost of which was 1,800,000 dollars. In Chicago large dummies and trailer cars are used, the grip being situated generally at the front of the car. Trains are run with one dummy, and often with three trailers.

The Chicago City Railway Company, South side, have 38 miles of cable, 34 miles of electric line, and 91 miles of horse-tramway. The speeds of the various sections of cable are 10 miles per hour in the city, 12 miles per hour on the middle section, and 15 miles on the outside. The operating expenses of the cable are 8½ cents. per car mile. The principal power house is at 22nd street. Here there are two engines of the Wheelock type, with cylinders 36 in. x 72 in. The shafting is of steel forged 18 inches in diameter, swelled to 20 inches, with water jacketed bearings on main pedestals. This and the cable machinery are by Messrs. Robert Poole and Sons, of Baltimore. There are two driving pulleys working belting each 300 feet long and 62 inches wide, cotton faced with leather, made by the Underwood Mounting Company. These have been running for over two years, and are said to be capable of conveying from 2,500 to 3,000 horse-power. It is stated that some belting of this type has been running for seven years. These engines work up to 1,800 horse-power, and it is said that 33 per cent. only is absorbed by the cable. The total length of cable is about 20 miles; maximum number of trains, 175, consisting of one grip-car and three trailers. There is a spare engine with gearing, and acting through a sleeve coupling.

The cable drums are of the Walker type, both shafts driven. There are also two pairs of engines in reserve with gearing. It is stated that the Walker rings could be put on in two pieces dove-tailed. The boilers are of the Hazleton type, with Boney mechanical stoker. Coal slack is used, costing 1½ dollars per ton. The boilers are worked for six months at a stretch. A vegetable compound is used to get rid of scale. A track brake is not used on this line. The Company use the Johnson brake. All horse lines will shortly be converted into electrical ones.

In St. Louis there are two cable lines taking a lot of traffic, viz., the Franklin Avenue and the Broadway lines. The former, as already mentioned, is shortly to be renewed, and will be converted into an overhead electric system. A few particulars of these two routes are added.

On the Franklin Avenue cable line Walker drums are used, geared together. There are four ropes; two sets of engines, 450 horse-power each. The grip used is the Volk bottom grip. Long tension ways are provided. The speeds are $9\frac{1}{4}$ miles per hour in the city, and 12 miles per hour outside. The cars run every two minutes when busy; grip-car and trailer coupled together, fifty-three persons capacity. There are 5 miles of road—that is, 10 miles of track—to be extended $1\frac{1}{2}$ miles. The lining of the tunnel is of wood, and requires renewing; the line will, however, be converted into the electric system.

The Broadway cable line at St. Louis is operated by the same Company as the one previously mentioned. The speed of the rope is 10 miles in the city, and 12 miles outside. There are $7\frac{1}{2}$ miles of double track. There are seventy trams when in full running, the interval being $1\frac{1}{2}$ minutes; half of the line is worked from each power-house. Walker drums, both driven, are used. The operating expenses are $7\frac{1}{2}$ cents per car mile, including interest and taxes. Electric cars are larger, and should be worked for 12 cents. The return for the year ending April, 1893, being over 5,000,000 car miles. Sixty-four per cent. of the power is required for the cable. The boilers used are Hazleton's tripod, with Roney stokers and feeding-trough to same.

At Cincinnati there are some cable roads where a side grip is used. On some cars this is worked by a lever; in others, by a wheel and worm.

Among the most recent introductions of cable lines in the United States, are two in New York—the Broadway cable line and the Third Avenue. The construction of the road is of a very solid description—the yokes are of cast-iron, and are wide enough to support the rails in addition to the cable tube.

At the time of my visit they had not been working a year, and no returns were obtainable.

The chief point of interest about these lines is that they are worked on what is called the duplex system—that is to say, there are two ropes, and laid in the tunnel side by side, one being driven, the other at rest and in reserve. The grips used are double side grips, so that either rope can be seized. The adoption of this double rope is necessitated by the fact that in New York the traffic is continuous throughout the twenty-four hours; and it is evident, therefore, that as there is no slack time to inspect and attend to repairs, the second cable is essential. The traffic of New York is quite exceptional in its character, and it is, so far as I know, the only city where traffic is carried on continuously during the twenty-four hours.

On the elevated railway trains run all night as well. It is quite certain that the duplex system is a most expensive one on account of extra construction, additional cables, and more reserve of engine-power in case of accident. I have already made some remarks on the traffic of this road and the comparative suitability of cable and electricity. It may be interesting to note that the power-plant working the said Broadway cable tramway is situated at Colston-street in the basement of a large building, and is quite invisible from the street. In spite of artificial ventilation the engine-house is terribly hot.

The length of double line worked from the power-house is $1\frac{3}{4}$ miles to South Ferry, and $1\frac{3}{4}$ miles to Thirty-sixth-street, thence to Fifty-ninth-street. The pulleys are 32 feet in diameter. The drums are not of the Walker type, but they are both driven. The indicated horse-power is 1,100, speeds of rope 6 and 8 miles; a rail is used with a wide groove. The intervals between the cars is thirty seconds. A man is always on watch for faults in the cable. The grip is situated in the centre of the car, and worked by wheels from either end. There are two wheels—one for the brake. No trailers are used.

The power-house at the City end of the Third Avenue cable line drives three ropes to run the City end on the duplex system. The length of ropes used on the whole line are as follows:—8,331, 19,038, 36,238, 36,049, 32,939, and 33,033. The drums are geared together. The Walker clutch, which is a disc, like on the West and Capon's, is used. There are three pulleys 32 feet in diameter.

The power-house, which is situated at Sixty-ninth-street, is three times as large as necessary. There are four engines (one only being used at a time), capable of developing 1,500 horse-power each. The cylinders are 40-inch by 72-inch. The boilers are thirty-two in number, return tubular. There were twelve running at the time of my visit. The design of engines and buildings is magnificent, but it is a pity to see such an enormous useless expenditure.

There are 180 cars in use on the Third Avenue cable line, and the interval between them is one minute. Bemis trucks, with band-brakes on pulleys, are used.

The principal traffic over the Brooklyn Bridge is worked by cable. Although this method is not applicable to ordinary streets, I think it desirable to give a few particulars. Mr. C. C. Brown, the engineer-in-chief, kindly showed me the work. The machinery for driving the cable was provided by Messrs. George Poole and Son. West and Capon's disc friction clutch is used. These have thirty-four plates, 5 ft. 6 in. in diameter. The grip has two pairs of horizontal wheels, having grooves lined with rubber and leather, supplemented with short solid rubber-lined jaws, the rope being lifted in place by external means. The pressure for holding the rope is transmitted to each wheel from the car platform by means of a hand wheel and rods through the medium of a wooden brake-shoe applied to the inside surface of the rim, which is flanged for the purpose. The brake-shoe serves the double purpose of applying the pressure and of checking the motion of the wheels until they cease to turn, when the car will travel at the same speed as the rope. Each car has independent action. There is a vacuum brake on each car worked by the axle; the brakes are independent of each other, and in charge of the conductor of the car. Four cars are coupled together, 15 tons each. Tilting pulleys with springs are used where the grip is put on at the Brooklyn end. Shunting is done by locomotives. The accommodation will shortly be doubled by putting lines outside the present platform and using double ropes. Expansion joints in bridge and platform girders, to slide, used. The movement is 16 inches in the centre of bridge and 9 inches at each end.

At Washington there is a very fine cable plant. There are three cable lines, all of which are worked from the one power-house, the cable being run out in two instances in separate tunnels to where the road commences. The engines are of the Corliss type, and the driving is effected by cotton ropes. The Walker drums are used, as with us. In Washington the electric overhead wires are not allowed, and there is a large traffic to be done by cable. Trains consisting of one grip-car and three trailers are used. The grip-cars are large and have the seats arranged crossways, the grips, however, being placed in the middle of the car. The power-house of the above Company is situated at Thirteenth-street.

The

The lengths of the ropes are as follows :—

23,500
31,600
27,700 + 2,000

82,800 + 2,000 = 84,800.

The boilers are of the Babcock and Wilcox type, with Roney stokers and feeders from floor above. Track brakes are in use.

Seventh-street is operated by the same Company, with independent cable and power-house.

Although this line is everything to be desired, both in construction and working, I am inclined to believe that with our present knowledge an electrical conduit line would perfectly cope with the existing traffic, and would be more economical, inasmuch as it would get rid of the large absorption and waste of power which now must be taking place through the cables having to be led from the power-house long distances to where the traffic begins.

I only visited one other cable line, viz., the Birmingham cable tramway. The power-station is situated at Hockley, where the cables are received on their way to Birmingham, and also those for working the line from Hockley to Handsworth. Steam is supplied by six Lancashire boilers, 6 feet in diameter, 24 feet long, generating steam of 80-lb. pressure per square inch. The engines are a pair of horizontal steam engines having jacketed cylinders 24 inches diameter, stroke 4 feet, making fifty revolutions per minute. Steam brakes are fixed under each fly-wheel. The main shaft is of steel, having 9½-inch journals.

The cars are constructed with two bogies; they carry twenty passengers inside and twenty-one outside.

The gauge is 3 feet 6 inches; rails of girder section, 98 lb. per yard; slot rails, 65 lb. per yard.

The cable is of steel wire 3⅝ inches circumference, and contains six strands of nineteen wires laid on a hemp core.

The cable tramway as above described has been extended from Hockley winding station as a double line 3 miles long, worked by ropes from Hockley station.

The following is the working account for twelve months ending 30th June, 1894:—

	Total expenditure.	Expenditure per mile run.
Cable haulage	£6,366 16 6	2.19
Cables and machinery	2,611 4 9	.90
Car repairs	1,357 11 1	.47
Traffic expenses	3,713 1 0	1.27
Permanent-way and buildings	614 19 1	.21
General charges	1,839 7 5	.63
	£16,502 19 10	5.67

Little need be said on the question of horse traction. It is being generally superseded by electric traction, and it is only likely to hold its place permanently in cities which, like London, have narrow, curved, and heavily thronged streets. But even in London I believe that while the omnibuses on many lines will still continue to thrive, the horse tramways which start outside the sacred precincts of the central district and run rapidly outwards will soon be converted into electric lines.

To those who think that London is behindhand in using omnibuses so largely, I would only say that they are large and well-constructed vehicles, with comfortable cross seats on top where ladies even can ride, and that with the even wood-paved streets existing nearly everywhere, travelling by this method is by no means uncomfortable.

In crowded cities where the surface of the streets is insufficient to carry all the traffic, underground and overhead methods have been adopted to cope with the difficulty.

Of the first, the London Metropolitan and Metropolitan District railways are the best known, as well as the first constructed examples; while the City and South London railway—a tunnel line worked by electrical power—is the latest development; and so successful has this latter method proved that it has been adopted without hesitation for other proposed lines in London.

It is the opinion of many who are competent to judge that all underground lines worked by steam could easily be adapted so that electrical power could be used. Were this to be done with the Metropolitan and Metropolitan District railways in London the comfort of the passengers would be enormously increased, as there would be no smoke and dirt and choking sulphurous fumes which now exist, and it is tolerably certain from other examples of electric traction that the traffic could be conducted more economically. The difficulty of conversion from one system to another lies, of course, chiefly in the large number of locomotives on hand, which have been built specially for the particular traffic, and which would have, it might be thought, to be thrown on one side, but I am inclined to believe that the alteration might take place gradually. Another difficulty has been pointed out, viz., that the traffic is not all self-contained, but consists, to a large extent, of suburban trains coming in from distances outside. I do not think this need be a difficulty at all. At the worst, this small proportion of traffic might still be allowed to come in worked by steam-locomotives; the effect on the atmosphere of the tunnels would be small compared to what now exists. Might not an extension of the railway from Redfern into the city be worked by electric-locomotives?

Of the second or overhead group there are various examples. There are many railways running in and out of London carried on viaducts, coming therefore under this class; but the most remarkable specimens are the four lines belonging to the Manhattan Railroad Company in New York, and some similar lines in Brooklyn and Chicago. The peculiarity of these, and of the New York lines in particular, is that they follow some of the principal streets, in some cases the double line being supported by pairs of columns and girders over the roadway; in others the up and down lines are carried separately on single supports over the footpath. Say what one may in favour of the system, and of the design of the work, and the excellent management of the traffic, it is an abomination. It is bad enough for steam-motors to be noisily careering down the centre of some of the streets in a city like ours, but to be thundering along overhead and passing in front of upper-storey windows could only be tolerated, I believe, in America, where people in power remorselessly trample over the rights of others, and pride themselves on the freedom of the country.

In

In Chicago the principal overhead line, commonly called the "Alley Elevated," is not open to the same objection, as it follows for the most part an alley or back lane.

The noise of an overhead line is, of course, very objectionable, but the smoke nuisance can, to a very great extent, be obviated by the use of coke or anthracite coal, which is so abundant in America. In Chicago, however, a new overhead line, the "Metropolitan," is being equipped with electric power for drawing the trains while in Liverpool the overhead railway which runs the length of the docks, and which is not open to the objection which I raised against lines in city streets, is being successfully worked by the use of electric motors.

The following are some notes of the abovenamed lines:—

The Rapid Transit Company, Chicago, is commonly called the "Alley Elevated Company." The curves here are of 100 feet radius; trains of four cars, each seating thirty-eight persons; locomotives, Baldwin Compound; weight, 28 tons; load on drivers, 20 tons. The sides of the cars overhang the viaduct; the stations have platforms at car-floor level, and are situated at intervals of every three or six blocks. The fare is 5 cents for the whole journey, or part. A guard, or conductor, is in charge of each car. The locomotives have drawn as many as eight and nine cars. The drivers are 4 feet in diameter; wheel-base, 5 feet; length, 30 feet over all; weight of cars, 15 tons. The line generally is a double one. An incline has been made down to the repairing-shed; but all important repairs are done by contract. There is one high-pressure locomotive and forty-five compound do. The viaduct is of iron, over $3\frac{1}{2}$ miles; and steel, over $5\frac{1}{2}$ miles. The cost of the latter part was 150,000 dollars per mile, for the steel erected. The spans are 48 feet. The cost of the foundations, extra, was 30,000 dollars; and the cost of the permanent way, 38,000 dollars. There is much vibration. The weight of rail is 90 lb. The alley is 30 feet wide, and the company have to pay a nominal rent to the Council. This portion extends over a considerable distance. Elsewhere, the railway passes along the back of allotments. The locomotives cost 6,500 dollars each. They are larger and more expensive than necessary. The company have operated two years. There is an allowance for expansion in the girders, on every second span the girders have slotted holes.

The Lake-street Elevated Railway is controlled by the West Chicago Street Railway Company, and worked by steam-locomotives. They are very likely to be changed for electric-motors. This Company have obtained franchise to run to Wabash Avenue.

I was informed the design and rolling-stock are very similar to the Alley Elevated.

The uprights are let into stone blocks at the base. The schedule speed is 12 miles per hour.

The Manhattan Elevated Roads, New York, consist of parallel lines running the length of New York. The General Manager, Colonel Hain, kindly gave me facilities for inspecting the works.

The Eames Vacuum Brake, non-automatic, is used. It is a modification of Smith's. The drivers are 42 inches in diameter; truck, 26 inches; cylinders, 12 inches by 16 inches; total weight in working order, 24 tons. The boiler-pressure is from 120 to 160 lb. square inch. The maximum speed was 45 miles per hour. The rails are of 90 lb. weight, with flanged fish-plates having six bolts each. Ribbed tie-plates are used. The ties—that is, the sleepers—are 6 inches by 8 inches, yellow pine, vulcanised—that is to say, subjected to air-pressure of 250 lb. to the square inch without preparation, at a heat of 250 degrees. The transoms have stood eight years, and will probably last eight years more. The cost of the process is 25 cents each; the original cost, 25 dollars per thousand.

Some foundations run down 40 feet in depth, and the base is, in that case, 14 feet square. Trains are used with four and five cars each. There are about 250 locomotives, and 1,000 cars, which weigh 15 tons light, with seating capacity for forty-two passengers. Drip-pans are fixed to locomotives under the cylinders, glands, &c.; connected with the smoke-box of all the boilers there is a deflector for cinders and a catch-pit.

A new locomotive, which I saw had the frame made out of a single ingot of steel, hammered and slotted from the solid without welding. The heaviest grades on this line are 2 per cent. The longest length, on the west side, is 10 miles; on the east side, 8 miles. The total length is 35 miles, double line. The fares are all 5 cents, for any distance. There is a fine and well-arranged coal-elevating apparatus at the coaling-station, with hoppers, each provided with weighing-machines for charging.

The Metropolitan Elevated Railway, Chicago, which will have a total length of 18 miles, is in course of construction, and will be ready for opening next spring. It is intended to use steel-rail conductor and electric motor-cars—not locomotives. This line is said to have cost £75,000 per mile; but this is probably a low figure, as part of the line has four tracks. The following is a description of the proposed plant, which has been given to me by Mr. Sunny, of the General Electric Company, that company having lately obtained the contract for the construction of the same. Car-bodies, 40 feet over corners; 47 ft. $2\frac{3}{4}$ in. over buffers; 33-inch wheels; 5 ft. 4 in. wheel-bases. Motor-cars equipped with two motors—that is, one motor on each of the double trucks. Two more motors can be added at any time in the future. The motor-car, equipped as above, will haul three trailers. The weight of the motor-car, loaded, is 63,500 lb. A train, consisting of a motor-car and three trailers, weighs 201,500 lb. The average speed will be 13 miles an hour. Trains will be run 2,000 feet apart. The electric-motors weigh 4,000 lb. each. The motors are capable of developing a speed of 40 miles per hour on a straight, level track. Horizontal effort is 2,000 lb. at a speed of 20 miles per hour. The motors are capable of developing 100 h.-p. at the axle for two hours, without heating above 85 degrees centigrade. Maximum of efficiency, 85 per cent. Motors can deliver 150 h.-p. for short periods, at the axle, without damage. Voltage is 500.

When the motor-trucks are equipped with the two additional motors, making four motors in all on the motor-car, the motor-car will be capable of hauling a six-car train, weighing 302,000 lb., at an average speed of 15 miles an hour. There will be fifty-five motor-cars.

The generator equipment is two 670 k.w. generators at 100 revolutions, capable of giving 1,116 amperes at 600 volts. Two 1,340 k.w. generators, 75 revolutions, with a capacity of 2,230 amperes, at 600 volts. The generators are capable of a 60 per cent. overload for short periods. Ninety-four per cent. efficiency.

The Liverpool Overhead Railway has a length of line of $6\frac{1}{2}$ miles double track, the gradients are easy, excepting two short gradients of 1 in 40 under crossing a coal-line. The sharpest curves are 7 chains radius. The line is carried on cast-iron columns, span 50 feet, with bowstring lattice and plate girders. The electrical conductor consists of a steel bar 4 square inches in section, of channel form, and is placed midway between the rails of each line. One train consists of two carriages, each 45 feet long, and 8 feet 6 inches wide, and two bogies with 7-foot wheel-base, and 2-foot 9-inch wheels. The trains are

are fitted with the Westinghouse air-brake, a hand-brake being also provided at each end of the train. The generating-station is under the arches of the Lancashire and Yorkshire Coal Railway; the coal is here tipped direct from the railway-trucks into hoppers placed over the boilers. The boilers are of the Lancashire type, with cross-tubes; they are of steel, six in number, each 8 feet diameter by 30 feet long, with a working pressure of 120 lb. per square inch.

The engines are four in number, each consisting of a pair of horizontal compound condensing engines, by Messrs. Musgrove & Co., of Bolton. Each engine will develop 400 h.p., at 100 revolutions per minute, with 120 lb. boiler-pressure. The dynamos are of the Elwell Parker type, one to each engine, from which the current is conveyed along the steel conductor already described, each dynamo having a normal output of 475 amperes at 500 volts and 420 revolutions per minute, or 1,200 electric h.p. in all.

The weight of locomotive equipment is about 125 lb. per passenger, and about 20 per cent. of the total weight of the train, with all seats occupied, each passenger being taken at 140 lb. weight.

According to tests at the generating-station, the mean efficiency or ratio of e.h.p. to i.h.p. was 88 per cent. The tests lasted over 3½ hours. The coal consumed was 4,032 lb. Total e.h.p. hours, 1,195; coal per e.h.p. hour, 3·37 lb.; coal per i.h.p. hour, 2·96 lb.

The cost of working, including lighting of stations and signals, for one month is as follows:—

	Pence per train mile.
Supervision	416
Generating-station wages	590
Drivers' wages	1·043
Coal	·718
Oil, waste, grease	·139
Water	·013
Stores and sundries	·105
Cleaning and repairs, &c., at car-shed—	
Wages	521
Material	430
	<hr/>
	3·975
Allowance for signals and lighting!	·271
	<hr/>
	3·704

Train mileage, 41,430.

With regard to steam traction in streets, I have already shown that it is a most undesirable method, and its further extension should be avoided as much as possible. I saw steam-motors running in Leeds and Birmingham, but they are not liked, and sooner or later must give way to something better. Probably when the prejudice against electrical methods has worn away, we shall see a large substitution of the electric-car and overhead wire. It is difficult indeed to me to understand why the hideous steam-motors one sees in these towns should be tolerated, when the danger and unsightliness is so much greater than that of the electrical line.

I will now make some remarks on the Deceauville system, which has been introduced so successfully into France and other countries, for certain classes of traffic, although in my opinion it comes more under the category of tramways than railways. For tramway purposes, where cheapness is desired and the traffic is small, it is eminently suited.

It is capable, as traffic increases, of easily coping with the requirements. It is quite suitable for goods traffic (heavy and light), and for the carriage of stock and heavy armaments, convincing proof of which was given me during my visit to France.

It is a system also eminently suited where the traffic is of a purely local character—as, for instance, for the carriage of produce and passengers from the country into market-towns, and the reverse. It is suited for the carriage of sugar-cane and agricultural produce from field to factory or market, as the permanent way is light, and can be readily shifted from one spot to another. It is not so well adapted to the conditions generally existing in this country, where it is convenient that wool or live stock once loaded up should be taken without change to the port of shipment or the centre of consumption. In the case of wool bales, transference, where there is a change of gauge, could be conducted with a minimum of trouble if proper appliances are introduced; but with live stock, the changing from one car to another might be attended with very great difficulty, and perhaps danger, to the condition of the stock.

For mineral traffic the system is thoroughly adapted. Lines thus laid down could follow the contours of the ground far better than the standard gauge line, and would, therefore, be undeniably cheaper. Transference of ore to the standard gauge trucks could be easily effected in the same way as is done at Bafymena, in Ireland, as mentioned in my previous report. I am inclined to think that at certain ports in this country, which for a long time to come are not likely to have railway connection with the main system, narrow gauge lines of this description could be laid down to connect them, *i.e.*, the ports with outlying agricultural lands lying higher up the rivers, the lines in this case being laid as near as possible along the roads.

Possibly such a proposal as the Eden to Bega Railway might be made on this system, although I must point out that in this case the line would have to contour round the hills to some extent, as the grades on the roads are of an impracticable character for steam traction.

The gauge used on the Deceauville system varies from 40 to 100 cm., but only two gauges, *viz.*:— 60 cm. = 23¾ inches and 1 m. = 39¾ inches, are sanctioned by the French Government. The locomotives are of various types, weighing from 3 to 12 tons light, high pressure, compound, and double ended; but the type generally preferred is one weighing 10 tons light, and 13 tons in service, high pressure, with cylinders 10 in. x 12½ in., six wheels coupled 25½ inch diameter, capable of traversing curves of 82 feet radius, and hauling a load of 16 tons up a grade of 8 per cent., at a speed of 5 miles per hour. At the end of 1892 about 865 miles of tramway had been constructed on this system, and concessions granted for a large additional mileage.

Much is now done in the way of overhead traction, on ropes suspended at distant points on trestles and piers.

The

The lately constructed Devil's Dyke cable-way at Brighton, England, is an example of this, adapted for passenger traffic, while the application of the system in one form or another to carriage of minerals, sugarcane, and other produce, is very extensive. I am of opinion that such methods might be found very suitable in our own country for the transport of cane to railway or river from the hilly slopes, which are now coming under consideration in the Richmond and Tweed districts.

Not only would the first construction be much less on account of the large quantity of material and less labour per mile, but the length of the line would be indefinitely diminished, as it could go nearly straight across country, there would be little or no land taken up, there need be no severance, and the working expenses would probably be much less, as the maintenance of road in wet, boggy ground would be avoided. The cost of such a line, taking shortness and absence of land resumption into consideration, might possibly vary from quarter to half of that of a steam line.

Telpher lines are similarly suspended lines, but are worked electrically. The subject is one deserving much consideration, but too large a one to be included in this report.

The following appendices and diagrams are attached to this report:—

1. Comparison of the mileage of street railways in the United States for the years 1891, 1892, 1893, 1894.
2. Details of electric lines already completed in Europe.
3. Electric street railways of the State of New York. Extract from the 11th Annual Report of the Board of Railroad Commissioners for 1893.
4. Electric street railways of the State of Massachusetts. Extract from 25th Annual Report of the Board of Railroad Commissioners, dated January, 1894.
5. Gradient diagrams of electric tramways in San Francisco.

H. DEANE.

COMPARISON of the Mileage and Cars of Street Railways in the United States for the years 1891, 1892, 1893, 1894.

(From the *Street Railway Journal*).

Type.	1891.		1892.		1893.		1894.	
	Miles.	Cars.	Miles.	Cars.	Miles.	Cars.	Miles.	Cars.
Horse	5,302	21,798	4,460	19,315	3,497	16,845	2,243	11,507
Electric	4,061	8,892	5,939	13,415	7,476	17,233	9,008	22,849
Cable	594	4,372	646	3,971	658	4,805	662	4,673
Steam	642	815	620	698	656	2,023	614	2,639
Total	10,599	35,877	11,665	37,399	12,287	40,906	12,527	41,668

NOTE.—The mileage is single track, counting one mile of double track as two of single, and switches as additional length. The number of cars under the heading Cable, Electric, and Steam, includes trail cars as well as motor cars.

DETAILS of Electric Lines already completed in Europe.

Name of town.	Miles of track.	Maximum gradient.	Radius of sharpest curve in feet.	Gauge of track.	Number of motor cars.	Number of trailers.
Liverpool (overhead).....	13	1 in 40	462	Standard ...	40	.....
South Staffordshire	8	1 ,, 40	40	3 ft. 6 in. ...	16	.....
Bessbrook-Newry	3	1 ,, 50	55	3 feet.....	3	.....
City and South London.....	6½	1 ,, 30	.....	Standard ...	16	.....
Douglas and Laxey	14	1 ,, 30	100	Narrow.....	9	12
Port Rush	6	1 ,, 30	.....	.....	5	.....
Guernsey	3	1 ,, 40	75	Standard ...	7	2
Hanover	14½	1 ,, 25	29½	„	32	12
Dresden	7½	1 ,, 28·8	49	„	16	16
Brighton Beach	1	1 ,, 14	.....	3 feet	2	2
Blackpool.....	1	.....	.....	.....	.....	.....
Bremen	10	1 in 33	66	Standard ...	25	.....
Remscheid	5	1 ,, 10	60	Metre	7	.....
Hamburg	26	1 ,, 15	60	Standard ...	36	.....
Erfurt	7	1 ,, 15	48	Metre	29	.....
Gotha	1½	1 ,, 25	60	.....	5	.....
Bordeaux	6½	.....	.....	.....	16	.....
Lyons	6½	1 in 15	.....	.....	12	.....
Havre	15	1 ,, 18	.....	.....	40	.....
Roubaix	10	.....	.....	.....	18	.....
Florence	5	1 in 12·5	60	Standard ...	12	.....
Milan	8	1 ,, 25	.....	.....	19	.....
Brussels	18	1 ,, 16	66	.....	35	.....
Liège.....	2	1 ,, 30	82	.....	5	.....
Leeds	5½	1 ,, 20	.....	Standard ...	6	.....
Belgrade	6½	1 ,, 16	.....	.....	7	.....
Budapest (town).....	15	1 ,, 30	72	Standard ...	72	10
„ (suburbs).....	10½	1 ,, 30	157	„	20	.....
Gonoa	1½	1 ,, 15	131	Metre	4	.....
Barmen (rack-railway)	2	1 ,, 5·4	492	„	8	.....

DETAILS of Electric Lines already completed in Europe—*continued.*

Name of town.	Miles of track.	Maximum gradient.	Radius of sharpest curve in feet.	Gauge of track.	Number of motor cars.	Number of trailers.
Barmen.....	1 $\frac{3}{4}$	1 ,, 18.1	72	Standard ..	7	.....
Mulhansen, in Alsace	5	1 ,, 34.8	49	Metre	9	7
Lichterfelde, near Berlin	2 $\frac{1}{2}$	1 ,, 32	56	"	4	.....
Lemberg	10	1 ,, 68	56	"	16	.....
Bucharest.....	5 $\frac{1}{2}$	1 ,, 40	49	Standard ..	5	.....
Moedling (Vienna).....	3 $\frac{3}{4}$	1 ,, 66.7	98	Metre	8	7
Frankfort-Offenbach	4 $\frac{1}{2}$	1 ,, 30	98	.....	18	12
Mont Salève (rack-railway)	5 $\frac{1}{2}$	1 ,, 4	164	Metre	12	.....
Montferaud, France	5	1 ,, 20	.....	" .....	22	.....
Staus, Switzerland.....	3 $\frac{1}{2}$	.....	.....	.....	3	3
Chavornay ,,	2 $\frac{1}{2}$	1 in 40	.....	Standard ..	.....	.....
Geneva ,,	3 $\frac{1}{2}$	.....	.....	.....	.....	.....
Murren ,,	2 $\frac{1}{2}$	1 in 20	.....	.....	4	4
Marseilles	8	1 ,, 18	50	Standard ..	14	.....
Sissack-Gelterkinden, Switzerland	2	1 ,, 80	.....	Metre	1	8
Zurich	3	1 ,, 18	.....	" .....	12	.....
Baden-Voslau	6	.....	.....	Standard ..	9	9
Zwickau, Saxony	4 $\frac{1}{2}$	1 in 28.6	72	Metre	11	.....
Halle.....	10	1 ,, 20	.....	" .....	36	13
Gera	6 $\frac{1}{2}$	1 ,, 20	.....	" .....	18	16
Kiew.....	8 $\frac{1}{2}$	1 ,, 9.5	.....	Standard ..	32	.....
Breslau.....	16 $\frac{1}{2}$	1 ,, 40	.....	4 ft. 7 in. ..	40	40
Essen.....	13 $\frac{1}{2}$	1 ,, 16	.....	Metre	24	17
Chemnitz	13	1 ,, 30	.....	36 inches ..	28	20
Christiana	4 $\frac{1}{2}$	1 ,, 15	.....	4 ft. 7 in. ..	11	7
Dortmund	7	1 ,, 40	.....	4 ,, 7 ,, ..	26	20
Lubeck.....	8 $\frac{1}{2}$	1 ,, 20	.....	3 ,, 7 ,, ..	24	20
Total.....	412 $\frac{3}{4}$	.....	.....	.....	916	257

ELECTRIC Street Railways of the State of New York.

Extract from the Eleventh Annual Report of the Board of Railroad Commissioners for 1893.

Name.	Number of passengers carried.	Operating expenses	Length of line, single track.	Operating expenses per passenger carried.
Buffalo, North Main-street, and Tonawanda.....	12,972	\$ 1,335	miles. 5.75	\$.1029
Buffalo and Williamsville	50,448	2,664	4.50	.0528
Hornellsville.....	274,792	11,938	3.85	.0434
Hudson	344,801	10,321	1.66	.0298
Rochester	774,259	37,509	8.76	.0484
Amsterdam	586,914	32,399	5.00	.0552
Auburn City.....	765,747	26,472	5.25	.0346

NOTE.—The above lines are those only which use electricity exclusively as motive power.

ELECTRIC Street Railways of the State of Massachusetts, U.S.A.

Extract from the Twenty-fifth Annual Report of the Board of Railroad Commissioners, dated January, 1894.

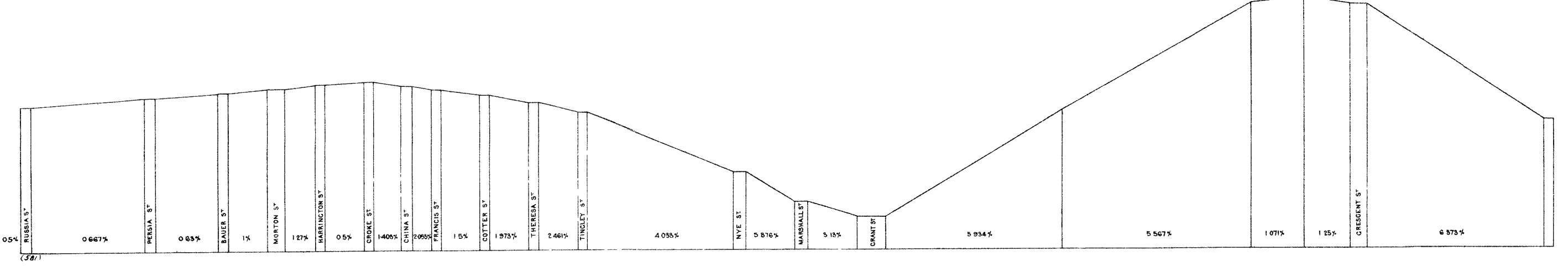
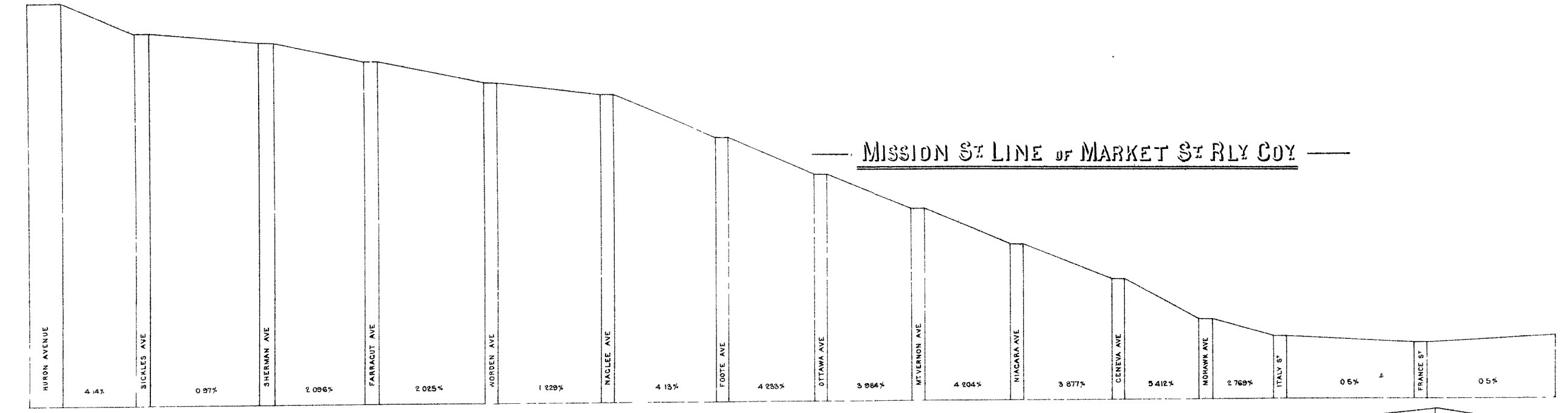
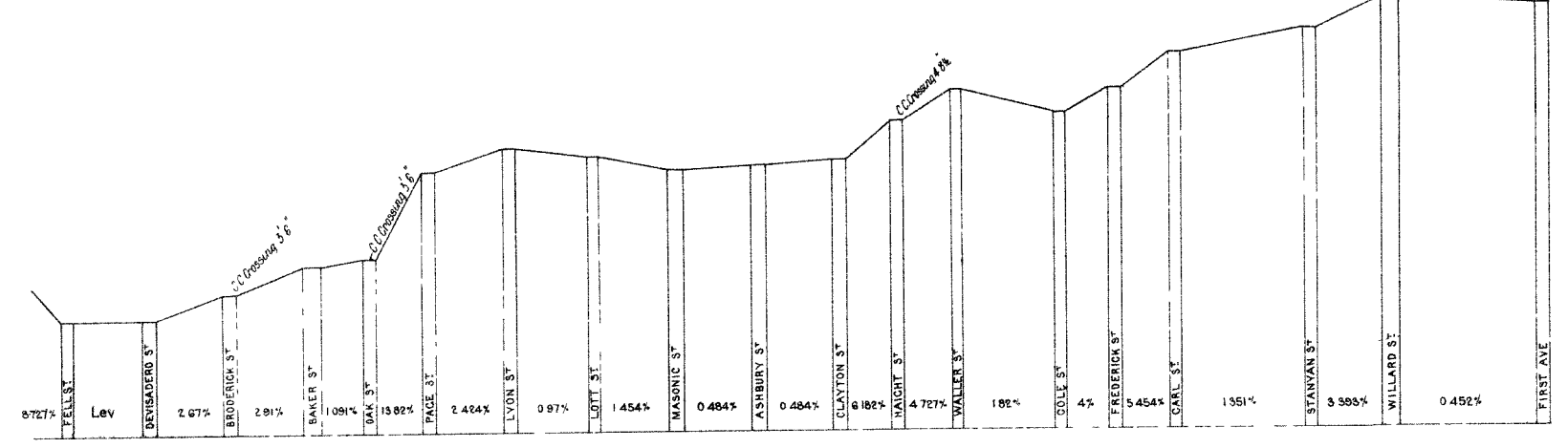
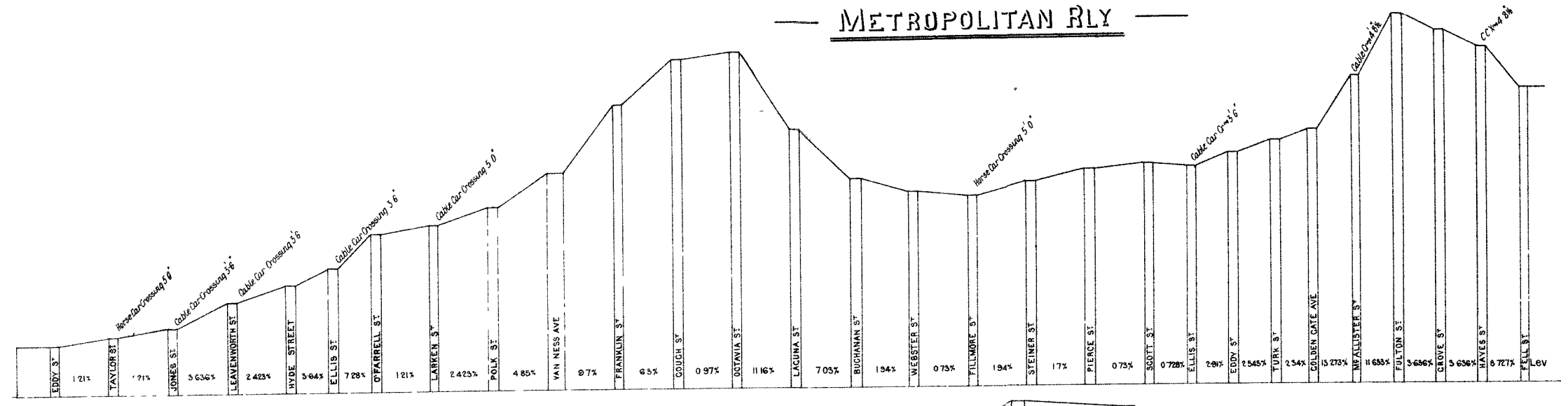
No.	Name.	Length operated, in miles.	Number of passengers carried.	Total operating expenses.	Operating expenses per mile run.	Operating expenses per passenger carried.
2	Attleborough North, Attleborough, and Wrentham	10.50	559,679	\$ 40,991	\$	\$.0714
6	Brockton	33.45	4,428,062	154,147	0.1828	.0364
7	Brockton and Holbrook	4.44	272,635	9,964	.....	.0365
8	Clinton	2.40	17,518	1,238	.....	.0721
21	Hoosac Valley	5.95	513,290	20,172	.1821	.0397
22	Hull.....	2.00	109,472	3,205	.1770	.0308
28	Marlborough	3.69	470,787	15,034	.1230	.0327
30	Milford and Hopedale	6.50	150,699	9,642	.....	.0600
31	Natick and Cockituate	3.00	266,766	10,744	.2104	.0417
32	Natick Electric	6.00	537,100	20,627	.1585	.0401
36	Newtownville.....	2.14	30,542	1,416	.....	.0463
42	Plymouth and Kingston	8.75	574,660	19,161	.1851	.0348
58	Worcester and Milbury	7.44	953,390	33,803	.2004	.0357

NOTE.—The above lines are those only which use electricity exclusively as motive power.

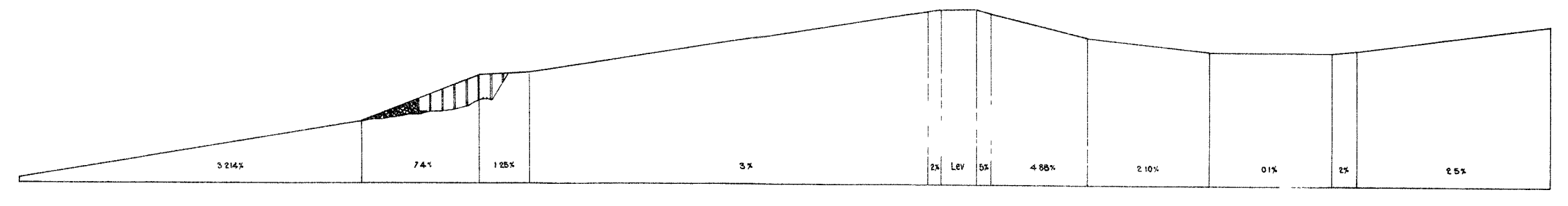
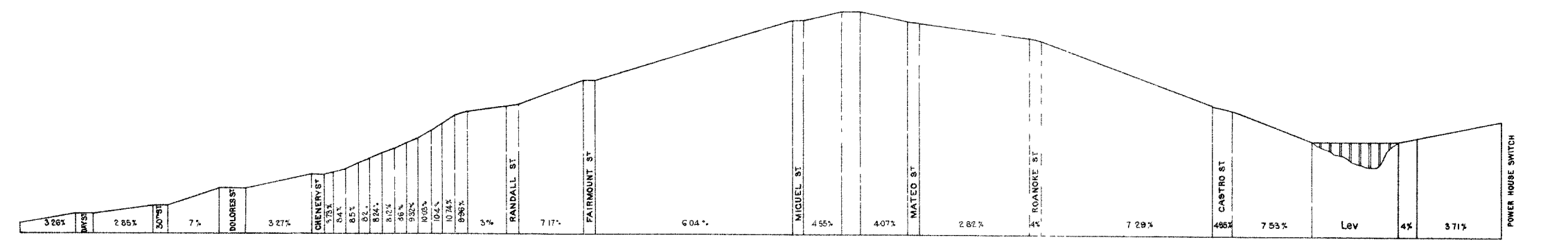
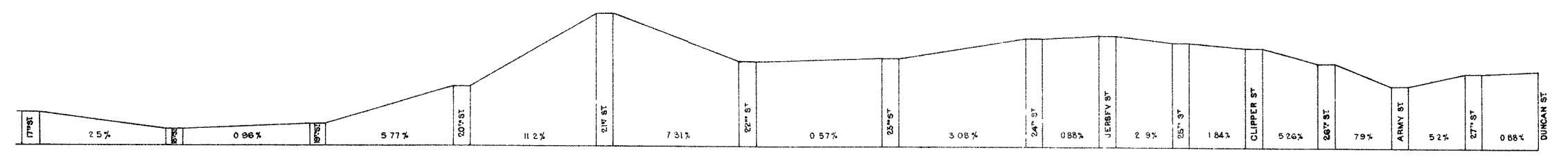
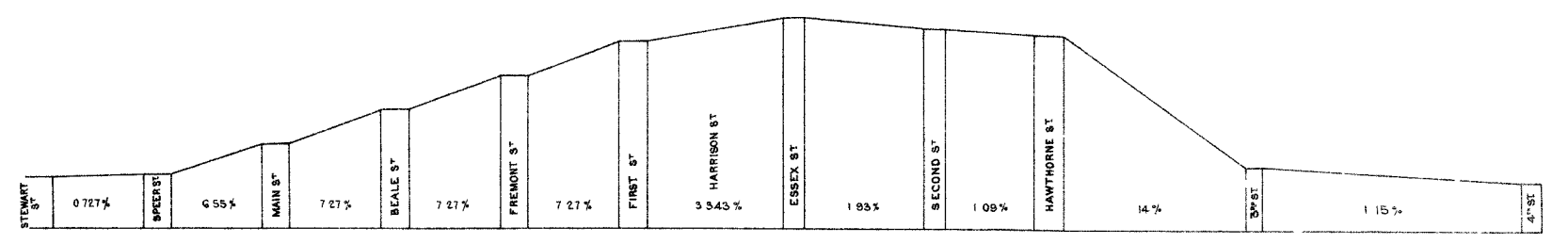
The returns of the West End-street Railway Company, Boston, have been omitted, as they are still working a large mileage by horses, and the returns would show a rather high rate for operating expenses per mile in comparison with lines worked entirely by electricity, and would therefore be misleading.

[One plan.]

METROPOLITAN RLY



SAN FRANCISCO AND SAN MATEO RLY



GRADIENT DIAGRAMS
OF
ELECTRIC TRAMWAYS
SAN FRANCISCO CAL:
U.S.A.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

OCEAN-STREET CABLE-TRAM ENGINE-HOUSE.

(CORRESPONDENCE RESPECTING COST OF SITE OF.)

*Ordered by the Legislative Assembly to be printed, 26 September, 1894.**[Laid upon the Table of this House in answer to Question No. 20, of 12th September, 1894.]*

Question.

20. COST OF SITE FOR OCEAN-STREET CABLE-TRAM ENGINE-HOUSE:—MR. CAMERON asked THE SECRETARY FOR PUBLIC WORKS,—

- (1.) What was the price paid for the site for the Ocean-street cable-tram engine-house, and from whom was the purchase effected?
 (2.) Will he have any objection to lay any papers on the subject upon the Table of the House?

Answer.

No.	SCHEDULE.	PAGE.
1.	The Council Clerk, Woollahra, to the Under Secretary for Public Works. 10 May, 1892	2
2.	The Under Secretary for Public Works to the Council Clerk, Woollahra. 17 May, 1892	3
3.	The Under Secretary for Public Works to the Council Clerk, Woollahra. 1 July, 1892	3
4.	The Town Clerk, Sydney, to the Under Secretary for Public Works, with enclosure. 12 May, 1892	3
5.	The Supervising Engineer, Tramway Construction Branch, to the Engineer-in-Chief for Railway Construction. 29 June, 1892	3
6.	The Under Secretary for Public Works to the Clerk of Petty Sessions, Sydney. 9 August, 1892	4
7.	Notification of proposed construction of the tramway from King-street to Ocean-street	4
8.	Minute for the Executive Council. 10 September, 1892	4
9.	The Supervising Engineer, Tramway Construction Branch, to the Engineer-in-Chief for Railway Construction. 19 January, 1893	5
10.	The Engineer-in-Chief for Railway Construction to the Secretary to the Commissioners for Railways. 24 January 1893	5
11.	The Secretary to the Commissioners for Railways to the Under Secretary for Public Works. 29 March, 1893	5
12.	The Engineer-in-Chief for Railway Construction to the Under Secretary for Public Works. 12 April, 1893	6
13.	The Under Secretary for Public Works to the Secretary to the Commissioners for Railways. 16 June, 1893.....	6
<i>Re MRS. S. BLACKWOOD'S TRUSTEES.</i>		
14.	Mrs. S. Blackwood's Trustees, forwarding notice of claim. 4 November, 1892	6
15.	Mrs. S. Blackwood's Trustees, forwarding notice of claim. 4 November, 1892	7
16.	Mrs. S. Blackwood to the Under Secretary for Public Works. 7 December, 1892.....	7
17.	The Crown Solicitor to the Under Secretary for Public Works. 16 December, 1892.....	8
18.	The Under Secretary for Public Works to Mrs. S. Blackwood. 22 December, 1892.....	8
19.	The Crown Solicitor to the Under Secretary for Public Works. 13 February, 1893.....	8
20.	Report by the Land Valuer. 7 April, 1893.....	8
21.	List of claims and valuations in connection with lands resumed for King-street and Ocean-street Cable Tramway approved by Minister. 10 April, 1893.....	9
22.	Offer to Mrs. S. Blackwood. 15 April, 1893	9
23.	Messrs. Deane and Deane to the Minister for Public Works. 17 April, 1893.....	10
24.	The Under Secretary for Public Works to Messrs. Deane and Deane. 10 May, 1893	10
25.	Messrs. Deane and Deane to the Under Secretary for Public Works. 16 May, 1893	10
26.	Messrs. Deane and Deane to the Under Secretary for Public Works. 18 May, 1893	10
27.	The Crown Solicitor to the Land Valuer. 6 July, 1893	11
28.	The Crown Solicitor to the Under Secretary for Public Works. 24 August, 1893.....	11
29.	Messrs. Deane and Deane to the Under Secretary for Public Works. 29 September, 1893	11
30.	The Crown Solicitor to the Under Secretary for Public Works. 27 October, 1893	11
31.	Messrs. Deane and Deane to the Minister for Public Works. 28 November, 1893	11
32.	The Crown Solicitor to the Under Secretary for Public Works. 3 July, 1894	12

Re

No.	Re MRS. J. M. HAYNES.	PAGE.
33.	Mrs. J. M. Haynes, forwarding notice of claim. 23 November, 1892	12
34.	Mr. Walter Haynes to the Minister for Public Works. 25 November, 1892	13
35.	Mr. W. A. Gilder to the Minister for Public Works. 25 November, 1892	13
36.	Mr. W. A. Gilder to the Under Secretary for Public Works. 1 December, 1892	13
37.	The Crown Solicitor to the Under Secretary for Public Works. 3 February, 1893	13
38.	The Crown Solicitor to the Under Secretary for Public Works. 6 February, 1893	14
39.	Mr. Walter Haynes to the Under Secretary for Public Works. 23 February, 1893	14
40.	Mr. Walter Haynes to the Minister for Public Works. 4 April, 1893	14
41.	Report by the Land Valuer. 7 April, 1893	14
42.	The Under Secretary for Public Works to Mr. Walter Haynes. 13 April, 1893	15
43.	Offer to Mr. Walter Haynes. 15 April, 1893	15
44.	Mr. Walter Haynes to the Land Valuer. 17 April, 1893	15
45.	The Under Secretary for Public Works to Mr. Walter Haynes. 24 April, 1893	15
46.	Mr. Walter Haynes to the Under Secretary for Public Works. 27 April, 1893	15
47.	The Under Secretary for Public Works to Mr. Walter Haynes. 24 April, 1893	16
48.	Mrs. Haynes' Trustees to the Under Secretary for Public Works. 8 May, 1893	16
49.	Mrs. Haynes' Trustees to the Under Secretary for Public Works. 15 May, 1893	16
50.	The Crown Solicitor to the Under Secretary for Public Works. 7 June, 1893	16
51.	Mr. W. A. Gilder to the Crown Solicitor. 1 June, 1893	17
Re MRS. M. A. WILCOX.		
52.	Mary Anne Wilcox, forwarding notice of claim. 21 November, 1892	17
53.	The Crown Solicitor to the Under Secretary for Public Works. 11 January, 1893	17
54.	Messrs. Holdsworth and Son to the Minister for Public Works. 11 April, 1893	17
55.	The Under Secretary for Public Works to Messrs. Holdsworth and Son. 21 April, 1893	18
56.	The Crown Solicitor to the Under Secretary for Public Works. 17 July, 1893	18
57.	Messrs. Holdsworth and Son to the Crown Solicitor. 25 August, 1893	18
58.	The Crown Solicitor to the Under Secretary for Public Works. 28 August, 1893	18
59.	The Crown Solicitor to the Under Secretary for Public Works. 14 October, 1893	19
60.	Report by the Land Valuer. 24 October, 1893	19
61.	Offer to Trustees of Mrs. M. A. Wilcox. 17 November, 1893	19
62.	Messrs. Holdsworth and Son to the Minister for Public Works. 24 November, 1893	20
63.	The Under Secretary for Public Works to Messrs. Holdsworth and Son. 15 December, 1893	20
64.	Messrs. Holdsworth and Son to the Minister for Public Works. 9 December, 1893	20
65.	Messrs. Holdsworth and Son to the Under Secretary for Public Works. 27 December, 1893	20
66.	The Under Secretary for Public Works to Messrs. Holdsworth and Son. 15 January, 1894	20
67.	Messrs. Holdsworth and Son to the Under Secretary for Public Works. 23 January, 1894	21
68.	The Under Secretary for Public Works to Messrs. Holdsworth and Son. 5 February, 1894	21
69.	The Crown Solicitor to the Under Secretary for Public Works. 30 March, 1894	21
70.	Mr. T. W. Wilcox to the Under Secretary for Public Works. 5 April, 1894	21
71.	The Under Secretary for Public Works to F. W. Wilcox. 17 April, 1894	21
72.	The Crown Solicitor to the Under Secretary for Public Works. 28 August, 1894	22
Re D. S. WILLIAMS.		
73.	Mr. R. B. Asher to the Minister for Public Works. 1 November, 1892	22
74.	The Under Secretary for Public Works to Mr. R. B. Asher. 24 November, 1892	22
75.	Mr. R. B. Asher to the Under Secretary for Public Works. 28 November, 1892	23
76.	Mr. R. B. Asher to the Under Secretary for Public Works. 24 January, 1893	23
77.	The Under Secretary for Public Works to Mr. R. B. Asher. 2 February, 1893	23
78.	The Crown Solicitor to the Under Secretary for Public Works. 4 February, 1893	23
79.	Mr. David S. Williams to the Under Secretary for Public Works. 28 February, 1893	23
80.	Mr. D. S. Williams to the Land Valuer. 18 March, 1893	24
81.	Report by the Land Valuer. 7 April, 1893	24
82.	Offer to Mr. D. S. Williams. 15 April, 1893	25
83.	Mr. R. B. Asher to the Under Secretary for Public Works. 17 April, 1893	25
84.	The Under Secretary for Public Works to Mr. R. B. Asher. 3 May, 1893	25
85.	The Crown Solicitor to the Under Secretary for Public Works. 6 July, 1893	25
86.	The Crown Solicitor to the Under Secretary for Public Works. 12 August, 1893	26
Re DUGALD ROBINSON.		
87.	Mr. Dugald Robinson, forwarding notice of claim. 23 November, 1892	26
88.	Report by the Land Valuer. 7 April, 1893	26
89.	Offer to Mr. Dugald Robinson. 15 April, 1893	26
90.	Mr. Dugald Robinson to the Under Secretary for Public Works. 17 May, 1893	27
Re D. MAHONEY.		
91.	Mr. H. R. Way to the Under Secretary for Public Works. 31 January, 1893	27
92.	The Land Valuer to Mr. H. R. Way. 13 February, 1893	27
93.	Mr. H. R. Way to the Land Valuer. 14 February, 1893	28
94.	The Crown Solicitor to the Under Secretary for Public Works. 17 March, 1893	28
95.	Report by the Land Valuer. 7 April, 1893	28
96.	Offer to Mr. D. Mahoney. 15 April, 1893	28
97.	Mr. Mahoney to the Under Secretary for Public Works. 9 May, 1893	29

No. 1.

The Council Clerk, Woollahra, to The Under Secretary for Public Works.

Sir,

Borough of Woollahra, Council Chambers, 10 May, 1892.

I have the honor, by direction, to request that the Honorable the Secretary for Public Works will be pleased to appoint a date to receive a deputation representing this borough and Paddington, the object being to endeavour to dissuade the Minister from occupying or encroaching on any portion of the Rushcutters Bay Reserve for tramway purposes. I have further to ask that a Thursday be not selected, as that day is inconvenient to several who wish to attend.

I have, &c.,

C. A. VIVIAN,

Council Clerk.

I presume this cannot be avoided.—J.B., 20/6/92. Mr. Deane. No; and the trustees quite approved.—H.D., 21/6/92. Under Secretary. Submitted to; so inform.—J.B., 22/6/92. Approved.—W.J.L., 27/6/92.

No. 2.

3

No. 2.

The Under Secretary for Public Works to The Council Clerk, Woollahra.

Sir,

17 May, 1892.

With reference to your letter of the 10th instant, in which you ask that arrangements be made by the Minister to receive a deputation from the Paddington and Woollahra Councils, in regard to the Rushcutter's Bay Reserve, I am directed to say that, owing to the number of prior engagements, Mr. Secretary Lyne cannot at present fix a date for the purpose, but, as soon as these have been disposed of, an appointment will be made, of which you will be apprised.

I have, &c.,

J. BARLING,

Under Secretary.

No. 3.

The Under Secretary for Public Works to The Council Clerk, Woollahra.

Sir,

Department of Public Works, Sydney, 1 July, 1892.

With further reference to your letter of the 10th May last, in which you ask that an appointment may be made for the Secretary for Public Works to receive a deputation from your Council in regard to the taking of a portion of the Rushcutter's Bay Reserve for tramway purposes, and to my reply of the 17th idem, I am now directed to inform you that the occupation of a portion of this reserve is quite unavoidable, and the trustees have approved of the action of the Department. The Minister, therefore, considers that your Council will see that a deputation on the subject is unnecessary.

I have, &c.,

J. BARLING,

Under Secretary.

No. 4.

The Town Clerk, Sydney, to The Under Secretary for Public Works.

Sir,

Municipal Council, Town Clerk's Office, Sydney, 12 May, 1892.

I have the honor to forward herewith copy of a petition presented to the Mayor and Council with reference to the erection of car and engine sheds on a portion of Roslyn Gardens. The petition has not been formally presented to the Council, but as a meeting of the Council will not be held for two or three weeks, His Worship now forwards the enclosed for the consideration of the Minister, believing that he has the matter under his attention.

I have, &c.,

HENRY J. DANIELS,

Town Clerk.

[Enclosure.]

Petition to the Mayor (His Worship, W. P. Manning) and Aldermen of the city in Council.

Sydney, 6 May, 1892.

We, the undersigned ratepayers, solicit your Council to take the necessary steps to solicit the Minister for Works not to resume a portion of Roslyn Gardens for cable tramway purposes. It is intended to erect car-sheds and engine-sheds on the park land. There being other available land in the locality, we desire to point out the injustice of taking a portion of our small recreation ground.

JOHN HUGHES.

THOMAS HUGHES.

(And 29 others).

Mr. Deane.—D.McL. (for U.S.), B.C., 13/5/92. This matter has now been settled. Mr. Fischer to furnish tracing of land.—H.D., 16/5/92. Tracing herewith.—G.F., 19/5/92. Engineer-in-Chief. There can be no objection to the site now fixed. Tracing forwarded for the information of the Honorable the Minister.—H.D., 19/5/92. Under Secretary. Mr. Deane is, I understand, to further consider this matter.—J.B., 21/5/92. The tracing shows the land required for the tramway engine and car sheds. Does the Minister approve of my including it in the Proclamation?—H.D., 26/5/92. Under Secretary. Submitted.—J.B., 27/5/92. This paper must stand over until Mr. Deane returns from Melbourne, after inspecting the tramways in that city.—W.J.L., 27/5/92. Mr. Deane.—D.McL. (for U.S.), B.C., 28/5/92.

I have been to Melbourne and seen the working of the cable tramways. Mr. Jas. Duncan showed me details and gave me his opinion on various points. I specially asked him his opinion as to the relative suitability of high ground or hollows for the site of the power plant, and he told me he considered it did not matter in the slightest degree. There would be no disadvantage in placing the engines on the low ground.—H.D., 17/6/92.

Submitted for approval.—J.B., 17/6/92. Approved *re* site as selected.—W.J.L., 17/6/92. Mr. Deane.—J.B., B.C., 18/6/92. Mr. Fischer.—H.D., 20/6/92. Noted.—G.F., 20/6/92.

No. 5.

Memo. from The Supervising Engineer, Tramway Construction Branch, to The Engineer-in-Chief for Railway Construction.

Subject:—Proclaimed Plans. Extension—King-street to Ocean-street.

29 June, 1892.

I BEG to forward herewith proclaimed plans (three), books of reference (three), and triplicate tracings (nine sets) for land resumptions required in connection with the construction of this tramway.

GUSTAVE FISCHER,

Supervising Engineer.

Forwarded

Forwarded for the signature of the Minister as Constructing Authority and for proclamation. Notice—Tracings to be forwarded to Land Valuer.—THOMAS R. FIRTH (for the Engineer-in-Chief). Under Secretary. The Land Valuer for proclamation notice.—D.McL. (for U.S.), 1/7/92. Mr. Rae for descriptions.—A.B. (for Land Valuer), 1/7/92. Very urgent. Descriptions herewith.—F.S.R., 8/7/92. Will Mr. Deane kindly initial, if correct, the draft notification, herewith.—A.B. (for L.V.), 12/7/92. T.R.F. (for Engineer-in-Chief), 14/7/92. Land Valuer, B.C., 14/7/92. Draft proclamation herewith for signature and seal of Constructing Authority.—A.B. (for L.V.), 4/8/92. Under Secretary, Public Works. Draft signed and returned herewith. Draft notice of confirmation herewith, to be initialled.—A.B. (for L.V.), 8/9/92. Engineer-in-Chief, Railways. Chief Assistant and Inspecting Engineer.—H.D., 8/9/92. Land Valuer.—H.D., B.C., 8/9/92. Minute for Executive Council and draft notice of confirmation herewith.—A.B. (for L.V.), 10/9/92. Under Secretary, Public Works.

No. 6.

The Under Secretary for Public Works to The Clerk of Petty Sessions, Sydney.

Sir, Department of Public Works, Sydney, 9 August, 1892.
I have the honor to inform you that a copy of the proclaimed plan and book of reference of the tramway from King-street, Sydney, to Ocean-street, Woollahra, has been forwarded to you this day, by post, and to request that you will be good enough to cause the same to be exhibited in the Water Police Court, Sydney, for the information and inspection of any persons who may have any pecuniary or other interest in the lands through which the same tramway passes.

I have, &c.,
J. BARLING,
Under Secretary.

No. 7.

Notification of proposed Construction of the Tramway from King-street to Ocean-street.

Department of Public Works, Sydney, 9 August, 1892.
It is hereby notified for public information, under the provisions of section 29, subsection v. of the "Public Works Act of 1888," that it is intended to construct a line of tramway from King-street, Sydney, to Ocean-street, Woollahra, in accordance with the plans and books of reference prepared in connection with the said line, which are now to be seen in the office of the Constructing Authority at Sydney, and at the office of the Clerk of Petty Sessions, Water Police Court, Sydney.

WILLIAM JOHN LYNE,
Constructing Authority.

Gazette, dated 12th August, 1892.

GOVERNMENT TRAMWAYS.

King-street, Sydney, to Ocean-street, Woollahra.

It is hereby notified that the construction of a cable tramway from King-street, Sydney, to Ocean-street, Woollahra, has been duly authorised, under the provisions of the "Public Works Act of 1888," and there is now open for inspection, at the office of the Minister for Public Works, the said Minister being the Constructing Authority for the said line, a plan of the said line and of the lands through which it will pass, together with a book of reference, in which is set forth a description of the said lands and the names of the owners and proprietors thereof, so far as the same can be ascertained. All persons, therefore, who may be interested in the said lands to be affected by the said line are hereby required to forward to the said Constructing Authority, within one month from the first date of the publication hereof, a notice in writing of any objection that may appear to them to exist to the adoption of the said line or any part thereof, or to any of the works proposed in connection therewith.—Dated at Sydney, this fourth day of August, in the year of our Lord one thousand eight hundred and ninety-two.

(L.S.) WILLIAM JOHN LYNE,
Constructing Authority.

The seal of the Constructing Authority was affixed hereto, at Sydney, this 4th day of August, 1892, in the presence of,—

D. C. McLACHLAN.

No. 8.

Minute for the Executive Council.

Subject:—Confirmation of plan and book of reference, King-street to Ocean-street Cable Tramway.

Department of Public Works, Sydney, 10 September, 1892.
No valid objection having been taken to the proclaimed plan and book of reference in connection with the line of tramway from King-street, Sydney, to Ocean-street, Woollahra, I have the honor to submit these documents for confirmation by His Excellency the Governor and the Executive Council, together with the usual notice for publication in terms of the "Public Works Act of 1888."

WILLIAM JOHN LYNE.

Executive Council Office, 15 September, 1892.

THE Executive Council advise, as herein recommended, that the plan and book of reference of the cable tramway from King-street to Ocean-street, be confirmed in terms of the said Act.

ALEX. C. BUDGE,
Clerk of the Council.

Min. 9,743, 20/9/92. Confirmed, 24/9/92. Approved.—JERSEY, 20/9/92. Gazette.—
D.McL. (for U.S.), 27/9/92. Gazette, dated 30/9/92; No. 703, page 7911.

GOVERNMENT

GOVERNMENT TRAMWAYS.

King-street, Sydney, to Ocean-street, Woollahra.

Notice of Confirmation of Plan and Book of Reference.

WITH reference to the notice of the Minister for Public Works, dated 4th day of August last, relative to the taking of certain lands required for the purpose of making a tramway between King-street Sydney, and Ocean-street, Woollahra, and to make and complete certain works and conveniences in connection therewith: Notice is hereby given that no valid objection having been made to the taking of the lands required for the said tramway, or to the erection of the said works, the said plan and book of reference have been duly confirmed by His Excellency the Governor, with the advice of the Executive Council, in accordance with the "Public Works Act of 1888."

(L.S.) WILLIAM JOHN LYNE,
Constructing Authority.

The seal of the Constructing Authority was affixed hereto, at Sydney, this 14th day of September, in the year of our Lord 1892, in the presence of,—

D. C. MCLACHLAN.

No. 9.

Memo. from the Supervising Engineer, Tramway Construction Branch, to The Engineer-in-Chief for Railway Construction.

King-street to Ocean-street Cable Tramway, Power and Car House.

Department of Public Works, Tram Construction Branch,
Supervising Engineer's Office, Beresford Chambers, 19 January, 1893.

I BEG to forward herewith, for submission to the Railway Commissioners, tracing showing proposed power and car house, for the King-street to Ocean-street cable tramway.

The land resumed allows for the erection of power-house and car depôt, for forty cars and twenty-one dummies—the number required for working the line to Ocean-street—and admits of an extension of the car depôt, as shown by dotted lines, for housing eighteen cars and nine dummies additional when required.

GUSTAVE FISCHER,
Supervising Engineer.

No. 10.

The Engineer-in-Chief for Railway Construction to The Secretary to the Commissioners for Railways.

King to Ocean Streets Tramway.

24 January, 1893.

I HAVE the honor to forward herewith tracing showing the proposed power and car house for the above tramway, and shall be glad if you will submit same to the Commissioners for an early decision, and inform me of the result.

The land resumed allows for the erection of power-house and car depôt, for forty cars and twenty-one dummies—the number required for working the line to Ocean-street—and admits of an extension of the car depôt, as shown by the dotted lines, for housing eighteen cars and nine dummies additional when required.

H. DEANE,
Engineer-in-Chief
(Per T.H.)

King to Ocean Streets Cable Tram.

Department of Public Works, Railway Construction Branch, Sydney, 27 January, 1893.

To Mr. Holmes,—

I saw Mr. Moore this morning, who informed me that the tracing showing proposed power-house and car-shed, sent to the Railway Commissioners on the 24th, does not show the exact position of same; Commissioners want a small plan showing the exact position of these buildings.

H. WOODWARD.

Mr. Fischer to supply.—F.H. (for Engineer-in-Chief), 27/1/93. Tracing herewith.—G.F., 31/1/93. Engineer-in-Chief.

No. 11.

The Secretary to the Commissioners for Railways to The Under Secretary for Public Works.

Government Railways of New South Wales, Secretary's Office, Sydney, 29 March, 1893

Sir,

I am directed to enclose plan of power and car house for the Ocean-street to King-street cable tramway, approved by the Railway Commissioners.

In returning the plan the Railway Commissioners wish it to be distinctly understood that their approval is intended only to cover the sheds and connecting lines, and is not to be taken as intimating their concurrence in the position selected for the building, as they consider that the site selected is a most expensive one, and if at any future time extensions of the buildings are required, additional heavy outlay would

would be required for land resumptions in connection with them; whereas if the vacant land on the opposite side of the street had been chosen it could have been obtained at a much lower price, and extensions made in years to come could have been provided for at a much lower cost.

I have, &c.,

H. McLACHLAN,

Secretary.

Submitted.—J.B., B.C., 10/4/93. Mr. Deane.—J.B., 10/4/93. Will Mr. Deane state his reasons for recommending this site?—W.J.L., B.C., 11/4/93. Mr. Deane.—J.B., 11/4/93.

No. 12.

Memo. from The Engineer-in-Chief for Railway Construction to The Under Secretary for Public Works.

King-street to Ocean-street Cable Tramway.

Department of Public Works, Railway Construction Branch, Sydney, 12 April, 1893.

THE site occupied by the engine-house is entirely on the park land. The car-house is on resumed land.

The Minister will, no doubt, remember that the site of the latter was not that originally chosen by me, which was on the park grounds, but the altered site was fixed upon after full consideration of the question, when I met the Minister and the Park Trustees on the ground, the latter having objected to the first site.

As to the inadequacy of the site, the Railway Commissioners must be in error. Sufficient engine-power has been provided for all possible extensions which can be worked from that point. There is more car room than at present required, and should the future necessitate any at present unanticipated increase, a small corner of the park could, without detriment to the latter, be added.

As to the land on the other side of the road being cheaper, it is no doubt due to its unsuitability for building purposes that it is so. This matter I considered before submitting the plan for proclamation, and I was convinced that the extra foundation would cost more than the increased cost of purchase of the present site. There is also a great advantage in having the engine-shed and car-shed, as it were, under one roof, which would be lost were they on opposite sides of the road.

H. DEANE,

Engineer-in-Chief.

Submitted.—J.B., 4/5/93. Seen.—Forward copy to Railway Commissioners.—W.J.L., 14/6/93. Forward copy.—J.B., 14/6/93. Copy forwarded to the Secretary to the Railway Commissioners, 16/6/93. Seen.—H.D., 23/6/93. Assistant Engineer for Tramways.—F.H., 24/6/93. Seen.—G.F., 26/6/93. Engineer-in-Chief.

No. 13.

The Under Secretary for Public Works to The Secretary to The Commissioners for Railways.

Sir,

16 June, 1893.

With reference to your letter of the 29th of March last, in regard to the site which has been selected for the power and car houses for the King-street to Ocean-street tramway, I am directed by the Secretary for Public Works to forward, for the information of your Commissioners, a copy of a minute on the subject which has been received from the Engineer-in-Chief for Railway Construction.

I have, &c.,

J. BARLING,

Under Secretary.

Re Trustees of Mrs. S. Blackwood.

No. 14.

Mrs. S. Blackwood's Trustees, forwarding Notice of Claim.

Extension from King-street to Ocean-street Cable Tramway.

Public Works Act of 1888.

Offer and Particulars of Claim for Land taken for Tramway Purposes.

To the Minister for Public Works,—

WE hereby offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which we are the owners in fee-simple as Trustees for Mrs. Sarah Blackwood and others in remainder, delineated on the tracing plan attached to the notice of land taken, and numbered 12, which we hereby acknowledge to have received, containing 19·2 perches, more or less, and as compensation for damage by severance, by the , or otherwise caused by the execution of the tramway works, as particularly set forth in the subjoined schedule of claim, the sum of £2,836, which sum I declare to be our full claim in respect of the matters aforesaid.

Dated this 4th day of November, 1892.

ARTHUR ROBERT BLACKWOOD,

Pine Estate, Newtown.

V. A. SPENCE,

Young-street, Croydon.

To the Constructing Authority, Sydney.

Total amount of claim, £2,836.

ARTHUR ROBERT BLACKWOOD.

V. A. SPENCE.

If

If Mrs. Sarah Blackwood was left in undisturbed possession her present yearly income from lot 12 is £104, and after eight years and eighty-four days would at least be £160 per annum. On this basis we make the following estimate:—

	£	s.	d.	£	s.	d.
£104 per annum for eight years and eighty-four days	856	0	0			
Present value of this, at 5 per cent. basis, is				676	0	0
As the lease shows the property was let on an improving lease, under which the lessees were to spend at least £500, it follows that Mrs. Sarah Blackwood is entitled to the improvements at the end of the term, naturally expect a larger rental (say), £160 per annum as probable rent. This, on a 5 per cent. basis, is						
	3,200	0	0			
Present value of £3,200, on a 5 per cent. basis, is				2,160	0	0
				<u>£2,836</u>	<u>0</u>	<u>0</u>

No. 15.

Mrs. S. Blackwood's Trustees, forwarding Notice of Claim.

Extension from King-street to Ocean-street Cable Tramway.

Public Works Act of 1888.

Offer and Particulars of Claim for Land taken for Purposes.

To the Minister for Public Works,—

We hereby offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which we are the owners in fee-simple, as trustees for Mrs. Sarah Blackwood and others in remainder, delineated on the tracing plan attached to the notice of land taken, and numbered 16, which we hereby acknowledge to have received, containing 30 perches, more or less, and as compensation for damage by severance, or otherwise caused by the execution of the Tramway Works as particularly set forth in the subjoined schedule of claim, the sum of £1,460, which sum we declare to be our full claim in respect of the matters aforesaid.

Dated this 4th day of November, 1892.

ARTHUR ROBERT BLACKWOOD,
Pine Estate, Newtown.
VALENTINE ARTHUR SPENCE,
Young-street, Croydon.

To the Constructing Authority, Sydney.

SCHEDULE OF CLAIM. Land Resumed.

Character.	Estimated Value.	Total Value.
Building	Per acre, or per foot, £25..... (Please see note.)	£ s. d. 1,250 0 0
Nature and Description of Improvements taken.		
Improvements taken—Buildings, cottage of hardwood.....		200 0 0
Fences		10 0 0
Total amount of claim		£ 1,460 0 0

ARTHUR ROBERT BLACKWOOD.
V. A. SPENCE.

NOTE.—Regarding the allotment No. 16, facing the bay, with a back entrance to Clement-street, it must be noted that this allotment has a front entrance leading from Waratah-street; it can be opened at any moment. Please see map of Baroom Glen Estate.

Land Valuer.—D.C.McL., B.C., 4/11/92. Mr. Rae for certificate.—A.B. (pro Land Valuer), 4/11/92. Herewith.—F.S.R., 21/12/92. Please report on title.—A.B. (pro L. Valuer), 21/12/92.

No. 16.

Mrs. S. Blackwood to The Under Secretary for Public Works.

Sir,

Summer Hill, 7 December, 1892.

I beg leave to state that my property at Bayswater Road, Rushcutters' Bay, has been resumed for tramway purposes, and since the notice of resumption was served I did not apply for the rents, believing I had no right to do so.

Yesterday I received a letter from one of the tenants—Mahoney—stating his intentions of vacating the premises, in consequence of which I made inquiries at the Minister for Works office, and ascertained that the Act allowed me to collect the income from the property for three months after the notice of resumption was served. Acting on this information I sent my son to-day for the arrears of rent. Williams, the occupant of the shop, Bayswater Road, paid the amount due, but Mahoney, the occupant of the cottage facing the reserve, refused to pay the rent, and says he considers the amount due, £4 10s., will be very little compensation for the loss he will sustain by having to vacate the premises. As I do not know whether I am justified in compelling Mahoney by law to pay, I am compelled to ask your advice in the matter.

SARAH BLACKWOOD.

Land Valuer.—D.C.McL. (pro U.S.), B.C., 9/12/92. This should be referred to the Crown Solicitor as to whether Mrs. Blackwood can enforce the payment of rent under the circumstances.—J.B.T., 14/12/92. U.S., Works. Will the Crown Solicitor kindly advise?—D.C.McL. (pro U.S.), B.C., 14/12/92. Urgent.

No. 17.

No. 17.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 16 December, 1892.

I have the honor to return herewith the letter of Mrs. Sarah Blackwood, as to the rents of the property at Rushcutter's Bay resumed from her for tramway purposes.

I think that Mrs. Blackwood might be allowed to collect the rents of this property up to the time when possession is required by the Government, and she should be informed that the rents so collected by her will be taken into account, and be the subject of adjustment when the amount of compensation and interest is to be paid to her.

The tenant should pay his rent according to his agreement, and if he has sustained any loss he should make his claim as provided by the Statute.

What may be the legal powers of Mrs. Blackwood to enforce payment of the rent is a matter for her advisers to consider.

All that the Department can say is, that the Constructing Authority has no objection to her collecting such rents.

I have, &c.,

ERNEST SMITH,

Crown Solicitor.

Mrs. Blackwood might be informed in terms of the Crown Solicitor's letter.—A.B. (*pro Land Valuer*), 20/12/92. U.S., Works. Informed.—J.B., 21/12/93.

No. 18.

The Under Secretary for Public Works to Mrs. S. Blackwood.

Madame,

22 December, 1892.

With reference to your letter of the 7th instant, respecting the collection of rents for premises resumed from you for tramway purposes, I am directed by the Secretary for Public Works to inform you that there will be no objection to your collecting the rents of the property referred to up to the time when possession is required by the Government, and all such rents so collected by you will be taken into account, and be the subject of adjustment when the amount of compensation and interest is to be paid to you.

I have, &c.,

J. BARLING,

Under Secretary.

No. 19.

The Crown Solicitor to The Under Secretary for Public Works.

Blackwood Trustees to Minister for Works—King-street to Ocean-street Tramway.

Sir,

Crown Solicitor's Office, 13 February, 1893.

I have the honor to return herewith the papers sent me in this case with instruction to report on title.

I have examined the title, and find that by Crown Grant dated 30th May, 1844, 71 acres of lands in the parish of Alexandria, county of Cumberland, were granted to Thomas West in fee in fulfilment of a promise made to him on 1st December, 1811. By indenture of lease and release, bearing date 7th and 8th January, 1836, made between the said Thomas West of the one part, and Obed West of the other part, in consideration of a certain annuity to be paid to the said Obed West by the said Thomas West during his life, 12 acres 3 roods 19 perches, portion of the said grant of 71 acres, were granted and released unto the said Obed West, in fee subject to the said annuity. By indenture of settlement, dated 29th July, 1854, and made between the said Obed West of the first part, Sarah Blackwood, wife of William Blackwood, of the second part, the said William Blackwood of the third part, James Oakey and William Patten (trustees) of the fourth part, two portions of land, being lots 28 and 33 of a subdivision of the said 71-acre grant, called the Barcom Glen Estate, were conveyed to the use of the said trustees during the life of the said Sarah Blackwood (a daughter of said Obed West) for her sole and separate use for her life, and after her death upon certain other trusts therein mentioned. Both of these parcels, it appears by the certificate of identity, have been resumed.

By an indenture dated 1st November, 1892, Arthur Robert Blackwood and Valentine Arthur Spence were appointed trustees of the said indenture of settlement in place of James Oakey and William Patten, both deceased. As there is no power of sale contained in the above-mentioned indenture of settlement, the compensation money will have to be paid into Court.

I have made several requisitions on the prior title which have not yet been satisfied, but, in the meantime, I think, Arthur Robert Blackwood and Valentine Arthur Spence, as trustees of the said indenture of settlement, and Mrs. Sarah Blackwood, may be dealt with as to the compensation to be paid for the land resumed, subject to my requisitions on title being satisfactorily complied with.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

No. 20.

Report by the Land Valuer.

King-street and Ocean-street Cable Tramway.

Particulars of Claim.

Claimant and owners—Arthur Robert Blackwood and Valentine Arthur Spence (trustees), and Mrs. Sarah Blackwood; reference number, 12 and 16; area taken, 1 rood 9 $\frac{3}{4}$ perches; amount of claim, £4,296.

This claim is made in respect of allotments 28 and 33 of a subdivision of the 71-acre grant, called the Barcom Glen Estate, taken for tramway purposes in connection with the King-street and Ocean-street cable

cable tramway. Allotment 28, reference number 12, is an excellent building site. It has 50 feet frontage to the New South Head Road, which is a most important thoroughfare. There is a large furniture shop and warehouse, with residence, workshops, stores, stables, and other buildings. The owners derive an annual net income of £104 per annum from this land for the residue of a lease, which had eight and a quarter years to run from the date of resumption, and they had the reasonable probability, indeed almost the certainty, of that income being increased by at least £1 per week at the expiration of the lease.

Allotment 33, reference number 16, has frontage towards Rushcutter's Bay on the north, and 50 feet to Clement-street on the south. The northern half of the allotment is low and wet; the southern half is well adapted for building purposes, and is high and dry. There is a cottage and outbuilding on the land.

Valuation.

Reference number, 12; present value of £104 per annum, at 5 per cent. for eight and a quarter years...	£	s.	d.
	689	0	0
Present value of £156 per annum, due eight and a quarter years hence, at 5 per cent.	2,086	0	0
Reference number 16; 50 feet at £15 per foot ...	750	0	0
House, £167; fencing, £16	183	0	0
Forced sale, at 10 per cent.	370	16	0
Total...	£4,078	16	0

J. B. THOMPSON,

Land Valuer,
7th April, 1893.

The Constructing Authority, Sydney.

Claim, £4,296; valuation, £4,078 16s. Submitted for approval.—J.B.T., 7/4/93. Submitted.—J.B., 10/4/93. Approved.—W.J.L., 10/4/93. Offer sent to Mrs. Blackwood, 15/4/93.

No. 21.

List of Claims and Valuations approved by Minister.

Minute Paper.

Subject :—List of claims and valuations in connection with lands resumed for the King-street and Ocean-street Cable Tramway.

Department of Public Works, Valuation Branch, Sydney, 7 April, 1893.

I HAVE the honor to submit for the Minister's approval the subjoined list of valuations on the above tramway.

I beg to request that these valuations be submitted to the Crown Solicitor, to advise as to the basis on which they have been computed.

Claimant.	Description of Property.	Locality.	Land taken.	Claim.	Valuation.	For what purpose.
Blackwood A. R., Spence V. A. (trustees), and Blackwood, Sarah.	Building ...	Rushcutters' Bay.	r. p. 1 9 ³ / ₁₀	£ s. d. 4,296 0 0	£ s. d. 4,078 16 0	Tramway.
Williams, D. T.	"	"	"	3,495 0 0	1,424 10 0	"
Haynes, Jane M.; Jones, G. P.; Wood, J. J. (trustees).	"	"	1 6 ² / ₁₀	4,361 10 0	3,837 16 4	"
Robinson, D.	"	"	"	10 0 0	7 10 0	"
Mahoney, D.	"	"	"	30 0 0	10 0 0	"
Total				£ 12,192 10 0	9,358 12 4	

J. B. THOMPSON,
Land Valuer, 7/4/93.

The Under Secretary Public Works, Sydney.

Will the Crown Solicitor kindly advise. Mr. Thompson will attend with the papers.—J.B., 7/4/93.

I have had a long interview with the Crown Solicitor on this matter, and he agreed that the basis on which the valuations are made is correct, and in making the above suggestion I merely wished to show him the result.—J.B.T., 10/4/93. Under Secretary, Works.

Submitted.—J.B., 10/4/93. Approved.—W.J.L., 10/4/93.

No. 22.

Offer to Mrs. S. Blackwood.

Notice of valuation under the Public Works Act of 1888.

Fifth Schedule.

To Arthur Robert Blackwood, Valentine Arthur Spence, and Sarah Blackwood, claimants in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

TAKE notice, that the amount of the purchase money and compensation to be paid to you by the Constructing Authority for the interest belonging to you, or which by the Public Works Act you are enabled to sell, and for any damage that may be sustained by you by severance or otherwise by reason of the execution of the authorised work in respect of the land hereunder described and referred to in your offer bearing date the 4th day of November, 1892, and in the schedule of claim subjoined thereunto, has (after taking into consideration and giving effect to by way of set off or abatement any enhancement in the value

value of any land belonging to you adjoining the land taken or severed therefrom by the construction of the authorised work) been valued and assessed at the sum of £4,078 16s., and which sum is hereby offered to you by the Constructing Authority in full satisfaction and discharge of all such claims and matters as aforesaid, subject to your making out a title to the land or the interest claimed by you therein to the satisfaction of the Constructing Authority, as by the Public Works Act of 1888 is provided.

As witness the seal of the Constructing Authority, this 15th day of April, in the year of our Lord, 1893.

WILLIAM JOHN LYNE,
Constructing Authority.

Signed and sealed by the Constructing Authority, in the presence of,—

D. C. McLAUCHLAN.

Description of land taken or injuriously affected in respect of which claim has been made.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, containing by admeasurement 1 rood 9 perches and 3-10ths of a perch, more or less, and numbered 12 and 16 on plan and book of reference of the King-street and Ocean-street cable tramway.

Sent to Mrs. Blackwood, Summerhill, 15/4/93.

No. 23.

Messrs. Deane and Deane to The Secretary for Public Works.

Sir,

Sydney, 17 April, 1893.

With reference to the notice addressed to Messrs. A. R. Blackwood, Valentine A. Spence, and Mrs. Blackwood, dated the 15th April instant, offering the sum of £4,078 16s. as compensation for land required for the construction of the King and Ocean Streets cable tramway, we are instructed to accept such amount, provided interest is paid in addition.

We have, &c.,
DEANE AND DEANE.

The Land Valuer.—D.C.McL. (for U.S.), B.C., 19/4/93. Claimants might be informed that interest at the rate of 5 per cent. will be allowed from the date possession was obtained up to the date of payment of the compensation money.—A.B. (pro Land Valuer), 5/5/93. Under Secretary, Works. Inform.—J.B., 6/5/93. Let papers now go on for completion.—J.B., 15/5/93. Abstract of title certificate and voucher for £4,078 16s. to Crown Solicitor.—A.B., 16/5/93.

No. 24.

The Under Secretary for Public Works to Messrs. Deane and Deane.

Gentleman,

Sydney, 10 May, 1893.

With reference to your letter of the 17th ultimo, accepting offer of compensation for land resumed for tramway purposes at Rushcutters' Bay, on behalf of Messrs. A. B. Blackwood, V. A. Spence, and Mrs. Blackwood, on condition that interest is allowed thereon, I am directed by the Secretary for Public Works to inform you that interest at the rate of 5 per cent. per annum will be allowed to your clients from the date possession of the property was obtained to date of payment of such compensation.

I have, &c.,
J. BARLING,
Under Secretary.

No. 25.

Messrs. Deane and Deane to The Under Secretary for Public Works.

Sir,

Sydney, 16 May, 1893.

We have the honor to inform you, with reference to your communication of the 10th instant, stating that interest at the rate of 5 per cent. per annum would be allowed, as therein mentioned in respect of land resumed for tramway purposes at Rushcutters' Bay, that we have written, inquiring our clients' wishes concerning the matter, and when we hear from them will again communicate with the Department.

We have, &c.,
DEANE AND DEANE.

No. 26.

Messrs. Deane and Deane to The Under Secretary for Public Works.

Sir,

Sydney, 18 May, 1893.

With reference to your letter of the 10th instant, in which you state that interest at the rate of 5 per cent. per annum would be paid to Messrs. A. R. Blackwood, V. A. Spence, and Mrs. Blackwood, on account of land resumed for tramway purposes at Rushcutters' Bay, we have the honor to state that we are instructed by our clients to inform you that they accept the terms of your letter.

We have, &c.,
DEANE AND DEANE.

The Land Valuer.—D.C.McL. (for U.S.), B.C., 25/8/93. Mr. Rae for certificate.—A.B., 23/5/93. Certificate was forwarded to the Crown Solicitor on 21/12/92.—F.S.R., 25/5/93.

11

No. 27.

The Crown Solicitor to The Land Valuer.

Blackwood's Trustees to Minister for Works.

Sir,

I have the honor to forward herewith engrossment of conveyance and registration copy, in order that a plan of the resumed land may be drawn thereon.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Mr. Rae for plans.—A.B., 8/7/93.
copy to Crown Solicitor.—A.B., 17/7/93.

Herewith.—F.S.R., 14/7/93.

Conveyance and registration

No. 28.

The Crown Solicitor to The Under Secretary for Public Works.

Blackwood's Trustees to Minister for Works—Ocean-street Cable Tramway.

Sir,

In this matter an application has been made to me for the interest on the compensation money to be paid to Mrs. Blackwood.

Mrs. Blackwood is the person entitled to the rents and profits of the land resumed, and I, therefore, see no objection to the interest being paid to her as proposed. The compensation money was paid into Court on the 19th instant, and the voucher should, therefore, be calculated from the time the Government obtained possession up to that date, and made out in the name of A. B. Blackwood and V. A. Spence, trustees of Mrs. Blackwood.

I have, &c.,

ERNEST A. SMITH.

Land Valuer.—D.C.McL. (for U.S.), B.C., 25/8/93.

No. 29.

Messrs. Deane and Deane to The Under Secretary for Public Works.

Blackwood's Trustees to Minister for Works.

Sir,

With reference to an inquiry from the Valuation Branch of your Department as to the amount of rent received by Mrs. Blackwood since the date of resumption of her land at Rushcutters' Bay, we have the honor to state that Mrs. Blackwood has informed us that she has not received any rent in respect of the said land since the 27th March last.

We have, &c.,

DEANE AND DEANE.

The Land Valuer.—D.C.McL. (for U.S.), B.C., 30/9/93.
with.—A.B. (*pro* Land Valuer), 10/10/93. Crown Solicitor.

Interest voucher for £81 Os. 4d. here-

No. 30.

The Crown Solicitor to The Under Secretary for Public Works.

Blackwood to Minister for Works.

Sir,

I have the honor to forward herewith voucher for interest in this case, the amount of which may be paid to Messrs. Deane and Deane, of 27, Rowe-street, Sydney, solicitors, as therein authorised. I return the departmental papers.

I have, &c.,

ERNEST S. SMITH,

Crown Solicitor.

The Land Valuer.—D.C.McL. (*pro* U.S.), 28/10/93. Voucher for £81 Os. 4d.—A.B. (*pro* Land Valuer), 28/10/93. Chief Accountant. Certified.—H.C., 30/10/93. Land Valuer.

No. 31.

Messrs. Deane and Deane to The Secretary for Public Works.

Blackwood and the Crown.

Dear Sir,

We send herewith our bill of costs in this matter, with the Crown Solicitor's certificate appended.

Yours, &c.,

DEANE AND DEANE.

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 29/11/93. Voucher for £43 9s. 6d. herewith.—A.B. (*pro* Land Valuer), 5/12/93. Chief Accountant, Construction Branch. Certified.—H.C., 6/12/93. Land Valuer.

No. 32.

No. 32.

The Crown Solicitor to The Under Secretary for Public Works.

Blackwood Trustees to Minister for Works.

Sir,

Crown Solicitor's Office, Sydney, 3 July, 1894.

I have the honor to forward herewith office copy certificate of taxation of costs in respect of the application for payment out of Court of the compensation money.

These costs may, therefore, now be paid as under:—

Costs of petitioners, £123 14s. 10s., to William Smith Deane, their solicitor.

Cost of respondents, £34 6s. 7d., to Ernest Smith Deane, their solicitor.

I have, &c.,

GEO. COLQUHOUN,

Crown Solicitor.

Vouchers for £123 14s. 10d. and £34 6s. 7d. herewith.—T.F.W., 5/7/94. Chief Accountant.
Certified.—H.C., 6/7/94. Land Valuer. Noted.—E.R., 31/8/94.

Re Mrs. J. M. Haynes.

No. 33.

Mrs. J. M. Haynes, forwarding Notice of Claim.

Government Tramways—Extension from King-street, Sydney, to Ocean-street, Woollahra.

Public Works Act of 1888.

Offer and Particulars of Claim for land taken for Tramway purposes.

To the Minister for Public Works,—

I HEREBY offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which I am the owner in fee simple as trustee, delineated on the tracing plan attached to the notice of land taken, and numbered Nos. 13 and 15, which I hereby acknowledge to have received, containing 1 rood 6 $\frac{1}{2}$ perches, more or less, and as compensation for damage by severance, by the , or otherwise caused by the execution of the tramway works, as particularly set forth in the subjoined schedule of claim, the sum of £4,361 10s., which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 23rd day of November, 1892.

MRS. J. M. HAYNES,

39, Paddington-street, Paddington.

To the Constructing Authority, Sydney.

SCHEDULE OF CLAIM.

Damage by severance or otherwise forced sale, total amount of claim, £4,361 10s.

J. J. Wood (trustee for)—

MRS. J. M. HAYNES.

MRS. JANE NOMI WOOD.

WM. THOS. ED. O. DOBSON.

CLARA RUTH DOBSON.

ALFRED E. S. DOBSON.

JANE M. HAYNES.

JANE N. WOOD.

W. E. O. DOBSON.

CLARA RUTH DOBSON.

ALFRED E. S. DOBSON.

Trustees—J. J. WOOD.

GEORGE PARKER JONES, Junior.

JANE M. HAYNES.

JANE N. WOOD.

W. E. O. DOBSON.

CLARA RUTH DOBSON.

ALFRED E. S. DOBSON.

Trustees—J. J. WOOD.

GEORGE PARKER JONES, Junior.

Schedule marked A annexed. Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 31/11/92.

A.

Government Tramway—Extension from King-street, Sydney, to Ocean-street, Woollahra.

SCHEDULE OF CLAIM.

To the Minister of Public Works,—

	£	s.	d.	£	s.	d.
On Plan, No. 13—Land in Bayswater Road, 50 feet, at £37	1,850	0	0			
Buildings and fencing	150	0	0			
				2,000	0	0
Land in Clements-street, Rushcutter's Bay—						
No. 15—50 feet, at £27	1,350	0	0			
House	600	0	0			
Fencing	15	0	0			
				1,965	0	0
				3,965	0	0
Ten per cent forced sale				396	10	0
				£4,361	10	0

The annual income derivable by Mrs. M. J. Haynes from the above property and during her natural life, £163 16s., and fee simple to her children.

No. 34.

Mr. W. Haynes to The Secretary for Public Works.

Honorable Sir,

39, Paddington-street, Paddington, 25 November, 1892.

Having submitted a claim for the resumption of land taken by the Government for the purpose of tramway extension from King-street, Sydney, to Ocean-street, Woollahra, the proprietors beg most respectfully to point out that Mrs. Haynes, having a life interest only, if any delay occurs, will seriously miss her only and immediate weekly income of £3 3s. May I ask if this could be obviated, she having no other income whatever (the undersigned, her husband, being 66 years of age and out of business and employment), the capital value being vested in her children under a trustee.

Suggestion and proposal.

To accept the capital value in the new 4 per cent. funded stock at par, Mrs. Haynes being allowed to draw the interest only by quarterly payments from the date of notice of resumption, viz., 11th October, 1892.

I have, &c.,

WALTER HAYNES.

Can this be expedited in any way; it seems an urgent case.—J.B., 25/11/92. Land Valuer.
The Crown Solicitor's report on the title has not yet been received.—J.B.T., 14/12/92. Will the
Crown Solicitor kindly expedite.—J.B., B.C., 14/12/92.

No. 35.

Mr. W. A. Gilder to The Secretary for Public Works.

Haynes to The Minister for Public Works.

Dear Sir,

Sydney, 25 November, 1892.

Herewith I enclose abstract of my client, Mrs. Jane Margaret Haynes' title to land situated at Rushcutters' Bay, resumed for the purposes of the King-street and Ocean-street tramway, in pursuance of notice dated 11th October, 1892.

Yours, &c.,

W. A. GILDER.

Land Valuer.—D.C.McL. (*pro* U.S.), 26/11/92.

No. 36.

Mr. W. A. Gilder to The Under Secretary for Public Works.

Haynes to The Minister for Public Works.

Dear Sir,

Sydney, 1 December, 1892.

On the 25th November ult. I wrote you herein, enclosing abstract of title, but by an oversight part of the title was omitted to be abstracted. I now enclose you herewith further abstract, which should precede that sent previously.

Yours, &c.,

W. A. GILDER.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 5/12/92. Mr. Rae, for certificate.—A.B.
(*pro* Land Valuer), 7/12/92. Herewith.—F.S.R., 20/12/92. Please record on title.—A.B. (for
Land Valuer,) 20/12/92. Crown Solicitor.

No. 37.

The Crown Solicitor to The Under Secretary for Public Works.

[Urgent.]

Jane Margaret Haynes to The Minister for Public Works.—King-street to Ocean-street Tramway.

Sir,

Sydney, 3 February, 1893.

I have the honor to return herewith the papers sent to me, with instructions to report on the title to the land resumed herein.

It appears from the certificate of identity with the papers that the resumed land forms part of the land comprised in the following indentures, viz.:—

Indenture dated 12th September, 1857, registered No. 418, Book 51.

Indenture dated 9th February, 1877, registered No. 457, Book 167.

Indenture dated 7th December, 1881, registered No. 553, Book 235.

Indenture dated 1st July, 1892, registered No. 417, Book 495.

The indenture of 12th September, 1857, is a settlement by Obed West in favour of Jane Margaret Dobson, her husband, William Thomas Dobson, since deceased, and their children, of two parcels of land, being lots 29 and 32 of the Barcom Glen Estate.

The settler's title is not disclosed in the abstract of claimant's title, but in the abstract furnished in the case of Mary Ann Wilcox, a grant to Thomas West, dated 30th May, 1844, and an indenture of release dated 8th January, 1836, Thomas West to Obed West, registered No. 237, Book —, and registered No. 328, Book 7, are abstracted.

The trustees of the settlement being required to join in the claim, new trustees have been appointed (the original trustees being dead), by an indenture dated 16th January, 1893, and the claim has been signed by the present trustees and other parties interested under the settlement.

I have examined the title, and find that Mrs. Jane Margaret Haynes and George Parker Jones the younger, and Joseph James Wood, the present trustees of the settlement of 12th September, 1857, may be dealt with as to compensation to be paid for the land resumed, subject to such land being identified as part of the land described in the Crown grant of 30th May, 1844, and indenture of release of 8th January, 1836, descriptions from which I send herewith.

I have, &c.,

E. A. SMITH,

Crown Solicitor

(Per E. A. LUMSDAINE).

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 6/2/93.

No. 38.

The Crown Solicitor to The Under Secretary for Public Works.

Jane M. Haynes to The Minister for Works.—King-street to Ocean-street Tramway.

Sir,

Sydney, 6 February, 1893.

Referring to my letter of the 3rd instant reporting on the title herein, I have the honor to forward herewith abstract of prior title received from the claimant's solicitor.

I have, &c.,

E. A. SMITH,

Crown Solicitor

(Per E. A. LUMSDAINE).

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 6/2/93.
 ficate herewith.—F.S.R., 13/2/93.

Mr. Rae.—A.B., 10/2/93. Certi-

No. 39.

Mr. W. Haynes to The Under Secretary for Public Works.

Sir,

39, Paddington-street, Paddington, 23 February, 1893.

I have the honor to apply to you, having received no later communication than the 28th November, 1892 (in reference to Mrs. J. M. Haynes and trustees in the matter of the reclamation claims for lands required at Rushcutter's Bay for the Ocean-street cable tramway), and to urge your early consideration, as it has deprived her of her entire income of £163 10s. per annum, and beg you will inform me of the progress that has evolved; and further, to say that Mrs. Haynes is entirely without funds, and that the uncertainty involves her in serious difficulties, as she cannot make any arrangements for obtaining necessary funds for daily requirements, which are very pressing and intensifying. All legal information has been supplied as applied for.

I have, &c.,

WALTER HAYNES.

Land Valuer for report.—D.C.McL. (*pro* U.S.), B.C., 24/2/93.

No. 40.

Mr. W. Haynes to The Secretary for Public Works.

Ocean-street Cable Tramway Resumption.

Honorable Sir,

157, Paddington-street, Paddington, 4 April, 1893.

I have now to make claim for protecting Mrs. Haynes' property, situate at Clement-street, Rushcutter's Bay:—From 1st January, 1893, to 23rd March; caretaker, twelve weeks at 30s., £18. And I shall have a further claim for consequential damages for not having received any acknowledgment of my claim, and deprivation of the only means of existence. This is on behalf of Mrs. J. M. Haynes' life interest.

I have, &c.,

WALTER HAYNES.

Land Valuer.—D.C.McL., B.C., 5/4/93. I do not think this claim can be admitted.—J.B.T.
 6/4/93. Under Secretary, Works. Inform.—J.B., 8/4/93. Mr. Walter Haynes, 13/4/93.

No. 41.

Report by The Land Valuer.

King-street and Ocean-street Cable Tramway.—Particulars of Claim.

7 April, 1893.

Claimant and owners, Jane Margaret Haynes, and George Parke Jones and Joseph James Wood (trustees); reference number, ; area taken, 1 rood 6 $\frac{1}{2}$ perches; amount of claim, £4,361 10s.

This claim is made in respect of allotments 29 and 32 of a sub-division of the 71 acres grant called the Barcom Glen Estate taken for tramway purposes in connection with the King-street and Ocean-street tramway. Allotment 29, reference number 13, is in a good position, and well adapted for building purposes. It has 50 feet frontage to New South Head Road, which is of great value. An income of at least £2 per week can be had from this property without any doubt. Allotment 32, reference number 15, has frontage towards the Harbour on the north, and 50 feet to Clement-street on the south. It is low and swampy at the northern end, and good dry building land at the south. There is a good house and outbuildings on the land.

	Valuation.	£	s.	d.
Reference number 13; present value of £104 per annum, at 5 per cent. ...		2,080	0	0
Reference number 15; 50 feet at £15 per foot ...		750	0	0
House and outbuildings ...		637	18	7
Fencing 21 rods at £1 ...		21	0	0
Forced sale at 10 per cent. ...		348	17	9
Total...		3,837	16	4

The Constructing Authority, Sydney.

J. B. THOMPSON,

Land Valuer.

Claim, £4,361 10s.; valuation, £3,837 16s. 4d.; submitted for approval.—J.B.T., 7/4/93.
 Submitted.—J.B., 10/4/93. Approved.—W.J.L., 10/4/93. Offer sent to Mrs. Haynes, 15/4/93.

15

No. 42.

The Under Secretary for Public Works to Mr. W. Haynes.

Sir,

Sydney, 13 April, 1893.

With reference to your letter of the 4th instant, claiming £18 for protecting Mr. Haynes' property, resumed for the King-street and Ocean-street tramway, I am directed by the Secretary for Public Works to inform you that such claim cannot be allowed.

I have, &c.,

J. BARLING,

Under Secretary.

No. 43.

Offer to Mr. W. Haynes.

Notice of valuation under the Public Works Act of 1888.

(Fifth Schedule.)

To Jane Margaret Haynes, George Parker Jones, jun., and Joseph James Wood, claimants in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

TAKE notice that the amount of the purchase money and compensation to be paid to you by the Constructing Authority for the interest belonging to you, or which, by the Public Works Act, you are enabled to sell, and for any damage that may be sustained by you by severance, or otherwise, by reason of the execution of the authorised work in respect of the land hereunder described and referred to in your offer bearing date the 23rd day of November, 1892, and in the schedule of claim subjoined hereunto, has (after taking into consideration and giving effect to by way of set off or abatement any enhancement in the value of any land belonging to you adjoining the land taken or severed therefrom by the construction of the authorised work) been valued and assessed at the sum of £3,837 16s. 4d., and which sum is hereby offered to you by the Constructing Authority in full satisfaction and discharge of all such claims and matters as aforesaid, subject to your making out a title to the land or the interest claimed by you therein, to the satisfaction of the Constructing Authority, as by the Public Works Act of 1888 is provided.

As witness the seal of the Constructing Authority, this 15th day of April, in the year of our Lord, 1893.

WILLIAM JOHN LYNE,

Constructing Authority.

Signed and sealed by the Constructing Authority, in the presence of,—

D. C. McLACHLAN.

Send to Walter Haynes, Esq., 39, Paddington-street.

No. 44.

Mr. W. Haynes to The Land Valuer.

Dear Sir,

157, Paddington-street, Paddington, 17 April, 1893.

I have the honor to acknowledge receipt of notice of award *in re* the Ocean-street cable tramway resumption. Will you kindly oblige me by giving the items forming the amount of each resumed allotments, Nos. 13 and 15, for my guidance and information, and you will much oblige Mrs. Haynes, her trustees, and

I have, &c.,

WALTER HAYNES.

It has always been considered inadvisable to furnish the information sought by Mr. Haynes prior to acceptance of the offer, and I cannot do so without instructions.—J.B.T., 18/4/93. Under Secretary, Works. Inform, 19/4/93. Mr. Walter Haynes, 24/4/93. Ocean-street cable tramway resumption, Rushcutters' Bay and Bayswater Road; No. 13, building, fencing, feet of lands at per foot, per cent. for forced sale; No. 15, building, fencing, feet of land at per foot, per cent. for forced sale.

No. 45.

The Under Secretary for Public Works to Mr. W. Haynes.

Sir,

Sydney, 24 April, 1893.

With reference to your letter of the 17th instant, asking to be supplied with the items making up the valuation on the claim of Mrs. Haynes and her trustees for land resumed at Rushcutters' Bay for tramway purposes, I am directed by the Secretary for Public Works to inform you that such information cannot be given prior to the acceptance of the offer.

I have, &c.,

J. BARLING,

Under Secretary.

No. 46.

Mr. W. Haynes to The Under Secretary for Public Works.

Sir,

157, Paddington-street, Paddington, 27 April, 1893.

I have the honor to acknowledge receipt of your communication of 24th April, received yesterday, and to inform you, on behalf of Mrs. Haynes and trustees, that the award for land resumed at Rushcutters' Bay has been accepted, and will thank you to supply the items making up the valuation of the claim.

I have, &c.,

WALTER HAYNES.

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 28/4/93. This offer was made to Mrs. J. M. Haynes and trustees (George P. Jones and J. J. Wood), and should be accepted by them, and not by Walter Haynes.—A.B. (*pro* Land Valuer), 5/5/93. Under Secretary, Works. So inform, 6/5/93.

No. 47.

No. 47.

The Under Secretary for Public Works to Mr. W. Haynes.

Sir,

24 April, 1893.

With reference to your letter of the 27th instant, asking to be supplied with the items making up the valuation on the claim of Mrs. Haynes and her trustees for land resumed at Rushcutters' Bay for tramway purposes, I am directed by the Secretary for Public Works to inform you that such information cannot be given prior to the acceptance of the offer.

I have, &c.,
J. BARLING,
Under Secretary
(Per D.C.McL.).

No. 48.

Mrs. Haynes' Trustees to The Under Secretary for Public Works.

Sir,

157, Paddington-street, Paddington, 8 May, 1893.

We have the honor to inform you that the award for land resumed at Rushcutters' Bay for the purpose of the Ocean-street cable tramway has been accepted, and will thank you to supply the items making up the valuation of claim.

We have, &c.,
J. M. HAYNES,
GEORGE P. JONES, JUNIOR, } Trustees.
J. J. WOOD,

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 9/5/93. Two certificates, three abstracts of title, and voucher for £3,837 16s. 4d. to Crown Solicitor.—A.B., 12/5/93.

No. 49.

Mrs. Haynes' Trustees to The Under Secretary for Public Works.

Sir,

Paddington, 15 May, 1893.

We have the honor to inform you that, on application by Mr. Walter Haynes at the Crown Solicitor's office this day for information as to when the award as to claim for land, &c., resumed at Rushcutters' Bay on account of the "Ocean-street Cable Tramway" would be available, was directed to apply to you for instructions to enable Mrs. Haynes to obtain her income from the interest derivable on the amount awarded as per valuation, £3,837 16s. 4d., at 6 per cent., and to send in a statement as to what amounts had been received from tenants since the 11th October, 1892. We, the undersigned, now beg to make such application and furnish accounts received from Mr. Robinson from the 11th October to 24th December:—

	£	s.	d.
10 weeks and 4 days, at 21s. per week... ..	11	2	0
Mr. Williams, a cheque for	5	0	0
	16	2	0
Previous to the 11th December the surveyor frightened away the tenant of the cottage, and the rent was lost for about eight weeks, at 21s. ...	8	8	0
Paid for caretaker from 1st January to 24th March, 12 weeks, at 30s. ...	18	0	0
Total	26	8	0

This was previous to and up to the time the valuation was made. On the 1st January, 1893, it was found that the property was being destroyed by larrikins, who broke the windows, doors, verandah railings, window-sills, marble mantelpieces, and stole the copper boiler, and to prevent further destruction and the lead on the buildings being stolen, a caretaker was put on the premises. We now beg most respectfully to make such allowance as the case demands, and to apply for the necessary authority to enable Mrs. Haynes to obtain her income.

We have, &c.,
J. M. HAYNES,
GEORGE P. JONES, JUNIOR, } Trustees.
J. J. WOOD,

No. 50.

The Crown Solicitor to The Under Secretary for Public Works.

G. P. Jones and others to The Minister for Public Works.

Sir,

Sydney, 7 June, 1893.

I have the honor to forward herewith engrossment of conveyance and registration copy herein, in order that a plan may be drawn on each, and request that same may be returned to me at your earliest convenience.

I have, &c.,
ERNEST A. SMITH,
Crown Solicitor.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 8/6/93. Mr. Rae for plans.—A.B., 9/6/93.
Conveyance and registration copy to Crown Solicitor.—A.B., 13/6/93. Voucher for £3,837 16s. 4d.
to Chief Accountant.—A.B., 4/7/93. Certified, 6/7/93.

17

No. 51.

Mr. W. A. Gilder to The Crown Solicitor.

Haynes to The Minister for Works.

Dear Sir,

I am instructed by Mrs. J. M. Haynes to apply for payment of the interest on the compensation money herein, at the rate of £5 per cent. on £3,837 16s. 4d., from the 11th October, 1892, to date of payment of compensation money on account of resumption for Ocean-street tramway. As this matter is now approaching completion, I will feel obliged by your giving this application your early attention.

Yours, &c.,

W. A. GILDER.

Interest voucher for £129, Chief Accountant.—A.B., 9/8/93.
Treasury with interest voucher.—C.D.W., 16/8/93.

L.V.M.P. 93-1,712, sent to

Re Mrs. M. A. Wilcox.

No. 52.

Mary Anne Wilcox, forwarding Notice of Claim.

Extension from King-street to Ocean-street.

Public Works Act of 1888.

Offer and Particulars of Claim for Land taken for Tramway Purposes.

To the Secretary for Public Works,—

I HEREBY offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which I am owner of an estate for life, delineated on the tracing plan attached to the notice of land taken, and numbered 17, which I hereby acknowledge to have received, containing 31.9 perches, more or less, and as compensation for damage by severance, by the or otherwise caused by the execution of the works, as particularly set forth in the subjoined schedule of claim, the sum of £2,101, which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 21st day of November, 1892.

MARY ANNE WILCOX,
Dallinga, South Grafton.

To the Constructing Authority, Sydney.

SCHEDULE OF CLAIM.

Land resumed—31.9 perches.

Estimated value—50 feet to reserve and Clement-street, at £25 per foot, £1,250.

Improvements taken—Stone cottage, £600; wood fence, £10; and stone kitchen, £50. Damage by severance or otherwise, 10 per cent. on £1,910, for forced sale, £191. Total amount of claim, £2,101.

MARY ANNE WILCOX
(By her attorney, T. J. WEST).

No. 53.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

I have the honor to forward herewith copy letter from Messrs. Holdsworth and Son, and abstract of the title of Mrs. Wilcox to land at Rushcutters' Bay, resumed for tramway purposes, and to request that I may be instructed herein.

Sydney, 11 January, 1893.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 12/1/93. Mr. Rae for certificate.—W.V.T.,
16/1/93. Herewith.—FRED. S. RAE, 23/1/93. Please report on title.—A.B. (*pro* Land Valuer),
24/1/93. Crown Solicitor.

No. 54.

Messrs. Holdsworth and Son to The Secretary for Public Works.

Resumption for Cable Tram—Rushcutters' Bay—Mrs. Wilcox, claimant.

Sir,

We have the honor to remind you that we have received no notice of your valuation of the claim we sent herein.

75, Pitt-street, Sydney, 11 April, 1893.

We have, &c.,

HOLDSWORTH AND SON
(*Per* W.C.L.)

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 11/4/93. Matter is with Crown Solicitor for report
on title.—A.B. (*pro* Land Valuer), 13/4/93. Under Secretary, Works. Inform.—D.C.McL. (*pro*
U.S.), 14/4/93.

No. 55.

The Under Secretary for Public Works to Messrs. Holdsworth and Son.

Gentlemen,

21 April, 1893.

With reference to your letter of the 11th instant, respecting the claim of Mrs. Wilcox for land resumed for tramway purposes at Rushcutters' Bay, I am directed by the Secretary for Public Works to inform you that the matter is awaiting the report of the Crown Solicitor on the title, and he has been asked to expedite.

I have, &c.,

J. BURLING,
Under Secretary
(Pro D.C.McL.)

No. 56.

The Crown Solicitor to The Under Secretary for Public Works.

Mary A. Wilcox to the Minister for Works—King-street to Ocean-street Tramway.

Sir,

Crown Solicitor's Office, Sydney, 17 July, 1893.

I have the honor to return herewith the papers sent to me, with instructions to report on the title to the land resumed herein.

It appears from the certificate of identity with the papers that the resumed land forms part of the land comprised in the following documents, viz. :—

Crown grant to Thomas West, dated 30th May, 1834. Indenture of release, dated 8th January, 1836, Thomas West to Obed West. Indenture of settlement, dated 28th July, 1854. Obed West, 1st part; Mary Ann Wilcox, 2nd part; James Fowler Wilcox, 3rd part; and James Oatley and William Patten, trustees, 4th part.

By the last-mentioned indenture, the land is conveyed to James Oatley and William Patten, and their heirs, to the use (after the determination of the life estates therein limited in favour of Mary Ann Wilcox and James Fowler Wilcox) of the child, if only one, or the children, if more than one, of said James F. Wilcox and Mary Ann Wilcox, and if more than one, to take in equal shares as tenants in common, and the heirs and assigns of such child or respective children, the share of any child dying under the age of 21 years without having issue being taken by the other children. The settlement contains a declaration directing the Trustees for the time being, after the deaths of Mr. and Mrs. Wilcox, and so long as any child shall be under the age of 21 years, to receive the rents and profits, and to deal with the premises as if the said Trustees or Trustee were or was the actual beneficial owners or owner thereof.

By an indenture, dated 2nd May, 1893, made between James Neponion Oatley of the one part, and Thomas John West and Robert Allen of the other part, the last-named parties have been appointed Trustees of the settlement in the place of the original trustees, who are both dead.

It appears that the claimant, Mary Ann Wilcox, died on the 22nd November, 1892, her husband, James Fowler Wilcox, being then dead, leaving eleven children, two of them being still under the age of 21 years. I have, therefore, written to Messrs. Holdsworth and Son, who acted for Mrs. Wilcox, to know if the claim sent me is to be considered as made on behalf of the trustees, and all parties interested under the settlement. If so, an offer may be made to the new trustees, Messrs. Thomas John West and Robert Allen.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

No. 57.

Messrs. Holdsworth and Son to The Crown Solicitor.

Cable Tram Resumption—Rushcutters' Bay—Wilcox, claimant.

Dear Sir,

Sydney, 25 August, 1893.

Will you please inform us what state this matter is in; it appears to us to have been delayed a very long while, and this delay acts extremely hard against our clients, because before the property was resumed, they lived on the rents therefrom, but since then the buildings have been pulled down, and part of the means of their subsistence has gone. You will, therefore, see the plight our clients are in, and we trust that you will do what is necessary to expedite the completion of the matter.

Yours, &c.,

HOLDSWORTH AND SON.

No. 58.

The Crown Solicitor to The Under Secretary for Public Works.

Mary A. Wilcox to Minister for Lands, King to Ocean Street Tramway.

Sir,

Sydney, 28 August, 1893.

Referring to my letter of the 17th ultimo reporting on the title herein, I have the honor to state that I am informed by Messrs. Holdsworth and Son in their letter of the 22nd ultimo, that the claim sent in by Mrs. Wilcox, who has since died, is to be considered as a claim made on behalf of the present trustees and all parties interested under the settlement. An offer may now be made to the trustees, Thomas John West and Robert Allen, as advised in my letter.

I enclose a copy of Messrs. Holdsworth and Son's letter of 25th instant, urging completion of the matter.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

No. 59.

No. 59.

The Crown Solicitor to The Under Secretary for Public Works.

M. A. Wilcox to the Minister for Public Works—King-street to Ocean-street, Tramway.

Sir,

Crown Solicitor's Office, Sydney, 14 October, 1893.

Referring to my letter of the 28th August, in which you were informed that an offer might now be made to the trustees of Mrs. Wilcox settlement, Thomas John West and Robert Allen. I have the honor to state that Messrs. Holdsworth and Son are urging completion of the matter.

I have, &c.,

E. A. SMITH,

Crown Solicitor

(Pro E. A. LUMSDAINE).

The Land Valuer.—D.C.McL. (pro U.S.), B.C., 16/10/93.

No. 60.

Report by The Land Valuer.

23 October, 1894.

King-street to Ocean-street Cable Tramway—Extension from King-street to Ocean-street.

Particulars of claim:—Claimant and owner, Mary A. Wilcox; reference number, 17; area taken, 31½ perches; amount of claim, £2,101.

As I find Mr. Thompson's valuation on the adjoining blocks were at the rate of £15 per foot on 50 feet frontage, and as block 17 is certainly equal, if not more valuable to 16 and 15, by reason of access or frontage of 18 feet to Waratah-street, I cannot value the land at less than given for 15 and 16, and indeed, if the valuation was objected to by the claimant, I would have to give an increased price per foot of £1, which I do in my valuation. Although, I submit, Mr. Thompson's value as of the other blocks, as what should be offered. Buildings having been removed before my inspection, and as the amount claimed is less than the valuation of the Government Architect, *i.e.*, £731 4s., of course I allow the amount claimed, *viz.*, £660.

	<i>Valuation:</i>	£	s.	d.
50 feet to reserve at £16 per foot	800	0	0
Buildings, &c., and as claimed	660	0	0
Forced sale at 10 per cent.	146	0	0
Total	£1,606	0	0

T. F. WALLER,

Land Valuer.

The Constructing Authority, Sydney.

Claim, £2,101; valuation, £1,606; recommended, £1,500.—Submitted for approval. Submitted.—J.B., 24/10/93. Approved.—W.J.L., 27/10/93. Will the Engineer-in-Chief be good enough to initial the description on notice of valuation herewith?—3/11/93. Mr. Fischer, 6/11/93. Correct.—G.F., Engineer-in-Chief, 8/11/93. Notice of valuation herewith for signature and seal.—A.B., 11/11/93. Under Secretary, Works. Offer made, 17/11/93.

No. 61.

Offer to Trustees of Mrs. M. A. Wilcox.

Notice of Valuation under the Public Works Act of 1888.

(Fifth schedule.)

To Thomas John West and Robert Allen, trustees of Mary Ann Wilcox (deceased), claimant in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

TAKE notice, that the amount of the purchase money and compensation to be paid to you by the Constructing Authority for the interest belonging to you, or which by the Public Works Act you are enabled to sell, and for any damage that may be sustained by you by severance or otherwise by reason of the execution of the authorised work in respect of the land hereunder described and referred to in your offer bearing date the 21st day of November, 1892, and in the schedule of claim subjoined thereunto, has (after taking into consideration and giving effect to by way of set-off or abatement any enhancement in the value of any land belonging to you adjoining the land taken or severed therefrom by the construction of the authorised work) been valued and assessed at the sum of £1,500, and which sum is hereby offered to you by the Constructing Authority in full satisfaction and discharge of all such claims and matters as aforesaid, subject to your making out a title to the land or the interest claimed by you therein to the satisfaction of the Constructing Authority, as by the Public Works Act of 1888 is provided.

As witness the seal of the Constructing Authority this 16th day of November, A.D. 1893.

WILLIAM JOHN LYNE,

Constructing Authority.

Signed and sealed by the Constructing Authority in the presence of—

D. C. McLACHLAN.

Offer made to Messrs. Holdsworth and Son, solicitors, Pitt-street, Sydney, 17/11/93.

Description of land taken or injuriously affected in respect of which claim has been made.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, containing by admeasurement 31½ perches, more or less, and numbered 17 on plan and book of reference of the King-street and Ocean-street cable tramway.

No. 62.

Messrs. Holdsworth and Son to The Secretary for Public Works.

Cable Tramway Resumption—Rushcutters' Bay—Wilcox, claimant.

Sir,

75, Pitt-street, Sydney, 24 November, 1893.

We have submitted your offer of £1,500 as compensation for the land resumed herein to our clients, who have instructed us to reply that they cannot accept such offer, as they think that sum totally inadequate, considering the value of the land in the locality. We, therefore, have the honor to request that the matter be reconsidered. We may add that our clients are willing to accept the sum of £2,000 without prejudice.

We have, &c.,

HOLDSWORTH AND SON.

Land Valuer—D.C.McL. (*pro* U.S.), B.C. 25/11/93.

I think, under the circumstances, that an offer of £1,677 might be made, *i.e.*, giving my valuation, £1,606, and £71, the difference between their claim for the buildings and the valuation thereof by the Government Architect.—T.F.W., 29/11/93. Under Secretary, Works.

Submitted.—J.B., 4/12/93. Approved.—W.J.L., 12/12/93. Write.—J.B., 12/12/93. Messrs. Holdsworth and Son, 15/12/93.

No. 63.

The Under Secretary for Public Works to Messrs. Holdsworth and Son.

Gentlemen,

15 December, 1893.

With reference to your letter of the 24th ultimo, respecting the claim of the trustees of Mrs. Wilcox for land resumed for the King-street and Ocean-street cable tramway, I am directed by the Secretary for Public Works to inform you that he agrees to offer the sum of £1,677, in lieu of £1,500 previously offered to your clients in full settlement.

I have, &c.,

J. BARLING,

Under Secretary.

No. 64.

Messrs. Holdsworth and Son to The Secretary for Public Works.

Cable Tramway Resumption, Rushcutters' Bay—Wilcox, claimant.

Sir,

Sydney, 9 December, 1893.

We beg to call your attention to our letter to you of the 24th ultimo, and would be obliged if you would give it early consideration.

We have, &c.,

HOLDSWORTH AND SON.

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 11/12/93.

No. 65.

Messrs. Holdsworth and Son to The Under Secretary for Public Works.

Cable Tram Resumption, Rushcutters' Bay—Wilcox, claimant.

Sir,

75, Pitt-street, Sydney, 27 December, 1893.

We have the honor to acknowledge the receipt of your letter, dated the 15th instant, offering, without prejudice, the sum of £1,677, in lieu of £1,500, previously offered for compensation for the land resumed herein, and we have conferred with our clients thereon, and they instruct us to accept such offer of £1,677, subject, however, to the understanding that interest, as is usual in such cases, shall be allowed at 6 per cent. from the date of the resumption to the date the compensation money is paid. Thus, we think, is understood.

HOLDSWORTH AND SON.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 28/12/93.

Messrs. Holdsworth and Son might be informed that interest on the compensation money at the rate of 5 per cent. will be allowed from the date the Constructing Authority obtained possession of the premises to the time of payment.—A.B. (*pro* Land Valuer), 4/1/94. Under Secretary, Works.

Submitted.—J.B., 5/1/94. Approved.—W.J.L., 8/1/94. Certificate, two abstracts of title, and voucher for £1,677, to Crown Solicitor.—A.B., 1/2/94.

No. 66.

The Under Secretary for Public Works to Messrs. Holdsworth and Son.

Gentlemen,

15 January, 1894.

With reference to your letter of the 27th ultimo, accepting offer of compensation in the land claim matter of the trustees of Mrs. Wilcox, for land resumed for the King-street and Ocean-street cable tramway, on condition that interest is allowed thereon at 6 per cent., I am directed by the Secretary for Public Works to inform you that interest will be allowed at that rate from the date the Constructing Authority obtained possession of the property to the time of payment of the compensation money.

I have, &c.,

J. BARLING,

Under Secretary.

No. 67.

21

No. 67.

Messrs. Holdsworth and Son to The Under Secretary for Public Works.

Ocean-street Tramway Resumption.—Wilcox, claimant.

Sir,

75, Pitt-street, Sydney, 23 January, 1894.

Although the compensation money has been agreed upon herein for some time past, the Crown Solicitor informs us that he has received no instructions to complete the matter. We would be much obliged if you would give him the necessary instructions at once, as the claimants in this matter are in urgent need of the compensation money, in order to enable them to live.

We have, &c.,

HOLDSWORTH AND SON.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 24/1/94. Instructions to complete this matter were sent to Crown Solicitor to-day.—A.B. (*pro* Land Valuer), 1/2/94. U.S., Works. Inform.—D.C.McL. (*pro* U.S.) Holdsworth and Son, 5/2/94.

No. 65.

The Under Secretary for Public Works to Messrs. Holdsworth and Son.

Gentlemen,

5 February, 1894.

With reference to your letter of the 23rd ultimo, respecting the claim of the trustees for Mrs. Wilcox, for land resumed on the King-street and Ocean-street tramway, I am directed by the Secretary for Public Works to inform you that instructions to complete the matter are with the Crown Solicitor, who has promised to expedite.

I have, &c.,

J. BURLING,

Under Secretary

(Per D.McL.)

No. 69.

The Crown Solicitor to The Under Secretary for Public Works.

Trustees of Mary Ann Wilcox's Settlement and others to The Minister for Public Works—King to Ocean Street Tramway.

Sir,

Crown Solicitor's Office, Sydney, 30 March, 1894.

I have the honor to forward herewith engrossment of conveyance and registration copy and appointment of sole arbitrator herein, in order that a plan may be drawn in each, and to request that same may be returned to me at your earliest convenience.

I have, &c.,

E. A. SMITH,

Crown Solicitor

(Per E. A. LUMSDAINE).

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 3/3/94. Please prepare plans.—A.B., 9/4/94. Mr. Rae. Plans herewith.—F.S.R., 10/4/94.

No. 70.

Mr. F. W. Wilcox to The Under Secretary for Public Works.

Dear Sir,

Broken Hill, 5 April, 1894.

Would you oblige by letting me know at once if you think there is any chance of getting a settlement with the Government soon for the land they have resumed in Rushcutters' Bay, Sydney, part of the West Estate, that I am interested in (it is now nearly two years since it was resumed), and greatly oblige

Yours, &c.,

FREDK. W. WILCOX.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 10/4/94. Conveyance and registration copy, with plans drawn thereon, were sent to Crown Solicitor yesterday.—A.B. (*pro* Land Valuer), 12/4/94. U.S., Works. Inform, 12/4/94. F. W. Wilcox, 17/4/94. Voucher for £1,677 to Chief Accountant.—A.B., 31/8/94. Certified.—H.C., 3/9/94.

No. 71.

The Under Secretary for Public Works to Mr. F. W. Wilcox.

Sir,

17 April, 1894.

With reference to your letter of the 5th instant, respecting the claim of the trustees of Mrs. Mary A. Wilcox, deceased, for land resumed for the King-street and Ocean-street cable tramway, I am directed by the Secretary for Public Works to inform you that instructions to complete the matter are with the Crown Solicitor, who has been asked to expedite. It seems, however, from the inquiries made, that there is likely to be some delay in settlement, owing, it is understood, to claims which have been entered against some of those who are now interested in the estate.

I have, &c.,

J. BURLING,

Under Secretary

(Per D.McL.)

No. 72.

No. 72.

The Crown Solicitor to The Under Secretary for Public Works.

Thomas John West and Robert Allen, Trustees of Mary Ann Wilcox's Settlement, to The Minister for Works.

Sir, Crown Solicitor's Office, Sydney, 28 August, 1894.
I have the honor to request that a voucher for amount of interest herein may be prepared and forwarded to me at your earliest convenience. I have, &c.,
GEO. COLQUHOUN,
Crown Solicitor.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 29/8/94. Will the Acting Engineer-in-Chief kindly say upon what date possession of the premises was obtained?—A.B., (*pro* Land Valuer), 6/9/94. Mr. Fischer, 10/9/94. Please see my memos. on M.P. 93-5,935, attached. Acting Engineer-in-Chief.—G.F., 11/9/94. The Land Valuer.—J.M.

Re D. S. Williams.

No. 73.

Mr. R. B. Asher to The Secretary for Public Works.

Sir, 41, Castlereagh-street, Sydney, 1 November, 1892.
I have the honor to forward herewith, on behalf of Mr. David S. Williams, offer and particulars of claim for land taken for tramway purposes, and numbered 12, of which my client has a leasehold interest. I have, &c.,
RICHD. B. ASHER.

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 2/11/92. Mr. Asher should furnish a copy of his client's lease for submission to the Crown Solicitor.—J.B.T., 22/11/92. U.S., Works. Write.—D.C.McL. (*pro* U.S.), 23/11/92.

Extension from King-street, Sydney, to Ocean-street, Woollahra.

Public Works Act of 1888.

Offer and particulars of claim for land taken for tramway purposes.

To the Honorable William John Lyne, Constructing Authority,—

I HEREBY offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which I have a leasehold interest for a term of eight years and two months (with a promise of renewal for a further term of ten years), delineated on the tracing plan attached to the notice of land taken, and numbered 12, which I hereby acknowledge to have received, containing $19\frac{2}{3}$ perches, more or less, and as compensation for damage by severance by the tramway, or otherwise caused by the execution of the tramway works, as particularly set forth in the subjoined schedule of claim, the sum of £3,495, which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 1st day of November, 1892.

To the Constructing Authority, Sydney.

DAVID S. WILLIAMS,
Care of R. B. ASHER, Solicitor,
41, Castlereagh-street, Sydney.

SCHEDULE OF CLAIM.

Reference No., 12.

Land resumed— $19\frac{2}{3}$ perches. Leasehold; interest, eight years and two months to run, with a promise of renewal for further term of ten years, £1,100; damage by forced sale, £110.

Improvements taken—Buildings, consisting of shop and adjoining buildings, stabling, workshops, &c., erected under building lease; damage by severance or otherwise, by reason of annihilation of trade, and loss by forced sale of stock and business caused by resumption, £2,285.

Total amount of claim, £3,495.

DAVID S. WILLIAMS.

No. 74.

The Under Secretary for Public Works to Mr. R. B. Asher.

Sir, 24 November, 1892.
With reference to your letter of the 1st instant, forwarding, on behalf of Mr. David Williams, particulars of claim for land resumed for the King-street to Ocean-street cable tramway, I am directed by the Secretary for Public Works to request that you will furnish this department with a copy of your client's lease for submission to the Crown Solicitor. I have, &c.,

J. BURLING,
Under Secretary
(*Pro* W.H.Q.)

No. 75.

23

No. 75.

Mr. R. B. Asher to The Under Secretary for Public Works.

Re Claim of David S. Williams.

Sir,

41, Castlereagh-street, Sydney, 28 November, 1892.

With reference to your letter of the 24th instant, I have the honor to forward herewith, as requested, a copy of the lease of land resumed for the King-street to Ocean-street cable tramway, and at the same time to inform you that the residue of the term created by such lease has become vested in the abovenamed claimant.

I have, &c.,

RICHD. B. ASHER.

Mr. Rae, for certificate.—A.B. (*pro* L. Val.), 1/12/92. Herewith.—F.G.R., 29/12/92. For report on title. Crown Sol.—W.E.T. (*pro* Land Valuer), 29/12/92.

No. 76.

Mr. R. B. Asher to The Under Secretary for Public Works.

Sir,

41, Castlereagh-street, Sydney, 24 January, 1893.

Referring to the claim of David S. Williams, dated 1st November last, for land resumed for the King-street to Ocean-street tramway, I have the honor to request that same may be dealt with and treated as a special case.

My client, to-day, informs me that the surveyors are now engaged pegging out on his property, and he has been given to understand that the erection of the engine-house is shortly to be proceeded with.

In view of this state of facts and the serious damage that will result owing to my client's business being disturbed and the workmen rendered idle, besides the sacrifice of his stock-in-trade, I must beg that you will cause inquiry to be made into the claim in question without further delay.

I have, &c.,

RICHD. B. ASHER.

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 24/1/93. Urgent. This matter is with Crown Solicitor for report on title, and he has promised to expedite.—A.B. (*pro* Land Valuer), 27/1/93. U.S., Works. Inform.—D.C.McL. (*pro* U.S.), 28/1/93.

No. 77.

The Under Secretary for Public Works to Mr. R. B. Asher.

Sir,

2 February, 1893.

With reference to your letter of the 24th ultimo, respecting the claim of Mr. David S. Williams for premises resumed for the King-street to Ocean-street tramway, I am directed by the Secretary for Public Works to inform you that the matter is awaiting the report of the Crown Solicitor on the title, and he has promised to expedite.

I have, &c.,

J. BARLING,

Under Secretary

(Per D.C.McL.)

No. 78.

The Crown Solicitor to The Under Secretary for Public Works.

David S. Williams to Minister for Works—King-street to Ocean-street Tram.

Sir,

Crown Solicitor's Office, Sydney, 4 February, 1893.

I have the honor to return herewith the papers sent me in this case, with instructions to report on title herein.

The claim is made by David S. Williams, whose title is a lease from Olaf William Blackwood to Joseph M. Arnold and David S. Williams, dated 3rd August, 1886.

The term of this lease is fourteen years from 3rd January, 1886, at a rental of £65 per annum for the first five years, and £104 for the remaining eight years. By a deed of dissolution and assignment, dated 17th December, 1891, the partnership then existing between Messrs. Arnold and Williams was dissolved; and all the interest of the said Joseph M. Arnold in the said lease was assigned to David S. Williams. I am not at present in a position to say whether the lessor (Blackwood) has a good title to the land resumed, but as I understand it is desired to make the offer in the case as soon as possible, I think David S. Williams may be dealt with as to the amount of compensation to be paid, subject to the lessor's title being found satisfactory, and to the conditions of the lease having been observed.

I have, &c.,

E. A. SMITH,

Crown Solicitor.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 6/2/93.

No. 79.

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

Dear Sir,

104, Bayswater Road, Sydney, 28 February, 1893.

Some four months ago the Government gave me notice that they required my premises for a cable station in connection with the Ocean-street cable tramway. I put in what I consider a very low claim

claim through my solicitor, Mr. Asher, over three months ago, but up to date cannot get an answer as to when my claim is to be settled; so that I can arrange to have another warehouse built. It will mean ruination to me if you resume before I have another place ready.

I am, &c.

DAVID S. WILLIAMS.

Land Valuer.—When is the valuation likely to be submitted in this case?—D.C.McL. (*pro* U.S.), B.C., 1/3/93. Please hurry it on. It seems a very urgent matter.—J.B., 1/3/93.

No. 80.

Mr. D. S. Williams to The Land Valuer.

Dear Sir,

104, Bayswater Road, 18 March, 1893.

*See minute of Under Secretary, dated 25/9/94.

Under same cover I am enclosing a statement* of my various accounts for the year 1892, as requested, and you will please note the splendid connection I have. My customers number the very best names in Sydney.

When sending my claim to the Government I did not anticipate a second moving, thinking that my claim would have been settled ere now, thereby giving me plenty of time to have made arrangements for building a new warehouse. As I stated to you personally, I have not the money at my command to start until I receive my compensation from the Government.

I am taking "Pononvino," Victoria-street, from Messrs. Hardie and Gorman for six months, at a rental of £130 per annum, to store my furniture, and shall be compelled to build temporary workshops until I can make the necessary arrangements to get new premises erected. This will take at least six months to complete. During this time I shall not be able to show any of my stock, as the houses taken are only private residences, which, of course, will mean a great loss of business. I may state that I shall have to purchase about 2 tons of corrugated iron, besides timber and labour, in building the new workshops. This, also, will be a big outlay. I ask your careful attention *in re* loss of business in not having suitable premises to show my goods, and consequent expenses in having to erect workshops as above mentioned.

I employ eight men, at an average wage of £2 10s. per week. These comprise upholsterers, cabinet-makers, carpet-beaters, polishers, &c., &c.; also one seamstress, at 21s. per week. The above have all been regularly employed by me during the year 1892, and are at present.

Trusting the information given will enable you to give me a prompt settlement of my claims.

I am, &c.

DAVID S. WILLIAMS.

P.S.—I estimate that it will cost at least £80 to move my furniture backwards and forwards.

Mr. Williams attached to his letter a list of transactions with his customers. I have submitted this list to the Minister, who concurs with me that as it contains purely private business transactions, it should not be printed. There is no objection, however, to the Honorable Member who moved for the papers perusing the document if he so desire.—J.B., 25/9/94.

No. 81.

Report by The Land Valuer.

King-street and Ocean-street Cable Tramway.

7 April, 1893.

Particulars of claim:—Claimant and lessee, David S. Williams; reference number, 12; amount of claim, £3,495.

This claim is made in respect of a lease of allotment 28 of a subdivision of a 71-acre grant, called the Barcom Glen Estate, which has been resumed for tramway purposes in connection with the King-street and Ocean-street tramway. The lease was for a period of fourteen years from the 3rd January, 1887, and it had, therefore, eight years and eighty days, or eight and a quarter years, to run at the date of resumption. Mr. Williams at that date was subject to a yearly rental of £104 in addition to rates and taxes. Mr. Williams was bound by a covenant in his lease to erect buildings on the land worth £500, within the first and second years of his lease, and this covenant he more than fulfilled by the erection of buildings worth £862 7s. Mr. Williams' business was that of dealing in, manufacturing, and repairing furniture, together with carpet-beating and other work incidental to his business. His transactions of all kinds amounted to about £3,850 per annum, as shown by statement herewith, and the net profits realized—that is, exclusive of rent, taxes, wages, bad debts, interest on capital, &c.—would be about 10 per cent. on that amount, or £385 per annum.

<i>Valuation.</i>	£	s.	d.
To recoup cost of buildings (£862 7s.) as to residue of term, present value of £61 11s. 5d. p. a. for eight and quarter years	407	10	0
Disturbance of trade—twelve months' profits	385	0	0
Depreciation of stock—5 per cent. on net profit	192	0	0
Cost of removal twice, at £60 each	120	0	0
Cost of temporary shed, £140—less value of materials, £50	90	0	0
Value of lease	100	0	0
Forced surrender at 10 per cent.	129	10	0
	£1,424	10	0

The Constructing Authority, Sydney.

J. B. THOMPSON,

Land Valuer.

Claim, £3,495; valuation, £1,424 10s.; submitted for approval.—J.B.T., 7/4/93. Submitted.—J.B., 10/4/93. Approved.—W.J.L., 10/4/93. Offer sent to Mr. R. B. Asher, Solicitor, 15/4/93.

25

No. 82.

Offer to Mr. D. S. Williams.

Notice of Valuation under the Public Works Act of 1888.

(Fifth Schedule.)

To David S. Williams.

Claimant in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

TAKE notice, that the amount of the purchase money and compensation to be paid to you by the Constructing Authority for the interest belonging to you, or which by the Public Works Act you are enabled to sell, and for any damage that may be sustained by you by severance or otherwise by reason of the execution of the authorised work in respect of the land hereunder described and referred to in your offer bearing date the 1st day of November, one thousand eight hundred and ninety-two, and in the Schedule of Claim subjoined thereunto, has (after taking into consideration and giving effect to by way of set off or abatement any enhancement in the value of any land belonging to you adjoining the land taken or severed therefrom by the construction of the authorised work) been valued and assessed at the sum of £1,424 10s. (one thousand four hundred and twenty-four pounds ten shillings), and which sum is hereby offered to you by the Constructing Authority in full satisfaction and discharge of all such claims and matters as aforesaid, subject to your making out a title to the land or the interest claimed by you therein to the satisfaction of the Constructing Authority, as by the Public Works Act of 1888 is provided.

As witness the seal of the Constructing Authority, this 15th day of April, in the year of our Lord 1893.

WILLIAM JOHN LYNE,

Constructing Authority.

Signed and sealed by the Constructing Authority in the presence of—

D. C. McLACHLAN.

Description of land taken or injuriously affected in respect of which claim has been made.

ALL that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, containing by admeasurement 19 perches and one-fifth of a perch, more or less, and numbered 12 on plan and book of reference, of the King-street to Ocean-street Cable Tramway.

Sent to R. B. Asher, 15/4/93. Land Valuer.—D.C. McL. (*pro* U.S.), B.C., 17/4/93.

Mr. Asher might be informed that interest at the rate of 5 per cent. per annum on the compensation money will be allowed to his client from the date possession was obtained of the premises up to the date of payment of amount agreed upon.—A.B. (*pro* Land Valuer), 21/4/93.

U.S. Works, 21/4/93. Submitted.—J.B., 21/4/93. Approved.—W.J.L., 24/4/93. Informed.—J.B., 24/4/93. R. B. Asher, Esq., informed, 3/5/93.

No. 83.

Mr. R. B. Asher to The Under Secretary for Public Works.

Sir,

41, Castlereagh-street, Sydney, 17 April, 1893.

On behalf of Mr. David S. Williams, I have the honor to acknowledge the receipt of notice of valuation of property belonging to him resumed under the Public Works Act of 1888, numbered 12 on plan and book of reference of the King-street to Ocean-street Cable Tramway, and to inform you that my client is prepared to accept the amount offered, £1,424 10s., together with interest, as provided by the 16th section of the Land for Public Purposes Acquisition Act, which section is incorporated in the Public Works Act.

I have to request that you will cause the papers in connection with this resumption to be forwarded to the Crown Solicitor without delay.

I have, &c.,

RICHD. B. ASHER.

No. 84.

The Under Secretary for Public Works to Mr. R. B. Asher.

Sir,

Department of Public Works, 3 May, 1893.

With reference to your letter of the 17th ultimo, respecting the claim of Mr. D. S. Williams for property resumed at Rushcutter's Bay for tramway purposes, I am directed by the Secretary for Public Works to inform you that interest of 5 per cent. per annum on the compensation money will be allowed to your client from the date possession was obtained of the premises up to the date of the payment of the amount agreed upon.

I have, &c.,

J. BURLING,

Under Secretary

(*per* D.C. McL.)

No. 85.

The Crown Solicitor to The Under Secretary for Public Works.

D. S. Williams to Minister for Works—Ocean-street Tramway.

Sir,

Crown Solicitor's Office, Sydney, 6 July, 1893.

I have the honor to request that a voucher for the amount of interest due in this matter may be prepared and forwarded to me.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor

(*per* R. GALLMAN.)

Land

Land Valuer.—J.B., B.C., 4/7/93. Will the Engineer-in-Chief be good enough to say upon what date we obtained possession of the premises.—A.B. (*pro* Land Valuer), 25/7/93. Mr. Fischer, 27/7/93. On or about the 15th April, 1893.—G.F., 28/7/93. Engineer-in-Chief. Land Valuer.—F.H., B.C., 31/7/93. Interest voucher for £14 8s. 9d. herewith.—A.B. (*pro* Land Valuer), 8/8/93. Crown Solicitor.

No. 86.

The Crown Solicitor to The Under Secretary for Public Works.

D. S. Williams to Minister for Works—Ocean-street Cable Tramway.

Sir,

Sydney, 12 August, 1893.

I have the honor to forward herewith voucher for interest in this matter, the amount of which may be paid to Richard B. Asher, Solicitor, Sydney, as therein authorised.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

Land Valuer.—D.C.McL. (for U.S.), B.C., 14/8/93. Interest voucher for £14 8s. 9d. herewith.—A.B. (*pro* Land Valuer), 17/8/93. Chief Accountant. Certified.—R.B., 22/8/93. Land Valuer,—Put by.

Re Dugald Robinson.

No. 87.

Mr. D. Robinson, forwarding Notice of Claim.

Extension from King-street to Ocean-street, Woollahra.

Public Works Act of 1888.

Offer and Particulars of Claim for Land taken for Tramway purposes.

To Minister for Public Works,—

I HEREBY offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which I am tenant weekly at £1 1s., delineated on the tracing plan attached to the notice of land taken, and numbered 15, which I hereby acknowledge to have received, containing acres roods and perches, more or less, and as compensation for damage by severance, by the , or otherwise caused by the execution of the works, as particularly set forth in the subjoined schedule of claim, the sum of £10, which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 23rd day of November, 1892.

DUGALD ROBINSON,
No. 1, Clement-street.

To the Constructing Authority, Sydney.

Land Valuer.—W.H.Q., 28/11/92.

SCHEDULE OF CLAIM.

Damage by disturbance and compulsory removal, and expense incurred thereby through loss of time—total amount of claim, £10.

DUGALD ROBINSON.

No. 88.

Report by the Land Valuer.

King-street and Ocean-street Cable Tramway.

Particulars of Claim.

Claimant and tenant, Dugald Robinson; reference number, 15; area taken, 2S.4 perches; amount of claim, £10.

THIS claim is made in respect of reference number 15, allotment 32, of a subdivision of the Barcom Glen Estate, taken for tramway purposes in connection with the King-street and Ocean-street cable tramway.

The claimant was a weekly tenant.

Valuation:—Inconvenience and cost of removal, £7 10s.; total, £7 10s.:—J. B. THOMPSON, Land Valuer, 7/4/93. Claim, £10; valuation, £7 10s.; submitted for approval.—J.B.T. Submitted.—J.B., 10/4/93. Approved.—W.J.L., 10/4/93. The Constructing Authority, Sydney.

No. 89.

Offer to Mr. D. Robinson.

Notice of Valuation under the Public Works Act of 1888.

(Fifth Schedule.)

To Dugald Robinson, claimant in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

TAKE notice, that the amount of the purchase money and compensation to be paid to you by the Constructing Authority for the interest belonging to you, or which by the Public Works Act you are enabled to sell, and for any damage that may be sustained by you by severance or otherwise by reason of the

the execution of the authorised work in respect of the land hereunder described and referred to in your offer bearing date the 23rd day of November, 1892, and in the schedule of claim subjoined thereunto, has (after taking into consideration and giving effect to by way of set-off or abatement any enhancement in the value of any land belonging to you adjoining the land taken or severed therefrom by the construction of the authorised work) been valued and assessed at the sum of £7 10s., and which sum is hereby offered to you by the Constructing Authority in full satisfaction and discharge of all such claims and matters as aforesaid, subject to your making out a title to the land or the interest claimed by you therein to the satisfaction of the Constructing Authority, as by the Public Works Act of 1888 is provided.

As witness the seal of the Constructing Authority this 15th day of April, 1893.

WILLIAM JOHN LYNE,
Constructing Authority.

Signed and sealed by the Constructing Authority in the presence of—
D. C. McLACHLAN.

Description of land taken or injuriously affected in respect of which claim has been made.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, containing by admeasurement 28½ perches, more or less, and numbered 15 on plan and book of reference, of the King-street and Ocean-street cable tramway.

No. 90.

Mr. D. Robinson to The Under Secretary for Public Works.

Sir, 97, Bayswater Road, Rushcutter's Bay, 17 May, 1893.

With reference to your offer, dated the 15th April, I have the honor to state that I am willing to accept same in full satisfaction of all demands.

I have, &c.,
DUGALD ROBINSON.

Mr. Rae, for description.—A.B., 25/5/93. Description and certificate herewith.—F.S.R., 1/6/93. Description, certificate, and voucher for £7 10s. to Crown Solicitor, 2/6/93. Voucher to Chief Accountant.—A.B., 2/9/93. Certified, 6/9/93.

Re D. Mahoney.

No. 91.

Mr. H. R. Way to The Under Secretary for Public Works.

Sir, 108, Pitt-street, Sydney, 31 January, 1893.

I have the honor to forward herewith claim by Mr. Daniel Mahoney for compensation for loss of premises caused by the construction of the Government tramway, King-street, Sydney, to Ocean-street, Woollahra.

I have, &c.,
H. R. WAY.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 1/2/93. Write for copy of lease.—H. R. WAY, 13/2/93.

Government Tramway, from King-street, Sydney, to Ocean-street, Woollahra.

Public Works Act of 1888.

Offer and Particulars of Claim for Land taken for Tramway purposes.

To the Minister for Works as Constructing Authority,—

I HEREBY offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon) of which I am tenant, delineated on the tracing plan attached to the notice of land taken, and numbered 16, which I hereby acknowledge to have received, containing 30·1 perches, more or less, and as compensation for damage by severance, by the tramway, or otherwise caused by the execution of the said works, as particularly set forth in the subjoined schedule of claim, the sum of £30, which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 31st day of January, 1892.

DANIEL MAHONEY,
108, Pitt-street.

SCHEDULE OF CLAIM.

Land resumed—Reference No., 60; 30·1 perches. Total amount of claim, £30.

DANIEL MAHONEY.

No. 92.

The Land Valuer to Mr. H. R. Way.

Sir, Sydney, 13 February, 1893.

With reference to your letter of the 31st ultimo, respecting the claim of Mr. Daniel Mahoney, as tenant of premises resumed for tramway purposes, King-street, Sydney, to Ocean-street, Woollahra, I have the honor to request that you will be good enough to furnish this branch with a copy of your client's lease.

I have, &c.,
ALFRED BROWN
(*pro* Land Valuer.)

No. 93.

No. 93.

Mr. H. R. Way to The Land Valuer.

Sir,

108, Pitt-street, Sydney, 14 February, 1893.

I have the honor to acknowledge the receipt of your letter of the 13th instant, respecting the claim of Mr. Daniel Mahoney, and have to inform you that my client has not a lease of the premises, but has been in occupation for years past.

The premises suited him admirably, and if he had not been compelled to vacate by reason of the tramway works he would have remained in occupation of the same for years.

If you require to have the above facts verified, I am in a position to do so by declaration.

I have, &c.,

H. R. WAY.

Mr. Rae for certificate.—A.B., 16/2/93. Please report on claim and title.—A.B. (*pro* Land Valuer). Crown Solicitor.

No. 94.

The Crown Solicitor to The Under Secretary for Public Works.

Daniel Mahoney to Minister for Works.

Crown Solicitor's Office, Sydney, 17 March, 1893.

Sir,

I have the honor to return herewith the papers sent to me with instructions to report on title. It appears from the certificate of identity with the papers that the land resumed was occupied by Daniel Mahoney, and he may therefore be dealt with as to the compensation money to be paid in respect of his occupancy.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 18/3/93.

No. 95.

Report by The Land Valuer.

Constructing Authority, Sydney.

King-street and Ocean-street Cable Tramway.

Particulars of Claim.

Claimant and tenant, Daniel Mahoney; reference number, 16; area taken, 30.1 perches; amount of claim, £30.

Report.

THIS claim is made in respect of reference number 16, being allotment No. 33 of a subdivision of the Barcom Glen Estate, taken for tramway purposes, in connection with the King-street and Ocean-street cable tramway.

The claimant having no lease is dealt with as a weekly tenant.

Valuation.—Inconvenience and loss by forced removal—£10.

J. B. THOMPSON,

Land Valuer,

7/4/93.

Claim, £30; valuation, £10.

Submitted for approval.—J.B.T., 7/4/93. Submitted.—J.B., 10/4/93. Approved.—W.J.L., 10/4/93. Offer sent to H. R. Way, 15/4/93.

No. 96.

Offer to Mr. D. Mahoney,

Notice of Valuation under the Public Works Act of 1888.

(Fifth Schedule.)

To Daniel Mahoney, claimant in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

TAKE notice, that the amount of the purchase money and compensation to be paid to you by the Constructing Authority for the interest belonging to you, or which by the Public Works Act you are enabled to sell, and for any damage that may be sustained by you by severance or otherwise by reason of the execution of the authorised work in respect of the land hereunder described and referred to in your offer bearing date the 31st day of January, 1893, and in the Schedule of Claim subjoined thereunto, has (after taking into consideration and giving effect to by way of set off or abatement any enhancement in the value of any land belonging to you adjoining the land taken or severed therefrom by the construction of the authorised work) been valued and assessed at the sum of £10, and which sum is hereby offered to you by the Constructing Authority, in full satisfaction and discharge of all such claims and matters as aforesaid, subject to your making out a title to the land or the interest claimed by you therein to the satisfaction of the Constructing Authority, as by the Public Works Act of 1888 is provided.

As witness the seal of the Constructing Authority, this 15th day of April, in the year of our Lord 1893.

WILLIAM JOHN LYNE,

Constructing Authority.

Signed and sealed by the Constructing Authority in the presence of,—

D. C. McLACHLAN.

Description

Description of land taken or injuriously affected in respect of which claim has been made.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, containing by admeasurement 30 $\frac{1}{2}$ perches, more or less, and numbered 16 on plan and book of reference of the King-street and Ocean-street Cable Tramway.

Sent to Mr. H. R. Way, solicitor, 15/4/93.

No. 97.

Mr. Mahoney to The Under Secretary for Public Works.

Sir,

103, Bayswater Road, 9 June, 1893.

I beg to inform you that I will accept the sum of £10 in full compensation, the amount at which my claim has been assessed in respect to my tenancy of a house, Rushcutter's Bay, resumed by your Department in connection with the cable tram extension, King to Ocean Streets.

I am, &c.,

DANIEL MAHONEY.

The Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 12/6/93. Mr. Rae, for description.—A.B., 16/6/93. Herewith.—F.S.R., 3/7/93. Entd. Description, certificate, and voucher for £10 to Crown Solicitor.—A.B., 5/7/93.

[One plan.]

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both manual and automated techniques. The goal is to ensure that the information gathered is both reliable and comprehensive.

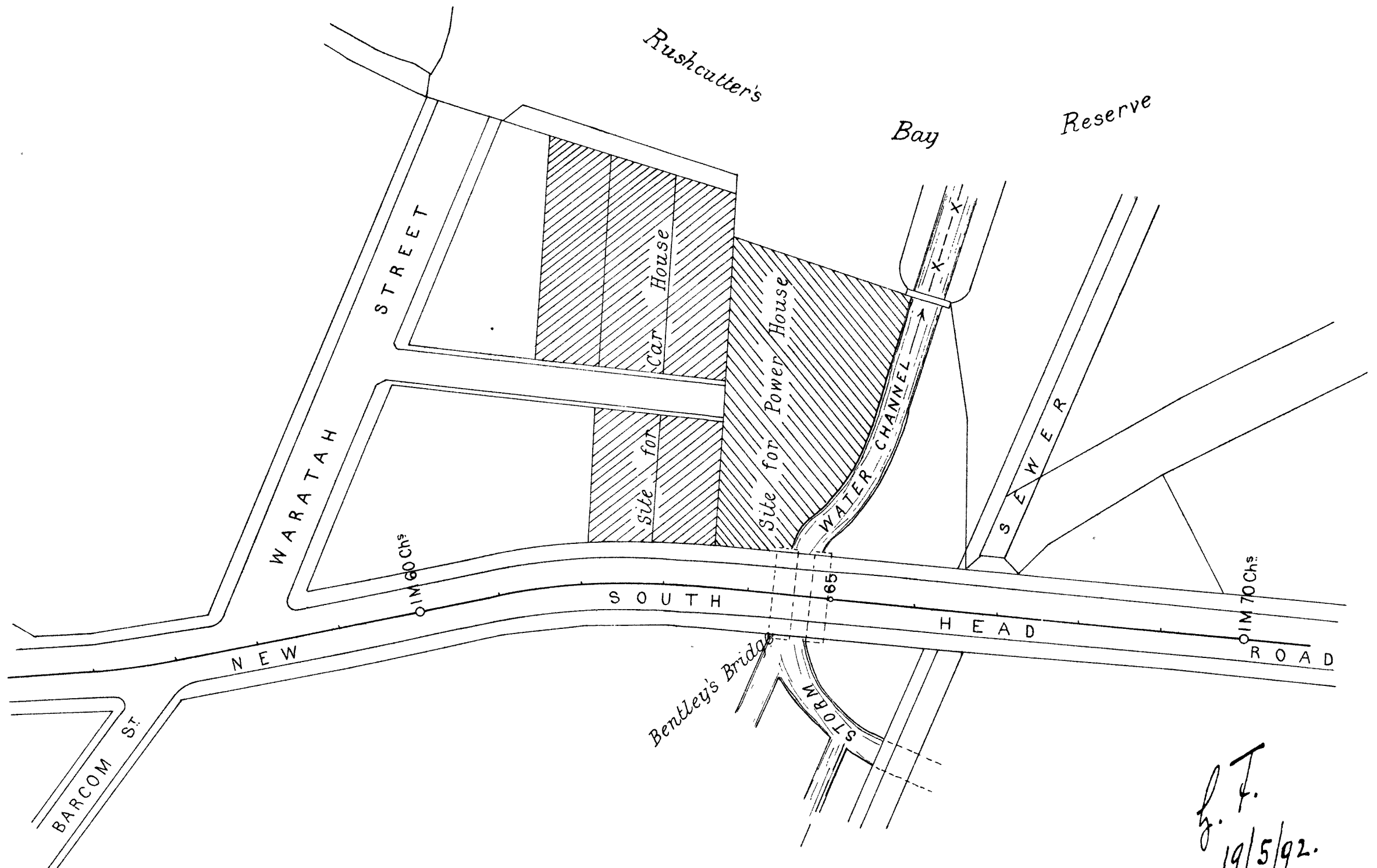
The final part of the report provides a detailed analysis of the results. It identifies key trends and patterns in the data, which can be used to inform future decision-making. The author concludes by highlighting the overall value of the study and the need for continued research in this area.

N. S. W. C. T.

King St to Ocean St Cable Tramway

Tracing shewing Land to be resumed
for Power and Car House

— Scale 1 Ch^s = 1 Inch —



J. F.
19/5/92.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PATENT GRIP IN USE ON CABLE TRAM.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 11 December, 1894.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 6th December, 1894, That there be laid upon the Table of this House a return showing,—

- “ (1.) Whether a patent grip is in use on the recently opened cable tram.
- “ (2.) Whether it is working successfully or satisfactorily.
- “ (3.) Whether it has any injurious effect upon the cable.
- “ (4.) Whether it has been found necessary to make any alteration in its working parts or details since being first fitted on this line.
- “ (5.) Whether any portions require frequent renewal.
- “ (6.) What has been the cost incurred for general repairs and renewal of parts up to the end of November.
- “ (7.) Whether the railway or tramway officials were called on to report (prior to its adoption) as to the advantage likely to result from the use of this appliance; and, if so, the purport of such report.
- “ (8.) The sum paid for right to use this grip, and the name of the vendor.
- “ (9.) The cost of supplying and fitting the grip to each dummy car, and how many have been fitted.
- “ (10.) Whether the appliance is patented; if so, when, and to which colonies do patent rights extend.”

(Mr. Bavister.)

- (1.) Yes.
- (2.) The Tramway Locomotive Superintendent reports that the grip has given considerable trouble, but that the improvements made have now largely overcome the difficulties experienced.
- (3.) It is considered that the length of time the grip has been in use has not been sufficient to demonstrate the ultimate effect of the grip on the cable.
- (4.) Yes.
- (5.) Yes.
- (6.) £876 0s. 4d.
- (7.) Yes; the Tramway Locomotive Superintendent inspected 3 bottom grippers imported from America, and reported the Vogel Gripper, modified to suit this line, was the best of the 3 submitted, but he, at the same time, recorded his opinion in favour of a side gripper.
- (8.) £3,000; John Storer.
- (9.) £50 12s. Twenty cars were fitted.
- (10.) It was patented in New South Wales on the 17th September, 1892. The papers do not show if patented in the other colonies.

[782 copies—Approximate Cost of Printing (labour and material), £1 1s. 6d.]

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MR. J. F. COOK, LATE CONDUCTOR, TRAMWAY DEPARTMENT.

(PETITION FROM JAMES FREDERICK COOK, PRAYING THAT HE MAY BE HEARD AT THE BAR OF HOUSE BY COUNSEL IN REFERENCE TO HIS DISMISSAL FROM THE SERVICE.)

Received by the Legislative Assembly, 11 December, 1894.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned,—

RESPECTFULLY SHOWETH:—

1. That for eight years prior to the 1st day of September, 1890, your Petitioner was employed as a Conductor in the Tramway Department of the Railways of New South Wales, being an employee of the Commissioners for Railways from the passing of the Government Railways Act of 1888 to the said 1st day of September, 1890.

2. That during the said period of service prior to the said 1st day of September, 1890, your Petitioner was not guilty of any misconduct of any kind whatsoever, and your Petitioner received all the concessions made by the Railway Regulations for good service.

3. That on Saturday, the 30th day of August, 1890, your Petitioner, who was conductor of a tram running from Bridge-street to the Randwick Racecourse, was charged by James Roberts, the officer at the head of your Petitioner's Branch of the said Service, with defrauding the Railway Commissioners of the sum of 10s. received by your Petitioner as fares of passengers by the said tram, and your Petitioner was thereupon suspended by the said James Roberts from the said service.

4. That on the following Monday, the 1st day of September, 1890, your Petitioner received notice from the said James Roberts that he found your Petitioner guilty on the said charge, and that your Petitioner was therefore dismissed from the said Railway service.

5. That your Petitioner was entirely innocent of the said charge, was not informed upon what evidence he had been found guilty of the same, nor had any opportunity whatever to meet the charge been afforded him before he was dismissed.

6. That your Petitioner, regarding his case as being within section 71 of the Government Railways Act of 1888, applied immediately after the said notice to the Railway Commissioners of New South Wales for an appeal against the decision of the said James Roberts with respect to the charge made against your Petitioner.

7. That the said Commissioners refused to hear the evidence of witnesses on your Petitioner's behalf in refutation of the said charge, stating they could not waste their valuable time over the matter, and would not alter the said decision.

8. That the said charge is the first accusation of any kind ever made against your Petitioner during his lifetime, and your Petitioner suffers more from the said accusation than from his said dismissal, and is grieved that the said accusation should be taken by the said James Roberts and the said Commissioners to have been proved without any proper opportunity being given to your Petitioner to meet his accusers, and to rebut the charge made against him.

9. That on the 26th day of September, 1893, your Petitioner again respectfully appealed to the said Commissioners for the opportunity to clear his reputation of the unfounded charge, and the said Commissioners on the 11th day of October, 1893, refused the said appeal.

10. That on the 17th day of October, 1893, your Petitioner applied to the Honorable the Minister for Railways of New South Wales—at that time, the Honorable John See, M.L.A.—to be given an opportunity to rebut the said charge, and clear his character, but received no reply from the Honorable the Minister.

11. That on the 25th day of October, 1893, the Solicitor for the Railway Commissioners, James Thom, wrote asking your Petitioner to call upon him; and thereupon your Petitioner called on the said solicitor; and was asked by him the names of your Petitioner's witnesses, and what each could prove, and your Petitioner then asked the said solicitor if there was to be an inquiry, and offered to give the names and the substance of the proof of the said witnesses, if the said inquiry had been ordered, and thereupon the said solicitor informed your Petitioner that unless the said names and proofs were given to him

him unconditionally, he would advise the said Commissioners to refuse the said inquiry, and your Petitioner would then hear no more of the matter. Your Petitioner then declined to give the information so sought, and thereafter heard no more of the matter from the said Commissioners.

12. That your Petitioner then wrote to the then Honorable Minister for Railways for New South Wales, informing him of the proceedings which had ensued, between the Solicitor for Railways and your Petitioner, to which your Petitioner received a reply referring him to the Railway Commissioners, to whom your Petitioner had twice appealed without redress.

13. That, during the Session 1893-1894 of your Honorable House, Mr. W. H. Sharp, then one of the Members for Redfern, gave notice of motion:—

“ That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the circumstances connected with the dismissal of James Cook from the Tramway Service. That such Committee consist of Mr. Cook, Mr. Bavister, Mr. Langwell, Mr. Scott, Mr. Henry Clarke, Mr. Dowel, Mr. Darnley, Mr. Lees, Mr. Willis, and the mover,” but the said motion was not reached during the said Session.

14. That, in September and October, 1894, your Petitioner again appealed to the Honorable the present Minister for Railways, the Honorable George Reid, for an inquiry in which your Petitioner might clear his character, and the said Minister, on the 22nd day of October, 1894, replied that he could not reopen the case.

15. That your Petitioner regards his said dismissal and degradation as being brought about in a manner contrary to the spirit and provisions of the Government Railways Act of 1888, and contrary to the natural right which every person has to be heard before he is condemned.

16. That your Petitioner verily believes that, were a proper inquiry now held, his innocence of the offence alleged against him would be fully established.

17. The grounds of this belief, in addition to those already stated, are briefly as follows:—

- (a) That your Petitioner paid in seventy-four fares for a car that could only reasonably hold seventy.
- (b) That your Petitioner has reason to believe that a deliberate conspiracy was formed to procure his dismissal.

18. Among others your Petitioner has the following reasons for believing that a deliberate conspiracy was formed to procure his dismissal.

- (a) That before leaving Bridge-street yard, it being the busy time of the day for race traffic, viz., 11:35 a.m., he coupled together two cars to form his tram, such being usual.
- (b) That Superintendent James Roberts ordered your Petitioner to uncouple one of the cars, and only take one, a most unusual proceeding.
- (c) That an officer of the Department avers and proffers to swear that he, the said officer, remarked to the said Superintendent, James Roberts, “Cook ought to take three cars,” and the said Superintendent, James Roberts, replied to the said officer, “Let him go; we want him to get a crowd on. Brown and Payne will meet him at Cleveland-street, and put him away. He is no good.”
- (d) That the said Brown and Payne did meet your Petitioner at Cleveland-street, but did not speak to your Petitioner, or did they, to all appearances, make any count of the passengers.
- (e) That after arrival at Randwick, your Petitioner was asked by the clerk to whom he paid over the full amount of the fares he had collected, “Did you have Brown and Payne with you”; to which your Petitioner made reply, “Yes.” The said clerk then said, “I hope they did not catch you,” and your Petitioner made reply, “I’ll forgive them if they did.”
- (f) Your Petitioner then returned to Bridge-street yard with his train, and immediately received orders to go to the office and see the said Superintendent, James Roberts, who accused your Petitioner of not paying in the amount of ten fares which he had collected. Your Petitioner denied the accusation, but the said Superintendent, James Roberts, would not heed the denial, and suspended from duty your Petitioner.
- (g) That some time after one of the officers averred, in the presence of a witness, now procurable, that your Petitioner was dismissed the Service innocently, and was the victim of a conspiracy, and your Petitioner has now in his possession a statement to this effect signed by this witness.
- (h) That these facts becoming known to certain of the tramway employees, they induced your Petitioner to wait with them on Mr. Hoyle, then one of the Members of your Honorable House for the district of Redfern, and that many documents relating to the case were entrusted to the said Mr. Hoyle.
- (i) That the said Mr. Hoyle thereafter stated to several tramway employees that the said Superintendent, James Roberts, had waited on him (Hoyle) twice, had gone on his knees and begged of him (Hoyle) not to go any further with the case, for the sake of his, the said Superintendent, James Roberts’ wife and children.
- (j) That about this time your Petitioner had overtures made to him to take up his former position in the Department, but, acting on the advice of the said Mr. Hoyle, your Petitioner refused to do so.
- (k) That the said Mr. Hoyle kept your Petitioner dallying without taking any such action as he had previously promised, for the purpose of obtaining an inquiry into your Petitioner’s case, and finally stated to your Petitioner that he (Hoyle) had lost all the papers entrusted to him by your Petitioner and referring to this matter.

Your Petitioner therefore prays,—

1. That your Honorable House may take such proceedings as to your Honorable House may seem just to enable your Petitioner to re-open his said case, so as to enable him to appear and be heard to defend himself on the said charge.
2. That your Petitioner may be heard at the Bar of your Honorable House, by counsel, in support of this his humble Petition.

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

JAMES FREDERICK COOK.

Sydney, December, 1894.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COMPENSATION PAID TO MR. CLIFF FOR LAND RESUMED AT LAVENDER BAY.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 6th September, 1894.

[Laid upon the Table of the House in answer to Question No. 15, of 29th August, 1894.]

Question.

(15.) COMPENSATION PAID TO MR. CLIFF FOR LAND RESUMED AT LAVENDER BAY:—MR. ASHTON asked THE COLONIAL TREASURER,—

- (1.) Is it a fact that the sum of £40,000 has been paid to Mr. W. J. Cliff in connection with the resumption of his land at Lavender Bay?
- (2.) Is it a fact that the same property was valued some three years ago by a well-known firm of valuers at £8,000?
- (3.) Who was the valuer on the part of the Government in the transaction referred to; by whom was he appointed; and on whose recommendation?
- (4.) Will the Colonial Treasurer place all papers in connection with this transaction upon the Table of the House?

Answer.

NO.	SCHEDULE.	PAGE.
1.	Letter from Messrs. Norton & Co. to the Secretary for Public Works. 4 September, 1891	2
2.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 3 June, 1891.....	3
3.	Letter from the Crown Solicitor to Messrs. Way and Way. 25 June, 1891.....	3
4.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 26 June, 1891	3
5.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 15 July, 1891	4
6.	Letter from Mr. A. W. Gregg to the Land Valuer. 21 July, 1891	4
7.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 28 July, 1891.....	4
8.	Letter from Mr. H. R. Way to the Secretary for Public Works. 27 August, 1891	5
9.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 24 September, 1891.....	5
10.	Report by the Land Valuer. 8 January, 1892.....	5
11.	Letter from Messrs. Richardson and Wrench to the Under Secretary for Public Works. 18 January, 1892	6
11A.	Valuation by Messrs. Richardson and Wrench. 15 January, 1892	6
12.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 24 February, 1892	7
13.	Opinion of the Attorney-General. 19 February, 1892	8
14.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 10 March, 1892	9
15.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 15 March, 1892.....	9
16.	Offer to Jessie Louisa Cliff. 16 March, 1892	9
17.	Letter from Mr. H. R. Way to the Secretary for Public Works. 2 April, 1892.....	10
18.	Letter from the Under Secretary for Public Works to Mr. H. R. Way. 6 April, 1892	10
19.	Letter from Messrs. Macnamara and Nathan to the Secretary for Public Works. 25 April, 1892.....	10
20.	Request for the appointment of an Arbitrator. 25 April, 1894	10
21.	Letter from Messrs. Macnamara and Nathan to the Secretary for Public Works. 26 April, 1892	11
22.	Letter from the Under Secretary for Public Works to Mr. J. H. Kirkpatrick. 27 April, 1892.....	11
23.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 11 May, 1892	11
24.	Letter from the Crown Solicitor to the Under Secretary for Public Works. 2 June, 1892.....	12
25.	Declarations of Arbitrators. 25 May, 1892	12
26.	Award. 28 June, 1892	12
27.	Letter from Mr. A. B. Armstrong to the Secretary for Public Works. 4 July, 1893	13
28.	Report by Mr. J. H. Kirkpatrick. 31 October, 1893	14
29.	Letter from Mr. A. B. Armstrong to the Secretary for Public Works. 14 December, 1893	14
30.	Letter from Mr. A. B. Armstrong to the Under Secretary for Public Works. 27 December, 1893	15
31.	Letter from Mr. A. B. Armstrong to the Secretary for Public Works. 8 January, 1894.....	15
32.	Letter from Mr. E. A. Smith to the Hon. W. J. Lyne, M.P. (Unofficial) ..	15
33.	Memorandum by the Crown Solicitor. 16 January, 1894.....	16
34.	Letter from Mr. A. B. Armstrong to the Under Secretary for Public Works. 25 January, 1894	17
35.	Letter from Mr. M. J. Macnamara to the Secretary for Public Works. 12 March, 1894.....	17
36.	Letter from Mr. M. J. Macnamara to the Secretary for Public Works. 16 March, 1894.....	17

COMPENSATION PAID TO MR. CLIFF FOR LAND RESUMED AT LAVENDER BAY.

No. 1.

Messrs. Norton & Co. to The Secretary for Public Works.

Extension of Milson's Point Railway.

Sir,

Marlborough Chambers, O'Connell-street, Sydney, 4 September, 1891.

With reference to the notice served by you upon the Caledonian Mortgage and Agency Company (Limited), we have the honor to enclose herewith the claim of the above-mentioned company, together with an abstract of their title to the land resumed, of which they are the mortgagees, in fee-simple.

We understand that Mr. Cliff, the owner of the property, has given notice that he requires you, as Constructing Authority, to resume the whole of the property.

We have, &c.,

NORTON & Co.

[Enclosure.]

PUBLIC WORKS ACT OF 1888.

Notice of Claim and Abstract.

To the Minister for Public Works, as Constructing Authority,—

3 September, 1891.

In pursuance of the "Public Works Act of 1888," the Caledonian and Australian Mortgage and Agency Company (Limited) hereby give you notice that the company claim compensation in respect of the land hereunder described, which has been taken under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract.

ABSTRACT.

Names and descriptions of parties claiming and nature of their interests, whether tenants for life, in tail, or otherwise	The Caledonian and Australian Mortgage and Agency Company (Limited), c/o Messrs. Gibbs, Bright, & Co., claiming as mortgagees.														
Situation and description of property	The whole of the land comprised in indenture of mortgage dated 3rd August, 1887, registered as No. 633, book 368, and in memorandum of mortgage registered as No. 124,320, from John William Cliff to the claimants, which comprises the 2 roods 38·3 perches, Nos. 91 and 92 on the plan or book of reference.														
Quit-rents payable if leasehold, name of landlord, term of lease, and rent reserved	The claimants are mortgagees in fee free from all quit-rents, claims, charges, and incumbrances.														
Names of occupiers, distinguishing whether tenants-at-will or under lease, rent reserved, terms, &c.....	J. W. Cliff, as owner, in fee subject to mortgage to the claimants.														
Particulars of claim, specifying separately the amount claimed for value of property and for compensation....	<table border="0"> <tr> <td colspan="2">Principal and interest due on mortgages above mentioned :—</td> </tr> <tr> <td>Principal due 1st June, 1892...</td> <td style="text-align: right;">£6,000 0 0</td> </tr> <tr> <td>Two half-yearly payments of interest due 1st December, 1891, and 1st June, 1892...</td> <td style="text-align: right;">£480 0 0</td> </tr> <tr> <td>Less allowance if punctually paid</td> <td style="text-align: right;">120 0 0</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">360 0</td> </tr> <tr> <td colspan="2">Total principal and interest due on mortgage</td> </tr> <tr> <td></td> <td style="text-align: right;">£6,360 0</td> </tr> </table>	Principal and interest due on mortgages above mentioned :—		Principal due 1st June, 1892...	£6,000 0 0	Two half-yearly payments of interest due 1st December, 1891, and 1st June, 1892...	£480 0 0	Less allowance if punctually paid	120 0 0		360 0	Total principal and interest due on mortgage			£6,360 0
Principal and interest due on mortgages above mentioned :—															
Principal due 1st June, 1892...	£6,000 0 0														
Two half-yearly payments of interest due 1st December, 1891, and 1st June, 1892...	£480 0 0														
Less allowance if punctually paid	120 0 0														
	360 0														
Total principal and interest due on mortgage															
	£6,360 0														
Dates and other short particulars of documents of title ...	Abstract of title :—6th January, 1881, conveyance, Carr and anr. to Adams. 6th May, 1881, conveyance, Adams to Giblin. 14th July, 1881, conveyance, Giblin to Fox. 26th July, 1881, mortgage, Fox to Leathes. 28th July, 1884, reconveyance, Leathes to Fox. 31st August, 1885, conveyance, Fox to Cliff. 3rd August, 1887, mortgage, Cliff to claimants. 19th January, 1881, certificate of title, vol. 516, fol. 186. 3rd August, 1887, mortgage, Cliff to claimants.														
Names of persons having the custody of documents, and place or places where the same may be inspected, and name of claimant's solicitor or agent	Messrs. Norton, Smith, Westgarth, & Co., solicitors, 2, O'Connell-street, Sydney.														

CALEDONIAN AND AUSTRALIAN MORTGAGE AND AGENCY CO. (LTD.),

By its attorney,

ALF. FURNES & Co.,

37, Pitt-street, Sydney.

PUBLIC WORKS ACT OF 1888.

Extension from the North Shore Railway to Milson's Point.—Offer and particulars of claim for land taken for Railway purposes.

To the Minister for Lands, as Constructing Authority,—

I hereby offer to accept from the Constructing Authority, as purchase money for the land (including buildings and fences erected thereon), of which I am owner, delineated on the tracing plan attached to the notice of land taken, and numbered 91 and 92, which I hereby acknowledge to have received, together with other land referred to in my notice of 6th April, 1891, and your reply thereto of 25th June, 1891, containing 6 acres and 22½ perches, more or less, and as compensation for damage or otherwise caused by the execution of the said works, as particularly set forth in the subjoined schedule of claim, the sum of £54,263 17s., together with the sum of £2,500 for loss on sale of furniture, which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 14th day of July, 1891.

JESSIE L. CLIFF,

108, Pitt-street, Sydney

(By H. R. WAY).

To the Constructing Authority, Sydney.

SCHEDULE

SCHEDULE OF CLAIM.
Land Resumed.

Reference No.	Area.	Character.	Estimated Value.	Total Value.
.....	a. r. p. 6 0 22½	Building	Per acre £5,500, or per foot £	£ s. d. 33,763 17 0
Nature and Description of Improvements taken.				
Buildings.....				18,000 0 0
Other improvements.....				2,500 0 0
Loss on sale of furniture				£ 54,263 17 0
				2,500 0 0
Total amount of claim				£ 56,763 17 0

JESSIE L. CLIFF.

No. 2.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 3 June, 1891.

I have the honor to return herewith departmental papers on the subject of the claim made by Messrs. Way and Way, on behalf of Mrs. Cliff and J. W. Cliff, and state that having examined the plan submitted with the papers, it appears to me that the whole of the property is occupied as one holding, and that it is so intersected by the railway that the proprietors are entitled to call upon the Constructing Authority to take the whole of the property. I accordingly advise that the claim made be acceded to.

I have, &c.
(for JOHN WILLIAMS),
Crown Solicitor,
R.S.

The Land Valuer.—D.C.McL. (for U.S.), B.C., 5/6/91. Mr. Cliff's solicitors might now be informed, as advised by the Crown Solicitor.—J.B.T., 8/6/91. U.S., Works. What amount does the extra land involve?—J.B., 9/6/91.

No. 3.

The Crown Solicitor to Messrs. Way and Way.

Re Railway Extension to Milson's Point.

Dear Sirs,

Crown Solicitor's Office, Sydney, 25 June, 1891.

In reference to your letters to the Land Valuer, and the notice by Mr. and Mrs. Cliff to the Constructing Authority of 8th April last, in respect of land belonging to them at North Shore, and resumed for railway purposes, Nos. 91 and 92 on the plan of the Milson's Point railway extension, I am instructed to inform you that the Constructing Authority is prepared to purchase the whole of the holding held as one property through portions of which the railway passes. Kindly submit a claim in respect thereof, together with an abstract and particulars of your clients' title, with a plan of the land thus offered to be purchased, to enable it to be valued. As the purchase is thus made compulsory by your clients' action on the Constructing Authority, no claim of compensation for forced sale will be entertained.

I have, &c.,
(for JOHN WILLIAMS),
Crown Solicitor,
R.S.

No. 4.

The Crown Solicitor to The Under Secretary for Public Works.

Re Railway Extension to Milson's Point.

Sir,

Crown Solicitor's Office, Sydney, 26 June, 1891.

With reference to your B.C. minute of the 23rd instant, forwarding the papers relating to the counter notices given by Messrs. A. W. Charlton, M. Charlton, and R. Charlton, Mr. and Mrs. Cliff, and Mr. Buckland, with instructions for me to reply thereto, I have the honor to return herewith the papers in this matter, and to state that I have sent answers to the various solicitors. I also enclose copies of letters to Messrs. Way and Way, Messrs. Fitzhardinge, Son, and Houston, and of one letter to Messrs. Creagh and Williams. Three letters were sent to Messrs. Creagh and Williams—one relative to claim of A. W. Charlton, another to the claim of R. Charlton, and a third relative to the claim of Messrs. R. and M. Charlton; but as these three letters were in the same terms, I have only sent a copy of the last-mentioned letter. I call special attention to the wording of these letters. I am under the impression that in sending in my several advisings of 3rd June, I pointed out in a memo. not now with the papers, that I came to the conclusions then advised, based partly on the former advisings of this Department, and on the English and Colonial decisions, but that I was more induced to do so from a consideration of the fact that the purchases thus made compulsory on the Department would be the cheapest way of acquiring the land, as the claims for severance would be greater than the loss on re-sale of the property. If the matter comes to be contested, I have great doubts, not about the construction itself of the 78th section of the Public Works Act, but as to its application to a case like the present, having in view the 76th section of our Act, which is not in the English Act, and renders a sale or conveyance unnecessary, where there has been, as in this case, a compulsory taking under the 30th section of the Act. In my own view, it is

at

at least arguable that the 78th section only applies to a compulsory purchase under the 32nd section of the Public Works Act, part II, but whether this be so or not, I have no doubt about the propriety of the course now taken in the cases dealt with if properly and skilfully followed up. I would ask you to invite the attention of the Land Valuer to the terms of my letters, in which I have refused virtually to resume, but have offered to purchase on terms of the parties submitting an offer to sell at a price to be named by them, with a plan and abstract of their title, but for the reasons set out therein, have pointed out that no claim of compensation for forced sale will be entertained. Until the claims are lodged the valuer is not called upon to make any valuation, and the course I recommend is that steps be taken at once to have the surplus land sold by auction through Messrs. Richardson and Wrench, as soon after the claim is received as it can be safely done, so as, in the first place, to fix through Messrs. Richardson and Wrench, the present market value of the property, and, in the next place, to avoid having so much of the public funds tied up in property not wanted for railway purposes. I venture to think that by the exercise of tact and a little management, and bearing in mind the enhancement given to all property at North Shore by the railway, the Government, by taking the whole of the property, ought to have little or no compensation to pay in any of these cases, and that so far from the notice under the 78th section being a tax on the line, it ought to be a reduction of the cost.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

These copies do not appear to have been sent.—J.B., 29/6/91. Very urgent.

Mr. Thompson, please see me at

No. 5.

The Crown Solicitor to The Under Secretary for Public Works.

Milson's Point Railway Extension.—Cliff's Claim.

Sir,

Crown Solicitor's Office, Sydney, 15 July, 1891.

I have the honor to state that I have been served with a claim and plan on behalf of Mrs. Cliff, and have demanded an abstract of her title.

Meanwhile it is most important that inquiries should be made respecting the property, and its present value fixed by the most certain and reliable means, as to which I should be glad if you would instruct the valuers to see me.

I understand that Mr. Gregg has been specially retained in these cases on behalf of the Minister.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Mr. Thompson.—Please attend to this at once.—J.B., 15/7/91.

No. 6.

Mr. A. W. Gregg to The Land Valuer.

Re Cliff's Lavender Bay Estate.

Dear Sir,

98, Pitt-street, Sydney, 21 July, 1891.

I have carefully thought over the matter of proposing sale of residue after railway requirements, and am of opinion that the property as a whole possesses a feature that could not well be attached to a division, the large and highly improved grounds, by a unique plantation of trees, appear most appropriate to the mansion, if anyone can be found able to buy the place.

The portion of land laying between railway line and water could be offered separately being severed from the main area. If the then residue should not find a buyer in its entirety, then I would propose to make three lots of it thus:—

1. House with balance after following are provided for.
2. Blue's Point Road, frontage by a depth of from 100 feet to about 140 feet.
3. "Neepsend" Cottage from railway line back to the cliff; bounded on one side by Buckland's property and so far on the other side of this estate as may be deemed ample ground for it, for it must be remembered that the site of cottage will not be so favoured with view, &c., when railway is constructed, nor have absolute water-frontage, and, therefore, the same appreciation of it cannot be expected, hence, less ground would be suitable.

I have, &c.,

A. W. GREGG.

The above recommendation of Mr. Gregg's sets out an arrangement agreed to by that gentleman, Mr. Sievers, and myself at a conference on the matter, as being that which we thought the best mode of offering the property for sale in the first instance. Should it not find a purchaser at a satisfactory price, we agreed to then recommend that it should be submitted according to the method suggested in the last paragraph of Mr. Gregg's letter. The manner in which the property should be subdivided if not sold in accordance with the former recommendation, as a whole, is shown on the accompanying tracing by red.—J. B. THOMPSON, 5/8/91.

No. 7.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 28 July, 1891.

I have the honor to forward herewith an abstract of the title of Jessie Louisa Cliff, and to request that I may be supplied with descriptions and certificates of identity, the land compulsorily taken being distinguished by separate descriptions and certificates from the land which the Constructing Authority is called upon, under section 73, to purchase.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Land Valuer.—D.C.McL. (for U.S.), B.C., 28/7/91.

Mr. Rae.—A.B. (pro Land Valuer.) Descriptions and certificates herewith.—F.S.R., 8/9/91.

No. 8.

No. 8.

Mr. H. R. Way to The Secretary for Public Works.

Re Extension of Railway to Milson's Point.

Sir,

108, Pitt-street, Sydney, 27 August, 1891.

Referring to the resumption by the Constructing Authority of Mrs. J. W. Cliff's property at North Shore, I have the honor to inform you that if desired Mrs. Cliff would be willing to dispose of the residue of her property adjoining that resumed, and have the whole included in the present resumption.

I am instructed to make this offer, as it is considered that, as the Constructing Authority has taken the bulk of the property, it would be advantageous to the Government to have the residue.

I have, &c.,

H. R. WAY.

Mr. Thompson.—J.B., 28/8/91. The Land Valuers have carefully considered the suggestions made on behalf of Mrs. Cliff, and beg to state that as they totally disagree with the advice given in the last paragraph of this letter, they have, therefore, to advise that the proposal made therein be declined.—J.B.T., 2/9/91. U.S. Works.

Will Mr. Thompson please see me about this.—J.B., 7/9/91.

No. 9.

The Crown Solicitor to The Under Secretary for Public Works.

Milson's Point Railway Extension.

Sir,

Crown Solicitor's Office, Sydney, 24 September, 1891.

Referring to the advisings contained in my several letters of the 3rd and 4th June last, and my letters of 26th June and 13th July last, returned, with reference to the claims of the Messrs. Charlton, Mr. and Mrs. Cliff, and Mr. Buckland, I have the honor to forward herewith the claim of Mrs. Jessie L. Cliff, dated 14th July, 1891, for the land delineated on the tracing plan attached to the notice of land taken and numbered 91 and 92, together with the other land referred to in the counter notice of 6th April, 1891, a claim being also included for loss on sale of furniture.

As Mrs. Cliff appears to be entitled to the property for which compensation is claimed, subject to certain mortgages to the Caledonian and Australian Mortgage and Agency Company (Limited) and the London Chartered Bank of Australia, I think an offer may be made by the Constructing Authority to Mr. and Mrs. Cliff and their mortgagees for the fee simple of the land taken, and the land which the Constructing Authority is required to take and purchase by the notice of 6th April, 1891, as a whole, but the offer when prepared should first be submitted for my approval. As regards the claim for loss on sale of furniture, no particulars as to Mrs. Cliff's title, or of any losses sustained in respect thereof, have been received, and I do not see how this portion of the claim can be entertained.

I have, &c.,

ERNEST A. SMITH

(For the Crown Solicitor).

No. 10.

Report by The Land Valuer.

Milson's Point Railway Extension—Particulars of Claim.

The Constructing Authority, Sydney,—

Sydney, 8 January, 1892.

Claimant and owner, Jessie L. Cliff; reference numbers, 91 and 92; area taken, 2 roods 38½ perches; area required to be purchased, 5 acres 1 rood 23·95 perches; total, 6 acres 0 rood 22½ perches; amount of claim, £56,763 17s.

REPORT.

THIS claim is made in respect of land taken for railway purposes on the extension to Milson's Point. It contains a total area of 6 acres 0 rood 22½ perches, being 2 acres 38 roods 3 perches, delineated on the tracing plan attached to the notice of land taken, numbered 91 and 92, together with the other land referred to in Mr. Cliff's counter notice, 5 acres 1 rood 23·95 perches. The property is situated at the head of Lavender Bay, and is divided into two portions, known as "Waiwera," and "Neepsend" respectively, and both of which have frontage to the waters of the bay. On each of these subdivisions of the land, large and costly mansions have been erected, especially "Waiwera," which is a fine building, and occupies one of the best sites around the Harbour. The grounds have been highly improved at great cost, and altogether this is a very desirable position, and being well sheltered, commanding splendid views of the Harbour, and although within a mile of Circular Quay, quite secluded; it is perfectly unique, and of very great value. Of the many various ways of estimating the value of this property, two especially recommended themselves for adoption by the Valuers:—1st. To regard the property as a whole, and to compute the value of the fee simple from the assumed annual value. 2nd. To sub-divide the property into building allotments, estimating the value of such sub-division as unimproved land at per foot frontage, and adding thereto the value of all buildings thereon and improvements to the land itself. The first mode of valuation is in this case objectionable, as it would be based on an assumed annual value which there is not sufficient data to make with precision; therefore the result could not be satisfactory, and would be difficult to support by evidence. 3rd. The second method, which is that adopted, gives more definite and satisfactory results, as the value per foot of the sub-division gives the value of the naked land with great accuracy, and when to this is added the value of buildings and other improvements, as appears to be necessary, it will be found to give as correct a result as can be obtained. The value of the houses is given as furnished by the Government Architect, whose detailed valuation is herewith, and that of the improvement of the grounds has been computed from an estimate supplied by Mr. Samuel Purchase, horticultural expert. The amount claimed for loss on sale of furniture has not been allowed, in accordance with the Crown Solicitor's advice in his letter of 24th September last.

The Crown Solicitor also advises in the same letter that the offer, when prepared, should first be submitted for his approval. The usual allowance for forced sale has not been made, in accordance with the Crown Solicitor's advice.

Valuation

	<i>Valuation.</i>	£	s.	d.
Blue's Point Road, 211 ft. 9½ in., at £16	3,388	13	4
George-street, 355 ft., at £10	3,550	0	0
Lavender-street, 295 ft. 8¾ in., at £14	4,140	4	2
Lavender Bay, 125 ft. 4½ in., at £30	3,760	12	6
2 roods 26 perches, at £1,500 per acre	993	15	0
2 acres 1 rood, at £1,500 per acre	3,375	0	0
"Waiwera" house, Government Architect's statement herewith	...	9,054	1	10
"Neepsend" house, Government Architect's statement herewith	...	4,196	18	9
Improvements by forming, planting, &c., land, less deductions shown on statement	8,675	0	0
		41,134	5	7

J. B. THOMPSON,
Land Valuer.

8th January, 1892.

Claim, £56,763 17s.; valuation, £41,134 5s. 7d. Submitted for approval.—J.B.T., 8/1/92.

Cabinet approves of Richardson and Wrench's valuation being obtained for these properties as estates—a valuation of each property as a house and grounds; the opinion of the Attorney-General to be obtained as to the liability of the Crown to take over the whole of the estates, instead of payment for the part taken and an allowance for severance.—G.R.D., 11/1/92.

I shall be glad if the Crown Solicitor will consult with the Attorney-General upon this matter.—W.J.L., 12/1/92. Messrs Richardson and Wrench requested to submit valuation. January, 1892, B.C., Crown Solicitor.—J.B., 12,1/92.

No. 11.

Messrs. Richardson and Wrench to The Under Secretary for Public Works.

Dear Sir,

98, Pitt-street, Sydney, 18 January, 1892.

In reply to your inquiry the property "Neepsend" house and grounds is included in the sum of £10,320.

We have, &c.,

RICHARDSON AND WRENCH.

No. 11A.

Valuation by Messrs. Richardson and Wrench.

Re Mrs. and Mr. J. W. Cliff's property, Lavender Bay, resumed for Railway purposes about the 19th March, 1891.

98, Pitt-street, Sydney, 15 January, 1892.

At the time of the resumption this property was one of the prettiest presentations to the eye of travellers on the harbour, or from the Milson's Point Road, from parts of which it could be seen. It was an old plantation, and required many decades of years at least to bring to maturity the handsome trees of choice descriptions which the railway works have in part displaced.

The area of land being large, and its surface irregular, sloping from a height to the water's edge, allowed it to be apportioned into several attractive features in connection with a superior family residence, and so made it an acceptable home to an occupant or to a buyer who might have desired to acquire it. Then its water frontage afforded the privileges of yachting and bathing, apart from any prospective enhanced value that would be attached to that portion especially for future commercial purposes, such as stores, which could be worked with vessels and city by means of steam-launches and barges, the value of the land here for that object being so much less than city land, and its relation to the various discharging wharfs may be reckoned as fairly central.

The site of claimants' late residence is undeniably a desirable one, elevated, and commanding extensive pleasing views, and the house is of large accommodation. Within the boundaries from Lavender-street to top of cliffs many thousands of pounds must have been expended over a course of years, and if computation was to be made on the basis of cost of free-stone in the present market for that article, the sum would be very considerable, but it may be sufficient to estimate the property more in the light of a realisable value (as at the time when taken by the Crown) having regard to the known desire of the Government to deal liberally with owners whose properties have to be resumed for the services of the public. Say,—

295 ft. 8 in. land frontage to Lavender-street, depth on part west about 81 ft. 1 in.; then on part south bearing easterly about 91 ft. 10 in.; then again on west about 163½ feet; then on other part of south about 100 feet to rock cliff; then by said cliff north-easterly about 260 feet; then on the east by a line northerly 82 feet, extending to Lavender-street, to commencing point £4,140

House, &c., as... .. 6,500

£10,640

Paddock, 210 ft. Blue's Point Road, x 200 ft., with improvements thereon 3,500

Water frontage and residue lands in the resumption and improvements 10,300

£24,460

Admittedly, the real estate market is less active than it was, and the fact of railway constructing at the places will, we fear, have the effect of removing the charm which hitherto attached to this nest position.

Looking at the additions vendors made to the large house, it is not improbable that, for better convenience, a great deal of rock was cut away at rear, which necessarily would be a heavy cost.

RICHARDSON AND WRENCH (LTD.)

We have not included what is usually called compensation for forced surrender. That is a matter for the Minister's discretion.—R. and W. (LTD.)

No. 12.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 24 February, 1892.

With reference to your B.C. minute of the 12th ultimo, forwarding the papers relating to Mrs. Cliff's claim in respect of land taken for the Milson's Point railway, in order that the opinion of the Attorney-General might be obtained as to the liability of the Crown to take over the whole of the estate instead of payment for the part taken and an allowance for severance, and your B.C. minute of 13th instant, enclosing correspondence on the subject of counter notices to be seen by the Attorney-General, I have the honor to forward herewith a copy of the case submitted by me and the Attorney-General's opinion thereon. It will be seen from the latter that the Attorney-General is of opinion that the whole of each property must be taken. I would accordingly suggest that an offer be now made to Mrs. Cliff for the land taken and the land which the Constructing Authority is required to purchase and take by notice of 6th April, 1891, and as compensation for damage caused by the execution of the railway works, subject to the claimant making a title to the land thus offered to be purchased to the satisfaction of the Constructing Authority.

As regards the claim for loss on sale of furniture, Mrs. Cliff should be informed that this portion of her claim cannot be entertained. The papers sent with your B.C. minutes, notice of taking of 19th March, 1891, counter notice, claim of 14th July, 1891, and plan furnished by Mr. Way, are returned herewith.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

The Land Valuer, B.C., 25/2/92. Submitted.—J.B., 26/2/92. Offer amount of Messrs. Richardson and Wrench's valuation, with 10 per cent. added for forced sale.—W.J.L., 5/3/92. Mr. Thompson to prepare notice which, under the peculiar circumstances of the case, should, I think, be first approved by the Crown Solicitor.—J.B., 7/3/92. Notice of valuation herewith for Crown Solicitor's approval.—J.B.T., 7/3/92.

CASE FOR OPINION.

Milson's Point Railway Extension.—Claim of Mrs. J. L. Cliff.

UNDER the provisions of the Public Works Act of 1888, the Constructing Authority has taken for railway purposes the land shown on plan of extension of the North Shore to Milson's Point—a notice of land taken dated 19th March, 1891, in respect of reference Nos. 91 and 92 on plan of extension, to which was attached a tracing showing the portions taken, was given by the Constructing Authority to John Cliff. A counter notice, dated 6th April, 1891, having been given by Mr. and Mrs. Cliff to the Constructing Authority, stating that they would not sell or part with the portions described in the resumption notice unless the Constructing Authority would purchase and take from the said Jessie Louisa Cliff the whole of the lands and premises known as "Waiwera" and "Neepsend," and the Acting Crown Solicitor having been instructed to reply thereto, a letter dated 25th June, 1891, was sent to Messrs. Way and Way, informing them that the Constructing Authority was prepared to purchase the whole of the holding held as one property, through portions of which the railway passes, and they were asked to submit a claim in respect thereof—together with an abstract and particulars of their clients' title, with a plan of the land thus offered to be purchased, to enable it to be valued.

On 14th July, 1891, Mrs. Cliff submitted an offer and particulars of her claim, offering to accept as purchase-money for the land delineated on the tracing plan attached to the notice of land taken, together with other land referred to in her notice of 6th April, 1891, and reply thereto of 25th June, 1891, and as compensation for damage or otherwise caused by the execution of the said works as particularly set forth on the subjoined Schedule of Claim, the sum of £54,263 17s., together with £2,500 for loss on sale of furniture.

A plan of the properties claimed by Mrs. Cliff has also been supplied. At the date of the resumption notice the land comprised in this plan was divided into two properties, known respectively as "Waiwera" and "Neepsend," the former being occupied by Mr. and Mrs. Cliff, and the latter by Major Bartlett under a lease from J. W. Cliff. Each of these properties had a frontage to Lavender Bay, of which they had been deprived by the railway; a gardener's cottage, lawn-tennis court, and summer-house have been also taken from "Waiwera" by the resumption notice of 19th March, 1891. The land taken from each property forms part of the ornamental grounds or gardens in which the house stands, and was used with the house.

An abstract of Mrs. Cliff's title has been delivered, and requisitions thereon made and replied to, and further requisitions on searches have been made as regards the land compulsorily taken.

No offer has been made to Mrs. Cliff, but an offer was made to, and accepted by, Major Bartlett, in respect of his leasehold interest in "Neepsend."

A Crown grant of reclaimed land, dated 14th May, 1885, comprising portions of the property known as "Waiwera" and "Neepsend," has been issued to Mr. Harmsworth Robert Way, who, on the abstract, is said to hold as trustee for Mrs. John William Cliff.

By an indenture of settlement, dated 26th April, 1889, made between John William Cliff of the first part, Jessie Louisa Cliff of the second part, and Harmsworth Robert Way (trustee) of the third part, the land therein described, comprising portion of the property known as "Waiwera," was conveyed unto the said trustee and his heirs, to such uses, upon such trusts, and to and for such ends, intents, and purposes as the said Jessie Louisa Cliff should, notwithstanding coverture by any deed or deeds, or by her last will and testament appoint, and in default of and until such appointment to the use of the said trustee, his heirs, and assigns, upon trusts in favour of Mrs. Cliff and her children therein declared (subject as to the land firstly described to a mortgage dated 3rd August, 1887, John William Cliff to the Caledonian and Australian Mortgage and Agency Company, Limited), and to any liens or encumbrances affecting the same.

By an indenture, dated 16th March, 1891, made between John William Cliff and Jessie Louisa Cliff, his wife, of the one part, and Harmsworth Robert Way of the other part, the said John William Cliff and Jessie Louisa Cliff, in exercise of a power given to them by an indenture dated 29th June, 1880, appointed that the land thereafter described (comprising the property known as "Neepsend," and the remaining portion of the property known as "Waiwera," except a small portion of "Neepsend" under

under Real Property Act, of which Cliff and wife are registered proprietors, a power of appointment being given to them or the survivor by any instrument registered under the provisions of the Real Property Act) should thenceforth go, remain, and be unto the uses thereafter declared, that was to say, unto the said Harmsworth Robert Way and his heirs, to such uses, upon such trusts, and to and for such ends, intents, and purposes, and in such manner as the said Jessie Louisa Cliff should, notwithstanding coverture, and whether covert or sole by any deed or deeds, or by her last will and testament appoint, and until and subject to such appointment, and so far as any such appointment if made and incomplete should not extend, to the use of the said Harmsworth Robert Way, his heirs and assigns, upon trusts for Mrs. Cliff during her life, for her separate use, with remainder in default of appointment, to the use of the right heirs of the said Jessie Louisa Cliff.

Portions of the properties are mortgaged to the Caledonian and Australian Mortgage and Agency Company (Limited), and other portions are mortgaged to the London Chartered Bank of Australia, who are second mortgagees of portions mortgaged to the Caledonian and Australian Mortgage and Agency Company (Limited). The mortgagees have notified their willingness to concur in the sale of the properties to the Government.

The property known as "Waiwera" includes portions of a street marked "Upper Bay View-street" on a plan of John Carr's subdivision.

The following documents are sent herewith:—

1. Milson's Point Extension Railway Act of 1890.
2. Copy notice of land taken.
3. Notice by Mr. and Mrs. Cliff of 6th April, 1891.
4. Offer and particulars of claim of 14th July, 1891.
5. Plan of "Waiwera" and "Neepsend."
6. Letters from Acting Crown Solicitor to Under Secretary for Public Works, copies of letters addressed to solicitors for various claimants (including letter to Messrs. Way and Way of 25th June, 1891), a letter from the late Crown Solicitor, and a case, and Mr. A. H. Simpson's opinion on subject of counter notices.
7. The consents by the mortgagees to concur in sale of the properties.
8. A plan of John Carr's subdivision.

The opinion of the Attorney-General is desired by the Cabinet on the following points:—

1. Is the Crown bound under the notice given under section 78 of the Public Works Act to take over the whole of each of these estates instead of paying only for the part taken and making an allowance for severance?
2. Assuming that the Crown is not bound to purchase the whole of either of these properties, does the letter of the late acting Crown Solicitor, dated the 25th June, 1891, constitute an agreement to purchase the whole or make any difference in this respect?
3. Whether, in case it should appear that no title can be shown to that part of Upper Bay View-street, shown on Carr's subdivision as a road, the claimant loses his right to insist on the purchase by the Government of the whole of "Waiwera," or can he insist on the purchase of the remainder of these estates, omitting the road?

ERNEST A. SMITH,
Crown Solicitor.

No. 13.

Opinion of Attorney-General.

Claim of Mr. and Mrs. Cliff—"Waiwera" and "Neepsend."

19 February, 1892.

I AM of opinion that section 76 of the Public Works Act must be read subject to section 78, and that the provisions of the former clause are thus inapplicable where a counter-notice has been given under the latter. If this construction be not adopted it is difficult to see why section 78 was passed at all. It could not, as appears to have been suggested by the late acting Crown Solicitor, be reasonably held to apply to the cases mention in section 32 part I, for by part II of the same section the Constructing Authority might exercise compulsory powers in the same cases, and so defeat the rights given by section 78.

The effect of the counter-notice under the similar section in the Lands Clauses Act of 1885, has been held to be to arrest and suspend the operation and effect of the original notice to treat required by section 30 of our Act, and section 18 of the English Act (a), and as it is plain that land can only be compulsorily taken, and therefore "finally appropriated" in accordance with the provisions of the Act, I do not see how, when the original notice, the very foundation of the right to take, is so suspended, the Constructing Authority can be said to have "finally appropriated" any part of the land at all, within the meaning of section 76. Though after a counter-notice the Authority may abandon his original notice, and refuse to take any part (b), he cannot, after such counter-notice, proceed to appropriate the part without exposing himself to liability to an injunction, or a declaration that he must take the whole (c). As therefore, I think section 76 cannot override section 78, the English decisions upon the meaning of the word "house" will apply. As it appears that each property is physically one whole, without interruption by roads dividing it into parts, and as it is stated, and appears to be the fact, that the line of the railway deprives both of a most valuable adjunct, viz., the water frontage, and of ornamental gardens or grounds which form part of one whole physical locus on which the houses stand, the whole of the grounds respectively seem to come within the test laid down in the English cases, namely, that they would pass in a conveyance or lease of the houses themselves, and that consequently the whole of each property must be taken. [See one of the latest cases on the subject, Kerford's case (d).] (2) If there were any doubt as to the liability of the Crown to take the whole, I should be strongly inclined to think that the assent to purchase given in the letter of the 25th June, 1891, after receipt of the counter-notice, would go far to establish the relation of vendor and purchaser between the parties, from which neither could recede (e). (3) The road does not appear to be essential and necessary for the purpose of the railway. Unless it is so the defect of the title to it would not, in my opinion, preclude the owners from insisting on the purchase of the remainder, but an abatement in price should be allowed (f). Even if the road were necessary for the purposes of the railway, the Constructing Authority would have power to deal with it under section 27, subsections 3 and 4. [See the case cited.]

EDMUND BARTON,
Attorney-General.

No. 14.

(a) *Schwinge v. the London and Blackwall Railway Company*, 3 S.M. and Giff 30, 24 L.J. Ch. 406.

(b) *King v. Wycombe Railway Company*, 29 L.J. Ch. 462.

(c) *Gardiner v. Charing Cross Railway Company*, 31 L.J. Ch. 181. *Marsons London C. and D. Railway Company*, L.R. 6 Eq. 191 and 7 Eq. 546.

(d) 57 L.J. Ch. 270.

(e) See *Schwinge's case* and *Marson's case* above cited, also *Metropolitan Railway Company v. Woodhouse*, 34 L.J. Ch. 297.

(f) See *Wells v. Chelmsford Board of Health*, 15 Ch. d. 103.

No. 14.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 10 March, 1892.

I have the honor to return herewith the papers relating to Mrs. Cliff's claim in respect of land at Lavender Bay, referred to me with your minute of the 7th instant, for the purpose of settling the notice of offer to be made to the claimant.

I have carefully read the report and valuation of Messrs. Richardson and Wrench, on which the offer is to be founded, and have compared it with the valuation made by the Government Valuator.

Messrs. Richardson and Wrench give the values of only two specific portions of the land, viz. :—

1. The 295 feet frontage to Lavender-street, and
2. The 210 feet to Blue's Point Road x 200 feet to George-street.

In these values Mr. Thompson substantially agrees with Messrs. Richardson and Wrench.

Messrs. Richardson and Wrench value the house known as "Waiwera" at £6,500—Mr. Thompson, adopting the figures given by the Government Architect, putting it at £9,054.

The only other item given by Messrs. Richardson and Wrench is "water-frontage and residue lands in the resumption and improvements, £10,320."

At first sight it would appear as if "Neepsend House" was not included in the valuation, but I am told it is intended to include same in this last item of £10,320.

Mr. Thompson's valuation of the balance of the property, after excepting the three items above mentioned, amounts to £23,556, and this he makes up as follows :—

"Neepsend House" and grounds	£7,571
355 feet in George-street	£3,550
184 feet in George-street, with frontage to Lavender Bay, 125 feet	3,760
	7,310
Improvements founded on estimate of Purchase & Co.	8,675
	£23,556

It appears to be certain that whatever sum is offered there will be a contest with the claimants, and I think, therefore, that it is desirable to ascertain at as early a stage as possible, and before any offer is made, how it is that the evidence which is at present available on behalf of the Government is so conflicting.

I think it would be advisable to ask Messrs. Richardson and Wrench to be good enough to furnish further details in explanation of the item £10,320, viz. :—

1. Value of "Neepsend House."
2. The 2 acres 1 rood of land which goes with "Neepsend."
3. The 500 and more feet of land in George-street after deducting the 200 included in the portion already valued, and including the water-frontage.
4. The improvements, including the plants, &c.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Perhaps the Minister will authorise our obtaining further information from Messrs. Richardson and Wrench, *re* the subject, as suggested by the Crown Solicitor.—J.B., 10/3/92.

Mr. Wrench saw me, I think, twice about this valuation, and had all the papers necessary referred to him. It was clearly understood that the whole of the land and house property included in the valuation given by Mr. Thompson is included in that form by Messrs. Richardson and Wrench.—W.J.L., B.C., 11/3/92.

Crown Solicitor.—J.B., 11/3/92.

No. 15.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 15 March, 1892.

I have the honor to return herewith the papers relating to Mrs. Cliff's claim in respect of land at Lavender Bay, sent with your minute of 11th instant, for the purpose of my settling the notice of offer to be made to the claimant, which I have prepared and send herewith.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Submitted for signature.—J.B., 16/3/92.

No. 16.

Offer to Jessie Louisa Cliff.

Jessie Louisa Cliff—Claimant in respect of the land hereunder described, taken or injuriously affected under the Public Works Act of 1888.

THE Constructing Authority hereby offers to you the sum of £26,906, for the purchase of the fee-simple in possession free from incumbrances, of the land hereunder described and referred to in your offer bearing date the 14th day of July, 1891, and in the schedule of claim subjoined thereto, together with the buildings and improvements thereon, and in full satisfaction and discharge of all claims and demands for any loss or damage sustained by reason of the execution of the authorised work, or in anywise relating thereto or connected therewith. This offer to be subject to your making out your title to the land to the satisfaction of the Constructing Authority.

As witness, the seal of the Constructing Authority, this 16th day of March, A.D. 1892.

Signed and sealed by the Constructing
Authority, in the presence of,—

W. J. LYNE,

Constructing Authority.

D. C. McLACHLAN.

Description of land taken or injuriously affected in respect of which claim has been made.

ALL that piece or parcel of land situate in the parish of Willoughby, county of Cumberland, containing by admeasurement 6 acres 22 $\frac{1}{4}$ perches, more or less, being the whole of the premises known as "Waiwera" and "Neepsend," Lavender Bay, and being the land delineated on the tracing plan attached to the notice of lands taken, given by the Constructing Authority to John William Cliff, dated the 19th day of October, 1891, and other lands and premises which the Constructing Authority is required by a notice given by the said J. W. Cliff and Jessie Louisa Cliff, dated the 6th day of April, 1891, to purchase and take from the said Jessie Louisa Cliff.

No. 17.

Mr. H. R. Way to The Secretary for Public Works.

The Constructing Authority, Department of Public Works,—

Sir,

108, Pitt-street, Sydney, 2 April, 1892.

I have the honor to acknowledge, on behalf of Mrs. Jessie Louisa Cliff, the receipt of your offer of the 16th March last. Portion of the claim made by my client is for loss sustained by the forced sale of furniture, &c. Will you kindly inform me what part of the offer is made in respect of this portion of the claim?

I have, &c.,

H. R. WAY.

The Land Valuer, B.C., 4/4/92. Land Valuer.—D.C.McL., 7/4/92. Mr. Way might be informed that the claim for loss on sale of furniture cannot be entertained (*vide* Crown Solicitor's letter of 24th February, 1892).—E.J.S., U.S.W., 5/4/92. Write.—D.C.McL., 6/4/92. H. R. Way, Esq., 6/4/92.

No. 18.

The Under Secretary for Public Works to Mr. H. R. Way.

Sir,

6 April, 1892.

With reference to your letter of the 2nd instant, I am directed by the Secretary for Public Works to inform you that Mrs. Jessie Louisa Cliff's claim for loss on sale of furniture cannot be entertained.

I have, &c.,

J. BARLING,

Under Secretary.

No. 19.

Messrs. Macnamara and Nathan to The Secretary for Public Works.

Re Cliff's Resumption.

Sir,

Sydney, 25 April, 1892.

We have the honor to enclose request to appoint an arbitrator and proceed to arbitration herein, and notice of appointment of an arbitrator by Jessie Louisa Cliff, wife of John William Cliff, of which be good enough to acknowledge receipt.

We have, &c.,

MACNAMARA AND NATHAN.

Appoint Mr. Kirkpatrick as our arbitrator.—W.J.L., 26/4/92. Prepare document and inform.—J.B., 26/4/92. Mr. Thompson. Mr. Bullen for tracing.—A.B. (*pro* Land Valuer), 27/4/92. Tracing herewith.—D.F.B., 28/4/92. Appointment herewith for signature and seal of Constructing Authority.—A.B. (*pro* Land Valuer), 28/4/92. U.S.W. Signed.—J.B., B.C., 29/7/92. Mr. Thompson. Crown Solicitor.—A.B. (*pro* Land Valuer), 30/4/92.

No. 20.

Request for the Appointment of an Arbitrator.

In the matter of the "Public Works Act of 1888" and of certain portions of the "Lands for Public Purposes Acquisition Act" incorporated therein; and in the matter of the extension of the North Shore railway to Milson's Point; and in the matter of the resumption, purchase, or sale of certain land and premises at North Shore, better known as "Waiwera" and "Neepsend," owned by Jessie Louisa Cliff, wife of John William Cliff, of Sydney, in the Colony of New South Wales, gentleman, resumed, purchased, or sold under the provisions of the said Act; and in the matter of the notice dated the 19th day of March, 1891, signed and sealed by the Constructing Authority, and the counter notice, dated 6th day of April, 1891, and the letter of the Crown Solicitor, dated the 25th day of June, 1891, addressed to Messrs. Way and Way, solicitors, Sydney, and the claim of the said Jessie Louisa Cliff, dated the 14th day of July, 1891, and the offer of the Constructing Authority, dated the 16th day of March, 1892.

To The Minister for Public Works,—

Referring to the notice of resumption, signed and sealed by the Constructing Authority, dated the 19th day of March, 1891, the counter notice dated the 6th day of April, 1891, signed by the said Jessie Louisa Cliff and John William Cliff, the letter of the Crown Solicitor, addressed to Messrs. Way and Way, solicitors, Sydney, the claim of the said Jessie Louisa Cliff, dated the 14th day of July, 1891, and the offer of the Constructing Authority, dated the 16th day of March, 1892, which offer I have refused, and do refuse to accept, a dispute having arisen as to the amount of money which I am entitled to receive in pursuance of the Public Works Act of 1888, and of certain portions of "The Lands for Public Purposes Acquisition Act" incorporated therein, in regard to such resumption, purchase, or sale aforesaid: Take notice that, in accordance with the powers and authority conferred on me by, in virtue of, and under the provisions of section 42 of "The Public Works Act of 1888" and its subsections, I require that

the

the matter or matters now in dispute between us be referred to arbitration as in the said Act provided, and that I request you to appoint an arbitrator to act on your behalf in the bearing and determining of such matters in dispute and in all other matters arising out of or incidental thereto; and further take notice that I hereby nominate and appoint George Evans, of Sydney, in the Colony of New South Wales, solicitor, to act as arbitrator on my behalf in all the matters hereinbefore mentioned; and I further request that all further notices or communications arising herefrom be addressed to my solicitors, Messrs. Macnamara and Nathan, of Jamieson-street, Sydney.

Dated this 25th day of April, A.D. 1892.

Witness to the signature of Jessie Louisa Cliff,—

H. R. WAY, Solicitor, Sydney.

JESSIE L. CLIFF.

No. 21.

Messrs. Macnamara and Nathan to The Secretary for Public Works.

Re Cliff's Resumption.

Sir,

Sydney, 26 April, 1892.

With reference to the notice of appointment of arbitrator, &c., sent to you yesterday by registered post, we shall be much obliged if you will use every expedition in the appointment of your arbitrator. We understand that you have no objection to Mr. Andrew Lyell being umpire; and if this be so we shall have no objection, on Mrs. Cliff's behalf, to consent to his appointment. Formal appointment of umpire can be made in accordance with the 44th section of the Public Works Act.

We have, &c.,

MACNAMARA AND NATHAN.

No. 22.

The Under Secretary for Public Works to Mr. J. H. Kirkpatrick.

Sir,

Public Works Department, Sydney, 27 April, 1892.

I am directed by the Secretary for Public Works to enclose herewith your appointment to act as arbitrator on behalf of the Constructing Authority, in the matter of the claim of Mrs. Jessie Louisa Cliff, for land resumed for the Milson's Point Railway Extension, and to request that you will be good enough to place yourself in communication with the Crown Solicitor.

I have, &c.,

J. BARLING,

Under Secretary.

[Enclosure.]

To all whom these presents shall come,—The Constructing Authority sends greeting:—

WHEREAS the Minister for Public Works, the Constructing Authority, duly appointed for the purpose of that portion of the Milson's Point Railway Extension, passing through the County of Cumberland, in the Colony of New South Wales, has taken possession of certain lands, situate at Lavender Bay, in the said Colony, described in the plan hereto annexed, coloured red and blue, of which Jessie Louisa Cliff is in possession, and claims to be entitled as owner; and the Constructing Authority has offered to pay to the said Jessie Louisa Cliff the sum of £26,906 as compensation for the said land, and for all damage which the said Jessie Louisa Cliff has sustained, or may sustain, by reason of the execution of the works forming a portion of, or connected with, the said Milson's Point Railway: And whereas the said Jessie Louisa Cliff claims the sum of £56,763 17s. as compensation for the said land, and all damage which she has sustained, or may sustain, by reason of the said works, and the Constructing Authority aforesaid has declined to pay the last-mentioned sum, and is desirous of appointing an arbitrator so that the question of disputed compensation in the matter aforesaid may be settled by arbitration, in pursuance of the provisions of the Act of the Governor and Parliament of New South Wales, 51 Victoria, No. 37: Now, therefore, know ye, that in pursuance of the provisions of the said Act the Constructing Authority doth hereby appoint John Hunter Kirkpatrick to be arbitrator on behalf of the Constructing Authority for the purpose of determining the amount of compensation, if any, to be paid by the Constructing Authority aforesaid in respect of the premises: Provided always that nothing herein contained shall be taken as a waiver of the right of the Constructing Authority aforesaid to require the said Jessie Louisa Cliff to produce evidence of her title to the said lands after the making of any award hereunder.

WILLIAM JOHN LYNE.

In witness whereof the Constructing Authority has hereto set his Hand and Official Seal, at Sydney, in the Colony aforesaid, this 29th day of April, in the year of our Lord one thousand eight hundred and ninety-two.

The seal of the Constructing Authority was affixed hereto in the presence of,—

J. BARLING.

Arbitration case of Mrs. J. L. Cliff, North Sydney. Mr. George Crane and J. H. Kirkpatrick. Umpire, Mr. A. Lyell. The arbitrators being unable to agree as to the award, the case was remitted to the umpire for his decision.—J.H.K., Sydney, June, 1892.

No. 23.

The Crown Solicitor to The Under Secretary for Public Works.

North Shore Railway.—*Re* Cliff's Claim.

Sir,

Crown Solicitor's Office, Sydney, 11 May, 1892.

I have the honor to report that the arbitrators in this matter have appointed the 25th instant for the hearing of this case, at the office of Mr. Andrew Lyell, the umpire, Union Bank Chambers, Pitt-street.

Steps should be at once taken to obtain the evidence required in support of the amount of the Government's offer, and I think it would be advisable to obtain from Messrs. Richardson and Wrench further details in explanation of the item £10,320 in their valuation, referred to in my letter of the 10th March last. I return all the papers in the matter.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

No. 24.

No. 24.

The Crown Solicitor to The Under Secretary, Public Works.

Re Cliff's Arbitration.

2 June, 1892.

OUR counsel think we should have soundings taken to show the depth of water for, say, 10 feet out from Cliff's water frontage.

Would you please give the necessary instructions to have the work done at once, so that the evidence may be placed before the arbitrators to-morrow afternoon at 2 o'clock, to which time the hearing will be adjourned.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

We ought to have similar evidence ready in the other cases at Lavender Bay fronting the water, but this can be obtained later.—E.A.S. Will Mr. Tillett please have this done at once?—J.B., 3/6/92. It is required by 2 p.m. to-day without fail.—J.B. I recommend that the Land Valuer be asked to supply us with plans of the other cases referred to herein.—J.A.T., 11/6/92. I concur.—C.D., 11/6/92. The Under Secretary, Public Works. Land Valuer.—D.C. McL. (for U.S.), 14/6/92. Plans herewith, North Sydney Investment Co., K. Grant, Wilson and Martin.—T.B.T., 20/6/92. Mr. Darley. Mr. Halligan to take soundings.—G.T., 7/7/92.

The railway works are under construction in this locality, and on the accompanying prints I have shown, in dotted red lines, the present position of the contractor's tip. The Crown Solicitor might be asked to say if soundings outside this will be of any use. The only soundings we have at this place were taken to fix the reclamation limit line about nine years ago.—G.H.H., 8/10/92.

I recommend that the Crown Solicitor be informed as above, and be asked if further information on the subject is required.—G.T., 10/10/92. I concur.—C.D., 11/10/92.

A plan showing the original soundings in front of the properties facing this bay can be obtained at the Survey Office. This would be much more valuable than soundings taken now in front of the completed reclamation, as this reclamation is subsequent to resumption.—C.D., 11/10/92. The Crown Solicitor.—J.B., B.C., 13/10/92.

No. 25.

Declarations of Arbitrators.

In the matter of the Act 51 Vic. No. 37, and in the matter of the arbitration between Jessie Louisa Cliff and the Constructing Authority, respecting the taking by the Constructing Authority of 6 acres 0 roods and 22¼ perches of land, for the purpose of the North Shore Railway Extension to Milson's Point.

I, GEORGE EVANS, do solemnly and sincerely declare that I have no interest, either directly or indirectly, in the property in question, and that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me, under the provisions of the "Public Works Act of 1888."

Made and subscribed in the presence of,—

ANDREW LYELL, J.P., 25 May, 1892.

GEO. EVANS.

In the matter of the Act 51 Vic. No. 37, and in the matter of the arbitration between Jessie Louisa Cliff and the Constructing Authority, respecting the taking by the Constructing Authority of 6 acres 0 roods and 22¼ perches of land, for the purposes of the North Shore Railway Extension to Milson's Point.

I, JOHN HUNTER KIRKPATRICK, do solemnly and sincerely declare that I have no interest, either directly or indirectly, in the property in question, and that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me, under the provisions of the "Public Works Act of 1888."

Made and subscribed in the presence of,—

ANDREW LYELL, J.P., 25 May, 1892.

J. H. KIRKPATRICK.

In the matter of the Act 51 Vic. No. 37, and in the matter of the arbitration between Jessie Louisa Cliff and the Constructing Authority, respecting the taking by the Constructing Authority of 6 acres 0 roods and 22¼ perches of land, for the purposes of the North Shore Railway Extension to Milson's Point.

I, ANDREW LYELL, do solemnly and sincerely declare that I have no interest, either directly or indirectly, in the property in question, and that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me, under the provisions of the "Public Works Act of 1888."

Made and subscribed in the presence of,—

J. H. KIRKPATRICK, J.P., 25 May, 1892.

ANDREW LYELL.

No. 26.

Award.

28 June, 1892.

In the matter of the Public Works Act of 1888, and in the matter of the extension of the North Shore Railway to Milson's Point, and the claim of Jessie Louisa Cliff.

To all to whom these presents shall come,—

I, ANDREW LYELL, of Sydney, in the Colony of New South Wales, accountant, send greeting: Whereas, by virtue of the "Public Works Act of 1888," the Constructing Authority, as constituted by the said Act, was authorised to take and appropriate for the purposes in the said Act mentioned such parts of the lands and premises of any person whomsoever as might be necessary and proper for laying out, making, and using any authorised work, and all other works, matters, and conveniences connected therewith: And whereas

whereas on or about the 20th day of August, 1891, the said Constructing Authority duly gave notice under his seal of office to Jessie Louisa Cliff, of Sydney, in the Colony of New South Wales, wife of John William Cliff, of the same place, gentleman, that the said Constructing Authority had taken and finally appropriated and did thereby require and take for the duly authorised work therein referred to as the proposed line of railway known as the Milson's Point extension, the lands in the schedule thereto, and that the said Constructing Authority was willing to treat as to the compensation to be made to all parties for the lands so taken and the damage sustained or that might be sustained by them by the exercise of the powers conferred by the Act before referred to, and in and by the said notice the Constructing Authority demanded from the said Jessie Louisa Cliff the particulars of her estate and interest in the said lands and of the claim made by her in respect thereof: And whereas the land described in the schedule to the lastly-recited notice comprised parts only of the houses known as "Waiwera" and "Neepsend," and the said Jessie Louisa Cliff, by counter notice under her hand, and under the hand of her said husband, dated the 6th day of April, 1891, intimated that the land in the said recited notice described would not be sold or parted with unless the Constructing Authority would purchase and take the whole of the said land and premises known as "Waiwera" and "Neepsend," which the Constructing Authority consented to do: And whereas, in pursuance of the hereinbefore-recited notice of the 20th day of August, 1891, and of the consent of the Constructing Authority to take the whole of the lands and premises known as "Waiwera" and "Neepsend," the said Jessie Louisa Cliff, on or about the 14th day of July, 1891, by statement in writing, informed the Constructing Authority that she was willing to accept for the land (including buildings and fences thereon) described in the said recited notice of land taken in the said recited notice of the 6th day of April, 1891, and as compensation for damage or otherwise caused by the execution of the said works, the sum of £56,763 17s.: And whereas the Constructing Authority offered to pay to the said Jessie Louisa Cliff, on the 16th day of March, 1892, the sum of £26,906, as and for the compensation for the value of the said land and premises, and for such damage as aforesaid, and have not offered to pay any other or larger sum whatever in respect of the same: And whereas the said Jessie Louisa Cliff and the Constructing Authority did not agree as to the amount of compensation to be paid as aforesaid, and a dispute arose between them as to the same: And whereas the said Jessie Louisa Cliff, by a notice in writing under her hand dated on or about the 25th day of April, 1892, and directed to the Constructing Authority, did, by virtue of the 42nd section of the "Public Works Act of 1888," and its sub-sections, require that the matter or matters then in dispute should be referred to arbitration, as in the said Act provided, and did request the Constructing Authority to appoint an arbitrator in his behalf in the hearing and determination of such matters in dispute, and in all other matters arising out of or incidental thereto, and did by the notice now in recital nominate and appoint George Evans, of Sydney, in the Colony of New South Wales, solicitor, to act as arbitrator on her behalf in all the matters thereinbefore referred to: And whereas pursuant to the said notice, the Constructing Authority duly appointed John Kirkpatrick, of Norwich Chambers, Sydney, aforesaid, to act as arbitrator on his behalf in the matter of the said Jessie Louisa Cliff's claim for land resumed as aforesaid: And whereas the said arbitrators, before they entered into the consideration of any of the matters so referred to them as aforesaid, respectively duly made and subscribed in the presence of a Justice of the Peace, the declaration required by the "Public Works Act of 1888," which declarations are annexed hereto: And whereas the said arbitrators, before they entered upon the matters so referred to them, did on the 6th day of May last, in pursuance of the said Act, by writing under their hands, duly nominate and appoint me, the before-mentioned Andrew Lyell, to be umpire, to decide any matters relating to the premises on which they should differ, or which should be referred to me; and did by such writing also extend the time within which the award herein should be made to the 30th day of June, 1892: And whereas the said arbitrators took upon themselves the burthen of the reference, and duly heard and considered the allegations and proofs of the said Jessie Louisa Cliff and of the Constructing Authority, concerning the amount of the said compensation: And whereas the said arbitrators disagreed and differed respecting the matters referred to them by writing under their respective hands, dated the 16th day of June, 1892, referred the matters to me as umpire, to decide upon the amount of compensation to be paid to the said Jessie Louisa Cliff, under and by virtue of the provisions of the "Public Works Act of 1888": Now know ye that I, the said Andrew Lyell, having taken upon myself the burthen of the reference, and having before entering upon or taking into consideration any of the matters referred to me, as aforesaid, duly made and subscribed, in the presence of a Justice of the Peace, the declaration required by the "Public Works Act of 1888," which declaration is annexed hereto, and having heard and considered the allegations and proofs of the respective parties, do make this my award in writing of and concerning the premises in manner following—that is to say, I do award and assess the amount of compensation to be paid by the said Constructing Authority, in respect of the taking of the said lands, premises, and damage at the sum of £40,508, and I further settle the costs of, and incident to, the arbitration to be paid by the said Constructing Authority to the said Jessie Louisa Cliff, at the sum of £750.

In witness whereof I, the said Andrew Lyell, have hereunto set my hand and seal, this 28th day of June, 1892.

Signed, sealed, and delivered, by the said }
Andrew Lyell, in the presence of,— }

JAMES C. THOM, Solicitor, Sydney.

ANDREW LYELL.

Forward to the Crown Solicitor. I am not satisfied with this award, and an appeal will be made to the Supreme Court.—W.J.L., 30/6/92. The Crown Solicitor.—D.McL. (for U.S.), B.C., 30/6/92. Crown Solicitor, 1/7/92.

No. 27.

Mr. A. B. Armstrong to The Secretary for Public Works.

Sir,

I have the honor to state that I am appointed by J. W. Cliff to act in his behalf in arranging a settlement of this long-standing case.

5, Spring-street, Sydney, 4 July, 1893.

I have, &c.,

A. B. ARMSTRONG.

Land Valuer.—J.B., B.C., 5/7/93.

How does this matter stand?—J.B.

No. 28.

Mr. J. H. Kirkpatrick to The Secretary for Public Works.

Sir,

Sydney, 31 October, 1893.

Having been requested to furnish a report in connection with the claim of Mrs. J. W. Cliff for compensation for land and buildings resumed for railway purposes at North Sydney, I herewith attach a short statement of the total amount claimed, together with the amount offered and the witnesses' valuations, as given on oath before the arbitrators during the hearing of the case in May, 1892.

You will notice, by looking over the statement above mentioned, in which the witnesses' valuations are set forth, that there were ten witnesses called by the claimant, who gave their evidence as to the value of the property as a whole, and the average of their valuations was £41,581 14s. There were only four witnesses called by the Crown, whose average valuation was £25,499 15s., giving a net average of £33,540 14s. I have purposely left out two valuations from the average, namely, Mr. Binders, called by the claimant, and Mr. Watkins, called by the Crown; also the amounts given by the witnesses who valued the buildings only.

In view of there being ten witnesses, called by the claimant, who were of the opinion that the property in question, when resumed, was worth (say) about £41,500, and only four witnesses who gave their evidence that the property was worth about £25,500, and as the witnesses on both sides are acknowledged to be the best and most reliable authorities on land and property valuations that could be brought forward in the city, I am of the opinion that another average ought to be struck as between the averages of £33,540 14s. 6d. and £41,581 14s., which would give a sum of £37,561 4s. 3d. I am not in favour, in a general way, of averaging valuations given in witnesses' evidence, but in this case, which I consider is an exceptional one, I feel justified in doing so from the fact that the best authorities in the city were before the arbitrators on their oaths, and no doubt gave their opinions conscientiously; there being, therefore, ten as against four. I think, taking out four of the best on each side, there would still remain six witnesses on the claimants' side whose opinions were ignored if the first average were adhered to. By taking the second average all the fourteen witnesses' opinions and valuations are fairly considered. It may be contended that if matters of this kind were to be settled by averages, great abuses might take place, and that mere numbers should not decide such cases. That may be so. I feel pretty certain that if this claim is taken into the Court the Government will have to pay more than the second average sum of £37,561 4s. 3d., for the following reasons: In the first place, the Government Valuer gave a higher valuation than £37,561 4s. 3d.; the umpire also gave a higher award than the sum just mentioned; the arbitrators not agreeing, although the one appointed by the Crown was agreeable to award the sum of £33,540 14s. 6d.

I am, therefore, of the opinion that if the claimant goes to the Supreme Court she will succeed in obtaining a verdict for more than the amount I have set down, namely, £37,561 4s. 3d. I may also point out that the costs would be considerable, owing to the large number of expert witnesses that would have to be paid; and the time the case would occupy. I do not think 10 per cent. for forced sale usually allowed in land resumption cases should be allowed in this case, as the sale could not be considered a forced sale; a small portion was, no doubt, a forced sale, but the greater portion was sale or purchase forced upon the Government. With regard to interest, I do not consider myself qualified to give an opinion.

In conclusion, I am of the opinion that the sum of £37,561 4s. 3d., or (say) £37,500 might be offered to Mrs. J. W. Cliff in full compensation for the land and buildings resumed at Lavender Bay for railway purposes, known as "Waiwera" and "Neepsend." The above-mentioned sum should be understood as including all percentage usually allowed for forced sale, and interest on amount of compensation from date of resumption.

I have, &c.,

J. H. KIRKPATRICK.

ARBITRATION case of Mrs. J. W. Cliff—Land and buildings resumed at Lavender Bay—Claim, £56,763 17s.—Offer made by the Government, £26,906.

Valuations of claimant's witnesses.			Valuations of Crown witnesses.		
	£	s. d.		£	s. d.
Mr. H. Gorman.....	40,687	0 0	Mr. A. W. S. Gregg	24,466	0 0
Mr. H. J. Little	40,687	0 0	Mr. R. P. Richardson	25,291	0 0
Mr. G. A. Mansfield	42,619	0 0	Mr. G. Pile	24,889	0 0
Mr. H. C. Kent, for buildings only	17,900	0 0	Mr. J. C. Sharpe.....	27,344	0 0
Mr. J. Eaton, for buildings	15,000	0 0	Mr. J. W. Watkins	16,000	0 0
Mr. E. C. Batt, for the property	40,687	0 0			
Mr. T. Rowe	42,754	0 0	Average, without Mr. J. W. Watkins'		
Mr. J. A. Green	41,290	0 0	valuation, £25,499 15s.		
Mr. M. McMahon.....	40,123	0 0			
Mr. A. Dean, buildings only	17,780	0 0	Net average valuation, £33,540 14s. 6d.		
Mr. R. Binder	52,570	0 0			
Mr. G. T. Clarke	41,500	0 0	Second average, £37,561 4s. 3d.		
Mr. J. Y. Mills	43,620	0 0			
Mr. J. Young	41,850	0 0			
Average, without Messrs. Binder's, Kent's, Eaton's, and Dean's valuations, £41,581 14s.					

Mr. A. B. Armstrong to The Secretary for Public Works.

Sir,

5, Spring-street, Sydney, 14 December, 1893.

I respectfully desire to draw the favour of your attention to the fact that the sworn evidence of ten of the leading valuers of Sydney have (taking an average of their values) fixed the value of land herein at £42,398 16s. 4d., which value is only partially controverted by evidence of five valuers, leaving the preponderance of evidence adduced in favour of the amount named.

To

15

To bring the matter of my client's claim to conclusion, I am desired to offer the whole claim, inclusive of interest to date, for the sum of £40,000, and to take payment in the form of funded stock.

In the event of your acceptance of this offer, I am instructed to state that an application for such stock to the amount stated above, will be at once forwarded through your Department for minuting in settlement of the claim.

In view of this offer, I have to request that the whole case may be again viewed by your Department. I am to add that this offer is to be considered entirely without prejudice to Mr. Cliff's claim should the matter, through non-acceptance of this offer, become the subject of legal action.

I have, &c.,

A. B. ARMSTRONG

(Agent for J. W. CLIFF).

Land Valuer.—D.C. McL., B.C., 15/12/93.

I have not been in any way connected with this case, but I do not see what argument Mr. Armstrong has brought forward of sufficient weight to make the Minister offer £40,000 when he refused to pay the award of £40,508, and when previously Messrs. Richardson and Wrench's valuation was only £26,906, including the 10 per cent.—T.W., 19/12/93.

Submitted.—J.B., 20/12/93.

No. 30.

Mr. A. B. Armstrong to The Under Secretary for Public Works.

Sir,

Sydney, 27 December, 1893.

Referring to my letter of 14th instant, I have now the honor to enclose an application for stock to the amount named in my letter, as the amount for which the claim may be settled.

I have, &c.,

A. B. ARMSTRONG

(Agent for J. W. CLIFF).

[Enclosure.]

New South Wales Funded Stock (56 Victoria No. 1)—Application for "Stock" (for ordinary use).—A separate form must be used for each parcel of stock.

Sir,

Sydney, 27 December, 1893.

I beg to apply for the purchase of £40,000 of "New South Wales Funded Stock," under the provisions of the "Funded Stock Act of 1892," and I refer you to the Honorable Minister for Works for payment of £40,000 in payment for the same.

The "stock" is to be inscribed in the name given in Schedule on other side.

I have, &c.,

A. ARMSTRONG,

5, Spring-street, Sydney.

The Colonial Treasurer, Sydney.

SCHEDULE.

*Name or names in which Stock is to be inscribed. (Where the account is a joint one it must be so specified.)		Calling.	Address.	Amount of Stock.
Surname.	Christian Name.			
Cliff	John William.....	Accountant	York-street, Sydney ...	£ s. d. 40,000 0 0

* Must be stated in full ; this is essential. Trusts will not be recognised.

No. 31.

Mr. A. B. Armstrong to The Secretary for Public Works.

Sir,

Sydney, 8 January, 1894.

In this matter I beg respectfully to draw your attention to the fact that the offer now submitted to your Department for consideration is for full settlement, inclusive of interest, and that the amount of such offer is less than a total of the average of all witnesses, with interest at 5 per cent. added. In fact the total of such average and interest exceeds by £3,000 the sum for which it is now proposed to effect settlement.

I have, &c.,

A. B. ARMSTRONG

(Agent for J. W. CLIFF).

No. 32.

Mr. E. A. Smith to The Hon. W. J. Lyne, M.P.

Dear Mr. Lyne,

"Cossington," Neutral Bay, 12 January, 1894.

I have looked through the evidence in Cliff's arbitration again to-night. My own opinion is that we ought to stand to the offer of £37,500 (to include interest and costs) already made by you. It is liberal enough. If we go to trial I do not think they will get a verdict amounting to the award, £40,500. If they do not reach those figures they will have to pay all the costs, both of the arbitration and the trial. This was what happened in Blue's case, and the parties were afterwards sorry they did not accept the offer made to them. This case is similar. Plaintiff will have a very hard task to get near the figures of this excessive award, and the more they look at it the less they will like it.

I think we should stand to your offer, and if they will not take that fight it out. They will be sorry for it, and the country will not, I think, be worse off when it is all over than if £40,000 is paid now.

I have, &c.,

ERNEST A. SMITH.

No. 33.

Memorandum by The Crown Solicitor.

Memorandum.—*Re* Milson's Point Railway—Cliff's claim.

Crown Solicitor's Office, Sydney, 16 January, 1894.

IN this case an offer has been made by the London Chartered Bank, through their solicitor, Mr. Macnamara, who really represents the claimant in this matter, to settle the claim for the sum of £40,000, which sum is to include all interest and costs, and the papers have been unofficially referred to me, and Mr. Macnamara was requested to call upon me with the view of my discussing the matter with him, and expressing an opinion as to whether the offer made should be accepted or not.

I have re-read the evidence taken on the arbitration proceedings, and have gone very carefully into the figures with my chief clerk, Mr. Parkinson, who represented this office in instructing Counsel at those proceedings.

I have also had a long conference with Mr. Macnamara.

After a very careful consideration, I have come to the conclusion, though not without great reluctance, that it would be wise to accept the offer now made.

It will be observed that the offer of £40,000 includes interest and costs.

As this resumption was made in March, 1891, and possession, I understand, was taken in June, 1891, there will be two and a half years' interest payable on the sum ultimately awarded. That interest, in view of a recent decision of the Chief Judge in Equity, would have to be calculated at 6 per cent. The present offer, therefore, amounts to a proposal to accept £35,000, or rather less; for two and a half years' interest on £35,000, at 6 per cent., will amount to £5,250.

The sum awarded by the umpire was £40,500 with costs; the present offer, therefore, amounts to a proposal to reduce the sum awarded by about £5,750, and the abandonment of the costs, which are at present estimated at £750, but which will tax at less.

In round numbers, therefore, the Bank are conceding £6,500.

In determining whether this offer should be accepted, the main question to be considered is whether it is likely that the claimant will be able to hold this award if the matter goes before a jury.

After the conclusion of the arbitration proceedings it was the opinion both of myself and of the Counsel employed in the case that this award of £40,500 was excessive.

A review of the evidence affords further illustration of the great extent to which opinions of this kind—*i.e.*, opinions of value—will differ. On the one hand, we have three witnesses for the claimant, well-known auctioneers—Messrs. Gorman, Little, and Batt—swearing that the property is worth something over £40,600; and on the other hand we have an auctioneer of good standing, Mr. Watkins, declaring the property to be worth only £16,000. Between these two extremes is Mr. Gregg, who has a great reputation in these matters, swearing to £24,460, and it was on his figures that the Government offer was made.

With regard to the three witnesses for the claimant, it should be borne in mind that they admitted that theirs were not independent valuations, but that their figures were arrived at after a general consultation; and each substantially admitted that in the early part of 1891 it would have been impossible to find a purchaser of this property at the figures mentioned by them. The only way in which it can be attempted to reconcile this conflicting evidence is by showing that the valuation in each case depends upon the standpoint taken up by the party valuing.

The valuation made by the claimants' witnesses is based, apparently, more on the consideration of what the property had cost the owner to create. There can be no doubt that there had been a very large outlay on the property.

On the other hand, Mr. Watkins bases his valuation, doubtless, on what would be the selling price, *viz.*, the price which would be put upon it if the owner had no wish to name a reserve which would be absolutely prohibitive. From the owner's point of view—the man who had spent these large sums of money in creating this property—it may be he would not think of parting with it for a less sum than £40,000; in other words, there is a value in his eyes arising from what may be called sentimental considerations.

From the point of view of a man who is seeking a residence, and is likely to be a buyer, it may be that Mr. Watkins' figures would be nearer the mark.

The question is, which of these two views is the correct one.

In putting the matter before the jury, the Crown would be able to show that considerations of a sentimental kind ought not to come into this case. We are dealing here practically with the mortgagees, the owner having mortgaged the property to its full value—in other words, had parted with it—and the value of the property to the mortgagees is, or ought to be, the value which they hope to get for it in the market. I think that this contention could be urged with considerable force before a jury, but inasmuch as the evidence to be adduced by the Crown will show that the value from this point of view should be a sum varying from £24,400 to £30,000, there being witnesses who could be called on the trial who were not called at the arbitration case, their valuations exceeding the Crown's offer; and in view of the fact, as is well known, that juries are inclined to favour the claimant in these cases, I think that it is more than likely that, although the amount of the award will not be reached, the verdict will be for some sum between £30,000 and £40,000. What that will be, of course, it is impossible to foretell. Should this sum be over £35,000, the Crown will, of course, be in a worse position than it would be by paying £40,000 now; and even if the verdict should be for £35,000 only, the Department will still be out of pocket to the extent of the whole of the solicitor and client costs of the trial, which will be certainly very considerable. A verdict of £33,000 amounts, with the interest added, to £38,000, and if you add to that the amount of the solicitor and client costs of the trial, it will be seen that even on such a verdict the Crown would gain little, if anything, by refusing the offer to take £40,000 in full settlement.

On the other hand, if the jury should come to the conclusion that the £40,500 awarded is a fair sum, I think it will be impossible to set that verdict aside on the ground that it is against the weight of evidence; and if such a verdict is obtained the result would be that the Crown would have to pay something like £50,000, and the costs of both sides both on the arbitration and on the trial.

On the whole, therefore, I am inclined to think that it would be prudent to close with this offer.

Of

Of course there is a question to be considered other than that of mere prudence, and this is the principle involved. I think it is the duty of the Crown to contend as strenuously as possible against these inflated valuations and awards which appear in all these claims against the Government, but perhaps this principle has been sufficiently vindicated by the notice of appeal and the reduction by the claimant of the sum awarded to him by the umpire to the extent of £6,500.

ERNEST A. SMITH,
Crown Solicitor.

18/1/94.

P.S.—The papers now returned, which are all that were forwarded to me, do not appear to be complete.

In view of this opinion upon the prospects of a trial in this case, I approve of the sum of £40,000 being paid, which is to cover purchase money, interest, and all costs and charges.—W.J.L., 18/1/94. Valuer to note, also Crown Solicitor should see at once as to what steps should be taken to give legal effect to this decision.—J.B., 18/1/94. Noted.—T.W., 20/1/94. The Crown Solicitor, 20/1/94.

No. 34.

Mr. A. B. Armstrong to The Under Secretary for Public Works.

In the matter of resumption of land for Railway Purposes, Milson's Point Extension—J. W. Cliff.

Sir, 5, Spring-street, Sydney, 25 January, 1894.

I have the honor to request that I may be informed of any decision arrived at herein.

I have, &c.,

A. B. ARMSTRONG,
Agent for J. W. Cliff.

Land Valuer.—D.C.McL. (for U.S.), B.C., 25/1/94.

These papers are with the Crown Solicitor, but I think Mr. Armstrong, acting as agent, proposed the settlement, or a similar one to that adopted, and I presume he wants the information for the purpose of his being acknowledged as an agent. Before answering his letter, I should like to have the opinion of the Under Secretary.—T.W., 5/2/94. U.S., Works.

I should like to see the papers showing Mr. Armstrong's connection with the case.—J.B., 7/2/94. I have marked with a cross in blue pencil the papers identifying Mr. Armstrong in the settlement of this matter.—T.W., 31/2/94. U.S., Works. Seen.—J.B., 7/3/94.

No. 35.

Mr. M. J. Macnamara to The Secretary for Public Works.

Re Cliff.

Sydney, 12 March, 1894.

THIS matter is now ready to settle, all documents have been executed, and the voucher has been signed. You were good enough to say that if you could expedite the payment in any way for me, you would do so. I am arranging to have the matter settled on Wednesday at the Treasury; if you can do anything to ensure the "sovereigns" being ready for us on that day I shall be obliged. I do not want to take a voucher which may take a fortnight to go through.

I have, &c.,

M. J. MACNAMARA.

No. 36.

Mr. M. J. Macnamara to The Secretary for Public Works.

Re Cliff.

Sydney, 16 March, 1894.

JUST a few lines to remind you to be good enough to see whether you cannot arrange to pay this compensation money to-day without waiting for an Executive minute, which cannot be obtained before Tuesday. As I pointed out to you, £40,000 was agreed to be taken without interest, and the understanding between us was, I think, that the settlement should be a prompt one. If the matter is delayed till after Tuesday, it means a loss of £6 a day to my clients between now and then. If the money can be paid, I shall take it as a favour if you will, as promised, send me a telephone message.

Yours, &c.,

M. J. MACNAMARA.

The money may be paid, and the Treasury informed that an Executive Minute will follow.—W.J.L., 16/3/94. Papers returned.—B.C., Treasury, 19/3/94. Land Valuer.—D.C.McL. (for U.S.), B.C., 20/3/94.

1894-5.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE

PROPOSED HARBOUR IMPROVEMENTS

AT

NEWCASTLE.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

SYDNEY : CHARLES POTTER, GOVERNMENT PRINTER.

MEMBERS OF THE COMMITTEE.

LEGISLATIVE COUNCIL.

The Honorable FREDERICK THOMAS HUMPHERY, Vice-Chairman.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable JAMES HOSKINS.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.

LEGISLATIVE ASSEMBLY.

THOMAS THOMSON EWING, Esquire, Chairman.
 JAMES HAYES, Esquire.
 ROBERT HENRY LEVIEN, Esquire.
 JOHN MOORE CHANTER, Esquire.
 CHARLES ALFRED LEE, Esquire.
 JAMES GORMLY, Esquire.
 EDMUND WILLIAM MOLESWORTH, Esquire.

MEMBERS OF THE SECTIONAL COMMITTEE.

THOMAS THOMSON EWING, Esquire, Chairman.
 The Honorable FREDERICK THOMAS HUMPHERY.
 The Honorable JAMES HOSKINS.
 The Honorable JOHN DAVIES, C.M.G.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 JAMES HAYES, Esquire.
 ROBERT HENRY LEVIEN, Esquire.
 CHARLES ALFRED LEE, Esquire.

GENERAL INDEX.

Report by the Committee.
 Minutes of Evidence taken by the Committee.
 Appendix to Evidence taken by the Committee.
 Report by the Sectional Committee.
 Minutes of Evidence taken by the Sectional Committee.
 Appendix to Evidence taken by the Sectional Committee.
 Plans.

LIST OF WITNESSES.

	PAGE.
<i>[Examined by the Committee.]</i>	
Joseph Barling, Esq., Under Secretary, Department of Public Works	1-6
Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works	6-26
Alexander Brown Portus, Esq., Superintending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works	26-34
James Powell, Esq., Collector of Customs, Sydney	34
Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief, Roads and Bridges Branch, and subsequently Engineer-in-Chief for Public Works, Department of Public Works	35-40, 99-104
Captain John Jackson, Manager of the Government Wharfs	41-44
James Cole Ellis, Esq., M.P.	44-50, 98-99, 104
Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works	50, 78-94, 104-106, 109-110
Captain Richard James Skinner, Master Mariner, s.s. "Namoi"	50-54
Captain William Adams, Master Mariner, Sydney	54-55, 58-59
Captain William Anderson, Master Mariner, s.s. "Newcastle"	56-58
Edward Fisher Pittman, Esq., Government Geologist, Department of Mines	59-60
Hon. Alexander Brown, M.L.C., Managing Director, Dalgety and Company, Limited, Newcastle	60-64

	PAGE.
Captain William Austin Knowles, Master Mariner, Sydney	64-66
Hugh McLachlan, Esq., Secretary to the Railway Commissioners.....	66-70, 72-73
Captain William James Featherstone, Master Mariner, s.s. "Oonah"	70-71
Captain David Swan, Master Mariner, s.s. "Gulf of Genoa"	73-76
Captain John Jones, Master Mariner, ship "Caradoc"	76-77
Captain Richard Magrath, Master Mariner, s.s. "Phoebe".....	94-96
Captain Charles Adams, Tug Master, Harbours and Rivers Branch, Department of Public Works	96-98
Charles Good, Esq., M.I.C.E., Engineer to the Wollongong Harbour Trust	106-109

[Examined by the Sectional Committee.]

Henry Deane Walsh, Esq., Principal Assistant Engineer, Newcastle District, Department of Public Works ...	1-12, 49-52
Stewart Keightley, Esq., Chairman of the Newcastle Chamber of Commerce	12-21
Captain Henry Newton, Harbour-Master, Newcastle	21-26, 52
William Robert Logan, Esq., Sub-collector of Customs, Newcastle	26-29
Thomas Croudace, Esq., General Manager of the Scottish Australian Mining Company, Newcastle	29, 30
William Bethel Sharp, Esq., Mayor of Newcastle	31-36
Mr. Alexander Hacking, Government Pilot, Newcastle	36-38
Mr. George Melville, Deputy Harbour-Master, Newcastle	38, 39
Thomas Brooks, Esq., Marine Surveyor, Newcastle	39-40, 42
Clarence Hewson Hannell, Esq., Shipping-Master, Newcastle.....	41-42
Captain John Paton, Berthing-Master, Newcastle	42
David Williams, Esq., Agent for the Union Steamship Company, Newcastle	42-44
Mr. James Rorison, Master Mariner, Newcastle.....	44-45
Herbert Cross, Esq., President of the Marine Board, Newcastle.....	45-49
Henry Crothers, Esq., Mayor of West Maitland.....	52-53
John Gillies, Esq., M.P.	53

APPENDIX.

[To evidence taken by the Committee.]

To evidence of J. Powell, Esq.—Return of the Customs Collections at Newcastle for the years 1885 to 1894 inclusive	A
" " Return showing names of all Vessels cleared at the Port of Newcastle for Great Britain with wool, with dates of clearing, and the number of bales of wool shipped by each vessel, during the year ending 31 December, 1894	A 1
" " Return showing value of Imports and Exports at Port of Newcastle for years 1885 to 1894 inclusive	A 2
" " Newcastle Tonnage.....	A 3
" " Coal raised in the district of Newcastle.....	A 4
" " Return showing the total value in sterling of the Imports and Exports from and to each country in the year 1894, at Newcastle	A 5
" " Imports and Exports of the Principal Articles to and from Newcastle for the year 1894	A 6
To evidence of R. R. P. Hickson, Esq.—Estimates of Cost of extending the Southern Breakwater	B
To evidence of H. R. Carleton, Esq., M.E., M.I.C.E.—Estimated Cost of extending the Southern Breakwater	C
" " Table showing widths of entrances of proposed Harbour Works in New South Wales	C 1

[To Evidence taken by the Sectional Committee.]

To evidence of S. Keightley, Esq.—Vessels leaving Newcastle with short Cargoes	A
" " List of Deep-draughted Vessels visiting Newcastle	A 1
To evidence of Captain H. Newton.—Shoaling on the Bar	B
" " Advantages from extending the Southern Breakwater	B 1
To evidence of W. R. Logan, Esq.—Coal raised in Newcastle District	C
" " Sailing and Steam Vessels of over 2,000 tons	C 1
" " Principal Items of Export from Newcastle.....	C 2
" " Newcastle Trade and Revenue	C 3
" " Value of Exports exclusive of Coal	C 4
" " Newcastle Coal Export	C 5
" " Vessels entered and cleared at Newcastle	C 6
" " Stocks in Bond	C 7

PLANS.

Plan I. Departmental Scheme.

Plan II. Scheme as recommended by the Committee.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

HARBOUR IMPROVEMENTS AT NEWCASTLE.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of carrying out certain works of harbour improvement at Newcastle," have, after due inquiry, resolved that "it is expedient the proposed harbour improvements at Newcastle, referred to the Committee by the Legislative Assembly, be carried out by repairing the southern breakwater to the extent of 200 feet washed away, and extending that breakwater for a further 300 feet; by constructing the first section only of the northern breakwater; and by constructing the southern guide-wall as proposed:" and in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

1. The scheme, as proposed by the Department of Public Works, comprises the construction of a new northern breakwater, and of wave-traps on the northern and southern sides of the harbour, and the repair of the southern breakwater at its extremity beyond Nobby's, where it has been partly washed away by the sea; the object of the works being to increase the depth of water on the bar by creating a scour at the harbour entrance, and thus to make the port more suitable for shipping of deep draught. The depth of water there in the fairway at low-tide, at present, is 20 ft. 6 in., and it is believed this can be increased to 25 feet, the sand upon the rocky bottom being removed by the scour which the works when constructed will produce. The breakwater, which is quite distinct from the present one on the north side of the harbour, it is proposed shall commence at a point about half a mile along the beach on the ocean side of Stockton, running out at first towards the south-east; and then, curving in a north-easterly direction until in line with the present breakwater, at a distance from its eastern extremity of 550 feet, it will extend in two sections to a distance of 3,750 feet—one section being of 3,000 feet, and the other 750 feet. It will be formed of heavy blocks of rough stone obtained from a quarry at Waratah, tipped into the water, and will be 10 feet high at the starting-point and 15 feet at the finish. The space between the new breakwater and the beach, 10 acres in extent, will form the northern wave-trap, the inlet gradually filling with sand until it becomes a shallow bay with a shelving, sandy bottom, upon which it is believed the waves coming in from the open sea will expend themselves. The southern wave-trap will be formed by constructing a guiding wall 1,000 feet in length in a north-easterly direction from a point a little to the east of the boat harbour, at the end of the Queen's Wharf, the space between the wall and that portion of the shore of the harbour near the commencement of the southern breakwater, an area of 8 acres, being gradually filled with sand washed there

Description of
Departmental
scheme.

there by the incoming waves, as in the case of the corresponding work on the northern side of the harbour. The repair of the southern breakwater comprises the restoration to its original condition of 200 feet of the structure. It is considered that between five and six years will be occupied in the construction of the works, and that after the effect of the first section of the northern breakwater has been ascertained it may be found unnecessary to proceed with the second section.

The proposed
northern
breakwater.

2. In the opinion of the officials of the Department of Public Works the new northern breakwater is the most important of the proposed works. Acting as a guide-wall it is expected to conduct the outward flow of water across the bar in such a manner that the scour will sweep the present accumulation of sand, and the silt coming down the river at any future time of flood, into deeper water where they can neither be an obstacle nor an inconvenience to vessels leaving or entering the port. Deep water, it is believed, will exist in the vicinity of the breakwater, and a ship rounding into the harbour should have much increased facilities for entering safely. In fact it is thought by the late Engineer-in-Chief for Harbours and Rivers the deep water will cling to the breakwater, and that there may be as much as 28 to 30 feet north of the anticipated fairway. The fairway, however, will be at what is considered a safe distance from the breakwater, and though there may be deeper water north of it the proximity of the breakwater will, except under the most favourable conditions, prevent vessels from using that deeper water without risk.

The southern
guide-wall.

3. The southern guide-wall, besides being necessary to the formation of the southern wave-trap is intended to direct the current of the harbour towards the northern breakwater, and so assist the scour which is required to operate on the bar. At present, in its progress through the harbour to the sea, the outward current meets with reefs and foul ground which greatly interfere with a steadiness of flow, and the guide-wall, it is anticipated, will divert the main part of the current into the fairway, where it will be free of the obstacles which now disturb it, and so sweep steadily out of the harbour.

The wave-
traps.

4. The proposed wave-traps are described as being designed in accordance with a well-known principle in marine engineering. No work of the kind has hitherto been constructed in New South Wales, and, therefore, the full effects of such a method of impounding waves from the sea have not been realised here; but a natural wave-trap of this kind, in the form of a small bay and sand-spit, exists at Newcastle, near the site of the proposed guide-wall, and is said to have proved very effective. Very heavy waves running along the southern breakwater in bad weather are said to expend their force in this little bay. In other countries wave-traps on the same principle as those now proposed have been constructed at harbour entrances, and Sir John Coode's designs for improving the entrances to several rivers along the coast of this Colony include methods for entrapping waves. The theory of the wave-flow at harbour entrances, such as by the proposed works it is intended the Newcastle harbour entrance shall be, is that waves entering the harbour between two piers divide and are drawn towards either pier along which they run until they meet with some obstacle upon which they may expend themselves. As will be found stated in the evidence of the late Engineer-in-Chief for Harbours and Rivers, although a wave may enter the harbour "in one solid line, extending from one breakwater to the other, it will not run far into the inlet before it divides into a V form. The skin friction will draw it to the sides, the wave will divide, and one portion will keep to the north side and the other to the south," and at a certain point there will be, comparatively speaking, still water. Unless there were in the way of the two divisions of the wave, as they run along the sides of the breakwaters, something to intercept them, they would continue their course up the harbour and seriously interfere with the safety of the shipping, and it is to provide against their going too far that the wave-traps are designed.

The southern
breakwater.

5. The repair of the southern breakwater is necessary from the circumstance that this structure protects the port from southerly and south-easterly seas. The washing away of 200 feet beyond Nobby's admits of these seas breaking upon the bar to an extent which at times endangers shipping, and, unless this portion of the breakwater be restored to its original condition, not only will this danger at the bar continue but there will be an absence of very necessary protection to the new northern breakwater.

6. The estimated total cost of the works is £141,000, stated as follows:—

	Estimated cost.
Northern breakwater, first division	£70,650
Preliminary work in connection therewith—such as wharfs at Bullock Island and Stockton, sidings on Bullock Island, railway across Stockton to breakwater, cranes, plant, and punts for conveying stone	13,000
Supervision and contingencies (say)	4,350
	<hr/>
Total, first division of north breakwater...	£88,000
North breakwater, 2nd section of 750 feet	32,000
	<hr/>
Total cost of north breakwater	120,000
Repairs to and strengthening existing north breakwater as slips occur	3,000
Southern breakwater—estimated cost to restore and strengthen end	7,000
Southern guide-wall, including branch line, plant, &c.	11,000
	<hr/>
Total...	£141,000

7. Having obtained from the Under Secretary for Public Works and the late Engineer-in-Chief for Harbours and Rivers a description of the proposed works, and a statement of the reasons for proposing them, and for believing they will prove effectual; from the Superintending Engineer of Dredges, particulars of the dredging operations carried on at Newcastle; and, from the Collector of Customs, some information with respect to the trade of the port,—a Sectional Committee visited Newcastle, for the purposes of inspection and the taking of local evidence. They examined the existing harbour works and the localities where it is proposed the new works are to be constructed; acquainted themselves, by personal inspection, with the position and condition of the bar; and took evidence from a number of witnesses intimately acquainted with the port, and closely interested in the progress of its trade. They also inquired into the flow and effects of flood-water in the river; and for that purpose proceeded up the Hunter to Hexham, Raymond Terrace, Morpeth, and Maitland. On their return to Sydney the Committee took further evidence, calling before them the Principal Assistant Engineer of the Harbours and Rivers Branch, Department of Public Works; some masters of vessels trading to Newcastle, and others possessing a knowledge of the port and its requirements; the Secretary to the Railway Commissioners, with reference to the profits, if any, derived by the Government from the haulage and shipment of coal at Newcastle; the Government Geologist, as to the coal-seams in the district, and the probable duration of the coal supply; and the Engineer-in-Chief for Public Works, who, in addition to now being the officer under whose direction the proposed works will be carried out, has had a long experience of Newcastle Harbour by reason of having been for a number of years the resident engineer there for superintending harbour improvement operations. This brought the inquiry to a point at which it appeared desirable to obtain the evidence of some competent engineer independent of the Department of Public Works and of the Government; and accordingly Mr. Good, M.I.C.E. was requested to visit Newcastle and report upon the proposed works.

8. Complaints are constantly being made to the Department of Public Works of the inconveniences to the shipping trade of the port from the shallowness of the water on the bar. From time to time the condition of the bar has improved by, as the officials of the Department assert, the scour hitherto running out of the harbour pushing the bank of sand forming the bar further seawards, but more probably, as other witnesses have stated to the Committee, by the sand-bank being to a certain extent distributed, and therefore flattened. During the last twenty years, the late Engineer-in-chief for Harbours and Rivers says, the bar, on an average, has deepened some 4 feet, and moved outwards from 800 to 900 feet. But, notwithstanding the improvement which from one cause or another has taken place the fact remains that the depth of water at the present time is not sufficient to meet the requirements of the port. Vessels drawing, when loaded, from 22 to 23 feet of water are not always able to leave with full cargoes, and the inconvenience and loss arising from this disability have been protested against by the owners as well as by the masters of the vessels. The Shipowners' Association of Liverpool, England, have written to the Marine Board at Newcastle on the subject, and memorialised the Chamber of Commerce. This Shipowners' Association represents a net tonnage of about 750,000 tons, and comprises almost all the sailing shipowners of Liverpool.

Many

Many of their vessels have been at times engaged to load coal at Newcastle, and while the trade is regarded as growing, the vessels engaged in it are increasing in size and draught of water. Letters of complaint have also been received by shipping agents at Newcastle from large steamship owners who state they are precluded from sending their steamers of deepest draught to Newcastle for coal. Vessels have been obliged to leave the port with cargoes some hundreds of tons less than they were capable of carrying, and frequently steamers have been obliged to proceed to Sydney to complete their loading. This is regarded as seriously detrimental to the interests of Newcastle, and as many of the vessels which remain away from Newcastle do not load at any other port of the Colony, it is injurious to the trade of New South Wales generally. The coal production of Newcastle has reached 2,605,142 tons for the year, the figures for 1894, and a large and increasing export business is carried on in wool, frozen meat, and produce generally. A number of returns relative to the trade of Newcastle are published as an Appendix to the evidence given before the Committee, and will be found both interesting and important. As the Sectional Committee remark in their report, these returns do not, in all respects show the elasticity which might be desired, but this is due to much of the imports reaching Newcastle by coasting steamers from Sydney, where the goods are transhipped from steamers too large to visit Newcastle, and to this coastal trade not being included in the Newcastle Custom House statistics. The evidence of the Sub-Collector of Customs indicates that the shipping visiting the port will increase in amount every year, that the export of coal is keeping up satisfactorily, and that not only have the general exports an upward tendency but their value is greater than that of the coal sent away.

Newcastle
Harbour.

9. The difficulty experienced in obtaining a scour in Newcastle Harbour is said to be due to the entrance being lob-sided, the tide entering and leaving broadside on. Sand from the deposits north of the entrance is swept in by the flood-tide and is constantly adding to the bank which forms the bar. No adequate protection exists to intercept it, and the ebb-tide has no effect in washing it back to sea, as, flowing out to the north and east without any scouring force, the tidal action which ought to be obtained is lost. Inside the harbour silting up takes place chiefly through the deposit of soil brought down the river in flood-time, and so very large is the quantity deposited that at the present time silt is being dredged at the rate of 3,000,000 tons per annum. For a long time, and until comparatively recent years, the accommodation inside the harbour was very limited. Old sand-banks existed, and these were periodically added to by the silt brought down with the river water. Dredging was commenced in 1859, at which date a large sand-bank extended across the harbour from Stockton to Newcastle, with a channel on the north side and another on the south, and accommodation in what is known as the Horseshoe for the mooring of one vessel only. The bank has since been removed, but while its removal has largely increased the accommodation for shipping in the part of the harbour where it existed, the absence of the scouring channels that were in connection with it has led to the silting up of other parts of the harbour in every time of flood.

The bar at
the harbour
entrance.

10. The bar at the entrance to the harbour has always been an obstacle or source of inconvenience to vessels of more than moderate size and draught. The information before the Committee with regard to it dates many years back, but definitely from 1867, in which year a flood reduced the depth of water upon it from 18 feet to 14 or 15 feet, and its position was very nearly as far out as the end of the first section of the proposed new north breakwater. At this time the southern breakwater between the mainland and Nobby's, constructed in 1835 and 1843 by convict labour, was in a condition of great disrepair, and the present northern breakwater was in course of construction. In 1872 the repair of the southern breakwater as far as Nobby's was effected, and the extension along the reef beyond Nobby's was completed in 1883. The northern breakwater was finished in 1886, and, the Committee are informed, showed remarkable results in the scouring out of sand seawards; but while beneficial in that respect, it had, before its completion, offered greater facility for the entrance of waves into the harbour, and it was only when the southern breakwater was completed that what threatened to be a serious trouble arising from the entrance of the rough seas was to a considerable extent modified. The southern breakwater did much to prevent the waves from entering, and thus greatly lessened the inconvenience experienced inside the harbour during bad weather.

When

When the existing works were finished, the depth of water on the bar at low tide was about 22 feet—quite sufficient at that date for the class of vessels trading to the port. Now, when the tendency is to build ships of a much larger size, the water on the bar is only 20 feet 6 inches. At least 3 feet may be obtained, it is considered, by scouring away the sand, and if necessary 2 or 3 feet more by blasting away the rock.

11. The report of the Sectional Committee deals with the principal points in the inquiry, and recommends—

The Sectional Committee's report.

- (1.) That the southern breakwater be made up to the 200 feet which has been washed away and be extended for a further 300 feet.
- (2.) That the first section only of the northern breakwater be constructed at present.
- (3.) That the southern guide-wall be constructed as proposed.

In addition to these recommendations the Sectional Committee, in an appendix to their report, suggest, when plant be available, the removal of Stony Point rock, and the discontinuance of the practice of discharging sand and silt from punts in the open sea. These recommendations and suggestions the Committee approve.

12. The evidence relating to the different works, though generally bearing out the Departmental proposals, does not support them to the extent which would justify the Committee in concluding that they are exactly what are necessary to secure the results desired. In the opinion of the Committee the extension of the southern breakwater is as essential as its repair. It will bring about a much smoother condition of water on the bar, by that means increasing the available depth, and it will be so much additional protection to the port. It will probably be found that no more of the northern breakwater than the first section will be required, and possibly it may not be necessary to construct that section further than to a point opposite Nobby's. The Committee suggest that the repairs and extension of the southern breakwater be the first work proceeded with; but if that course should be regarded by the Department as undesirable, both breakwaters should be carried on simultaneously, and in order that the effect of the southern breakwater upon the bar and in relation to the northern work may be properly ascertained, the Committee recommend that the northern breakwater be not extended beyond a point opposite Nobby's until the southern breakwater has been completed. The extension of the southern breakwater should be in a direct line with the existing work. Opinions as expressed by the witnesses examined by the Committee on this point differ, but the Committee consider that the best results will be obtained by a direct extension.

The Committee's recommendations.

13. In these conclusions the Committee are strongly supported by much of the evidence. The Harbour-master at Newcastle, with twenty-two years' experience of the port, is emphatic in the opinion that the southern breakwater should overlap the northern, and approves of the length the Committee recommend. It is essential, he states, to the safe condition of the harbour, and to the improvement of the bar, as unless the northern breakwater be protected from the seas which now roll across the entrance from the reef of rocks known as "Big Ben," these seas will be conducted by the breakwater up the harbour and so produce a range dangerous to shipping at anchor or at the wharfs. An appendix to his evidence, describing the beneficial effects which followed the construction of the present southern breakwater, has an important bearing upon this point. The extension of the southern breakwater as an indispensable work is advocated also by pilots at Newcastle, by the master of one of the tug-steamers employed in connection with the dredge service, and by master mariners, who in command of foreign-going and coastal vessels trading to the port, are well able to speak of the bar and to say what is best to be done in regard to it. Mr. Good's report confirms the evidence of numerous witnesses that by extending the southern breakwater the rough water will be thrown further out, and smoother water, equivalent to an extra depth, will consequently be produced on the bar. The range in the harbour, he states, will be diminished if not stopped altogether, as the northern breakwater being well protected by the southern, waves which would otherwise strike it and roll up the harbour will, to a great extent, pass clear of the end of the work. The officers of the Department favour the construction of

Evidence in support of the Committee's recommendations.

of the works as they were designed by them, and referred to the Committee for inquiry. But the late Engineer-in-Chief for Harbours and Rivers will be found on page 9 of his evidence to explain how the construction of the existing northern breakwater before the extension of the southern to its present limits, drew the waves in heavy weather into the harbour to such a degree as to greatly disturb the shipping, an inconvenience which only ceased when by extending the southern breakwater the northern structure was protected; and the Engineer-in-Chief for Public Works admits that the extension of the southern breakwater to the length the Committee recommend would give a greater length of calm water seaward, and therefore a proportionally increased available depth of water on the bar.

Cost of extending the southern breakwater.

14. It is estimated that the cost of extending the southern breakwater to the length the Committee consider desirable would be about £31,000. The estimated cost of constructing the second section of the proposed northern breakwater is £32,000. If, therefore, the second section of the northern breakwater be found not to be required, which is probable, the lengthening of the southern breakwater should not increase the estimated total cost of the works as referred to the Committee.

Dredging in Newcastle Harbour.

15. In agreement with the suggestion of the Sectional Committee with regard to the dredging operations in Newcastle Harbour, the Committee are of opinion that the practice of conveying the sand and silt to sea should be discontinued. Not only, as the Sectional Committee point out, is the practice expensive and the material of value for reclamation works, but works of this nature are now in course of construction in the harbour, and the sand and silt should be used there or in the carrying out of similar works. Much of the dredging now done is in consequence of the silting up of portions of the harbour by *débris* brought down the river in times of flood. In the past this effect of floods in the Hunter District has had a very detrimental effect upon the condition of the harbour, but with the scour which the proposed works are expected to produce the evil should be lessened. From the evidence it will be seen that there is no danger of the proposed breakwater and southern guide-wall retarding the flow of flood-water to sea, as with the construction of these works the discharging sectional area will not be less than that which exists at present.

Resolution of the Committee.

16. The resolution arrived at by the Committee, passed on Thursday, 9th instant, is contained in the following extract from the Committee's Minutes of Proceedings:—

Mr. Davies moved,—

“That, in the opinion of the Committee, it is expedient the proposed Harbour Improvements at Newcastle, referred to the Committee by the Legislative Assembly, be carried out by repairing the southern breakwater to the extent of 200 feet washed away, and extending that breakwater for a further 300 feet; by constructing the first section only of the northern breakwater for the present; and by constructing the southern guide-wall as proposed.”

Mr. Hayes seconded the motion.

On the motion of Mr. Trickett, seconded by Mr. Gormly, the motion was amended by the omission of the words “for the present,” and the motion, as amended, was passed on the following division:—

Ayes, 7.

Mr. Ewing,
Mr. Davies,
Mr. Roberts,
Mr. Hayes,
Mr. Lee,
Mr. Gormly,
Mr. Molesworth.

Noes, 4.

Mr. Humphery,
Mr. Trickett,
Mr. Hoskins,
Mr. Chanter.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 16 May, 1895.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR IMPROVEMENTS AT NEWCASTLE.

WEDNESDAY, 20 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERT.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee proceeded to consider the proposed Harbour Improvements at Newcastle.

Joseph Barling, Esq., Under Secretary, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you a statement to make with regard to the proposed Harbour Improvements at Newcastle? Yes; as follows:—

NEWCASTLE HARBOUR IMPROVEMENTS.

THE proposal before the Committee was referred by the Legislative Assembly for its consideration on the 14th March, 1895, in the following terms:—"That it be referred to the Parliamentary Standing Committee on Public Works to consider and report on the expediency of carrying out certain works of harbour improvements at Newcastle."

J. Barling,
Esq.

20 Mar., 1895.

I shall probably not be required to give the early history of the construction of the harbour works at Newcastle, which were commenced in the early part of the century. I may, however, state that the first stone was tipped in that portion of the southern breakwater beyond Nobby's in 1875, and the northern breakwater was commenced in 1861. The expenditure to date on the southern breakwater is £103,789 18s. 1d., and on the northern breakwater £19,636 0s. 5d., that is so far as the records in the Department show. No doubt there must have been some expenditure earlier of which, however, we have no record. It may be useful to the Committee if I refer to two reports of the late Captain Allan, who was then Harbour-master at Newcastle, dated respectively 30th April, 1880, and 16th June, 1882, and I do this to show the undeniably good effects which the construction of these breakwaters has had on the improvement of the bar. The first report I should like to read is that dated 30 April, 1880, as follows:—

Sir,

Harbour Office, Newcastle, 30 April, 1880.

I have the honor to forward by same post for your information a copy of soundings taken in the fairway over the bar in July, 1871; also a copy of soundings carefully taken this month on the same line of bearings, leading light-towers in line, from which it will be seen that there is an increase in the depth of water of 3 feet 6 inches. The former soundings were taken in the usual way, with a sounding pole, but in this case a second pole with an iron probe 9 feet long attached was used, for the purpose of ascertaining the nature of the bottom on the bar (see margin of soundings); the blue line shows the depth to which the iron probe penetrated after hard driving.

I also enclose copy of soundings taken 26th instant in the north channel, where in 1860 there was an obstruction or bar of considerable length, with not more than 13 feet 6 inches of water over it at low water, whereas by these soundings you will observe there is not less than 20 feet at low water. As neither of these channels has been dredged, I can only attribute this great improvement in the depth of water to the construction of the northern and southern breakwaters, together with the large amount of dredging that has been done in the harbour, thereby admitting a much larger volume of water, and causing a greater scouring influence in the several channels. There still remains a considerable portion of the Horseshoe Bank in the middle of the harbour, which is the cause of strong eddies and irregular sets of tide. When this is removed (which I believe is contemplated) this port will be one of the most safe and commodious in all the Australasian Colonies.

Loaded vessels having to cross the bar must, of course, be guided by the ocean-swell, which very materially alters the depth.

I have, &c.,

D. T. ALLAN,

Harbour-master.

The President of the Marine Board.

Then there is a subsequent report dated the 16th June, 1882, which I will read:—

Sir,

Harbour Office, Newcastle, 16 June, 1882.

I have the honor to forward for your information copies of soundings in the fairway of this harbour, taken under favourable circumstances, 27/4/81 and '82, which show a steady increase in the depth of water over those taken in 1880. This serves to confirm my opinion expressed in my letter on that subject dated 30/4/80. The increased depth of water is owing to the very large amount of dredging done in the harbour, thereby admitting a large volume of water, which has greatly increased the scouring influence between the southern breakwater and the northern retaining wall (or breakwater). The latter has had the effect of removing a large sand-spit, which was partly above water, running out from Scott's Point, and caused a very dangerous eddy that does not now exist. Where it was dry, there is now 3 feet of water at low tide, and I have no doubt that, if the retaining wall is kept in repair, there will soon be 20 feet, thus giving about 150 feet more width in the narrowest and most intricate part of the harbour.

J. Barling,
Esq.
20 Mar., 1895.

The North Channel still continues to increase in depth through the same influence. I may note that the much dreaded Oyster Bank, abreast of Nobby's, is now a thing of the past; where there was only 7 feet there is now 19. All these increased depths in the fairway and North Channel, where the dredges have never been employed, must be the result of extensive dredging in the harbour, which has caused a great scour in the fairway, as already expressed.

I have also forwarded copies of soundings taken across the harbour in 1860, with those taken on the same lines of bearings in May, 1882, which must be interesting to all concerned, as they show the enormous quantity of silt that has been removed, to obtain the present accommodation. You will observe the position of the red buoy on the south elbow of the Horse-shoe, where there was only 4½ feet, there is now 20 feet at low water; also, the white buoy on the north arm of the Horse-shoe, where there was 10 feet, there is now 21 feet at low water. Both of these buoys have been removed, being no longer required. The deep water extends a considerable distance to the westward beyond what is shown on the chart, until the end of the high-level coal staiths comes in line with cathedral.

Within a short distance off the wharf there is not less than 23 feet across the harbour, over a sand-bank that formerly dried at low-water (see chart enclosed); but, notwithstanding all that has been done, a great deal more space is required to meet the requirements of the large ships and steamers now visiting this port.

It was only a few days ago that 50,000 tons of shipping were safely moored in this port (which proves its capabilities), that a few years ago was a mass of sand-banks forming dangerous eddies and intricate navigation. Such is the result of judicious engineering, which has made this once dreaded harbour to be perfectly secure, and safe to enter or leave by day or night.

The President, Marine Board.

I have, &c.,
D. T. ALLAN,
Harbour-master.

In 1867, soundings on the bar showed from 14 to 15 feet; soundings were again taken in 1871, when they had increased to 17 feet, showing a marked improvement. In 1880, soundings showed 21 feet; and at the present time there is a minimum depth at low water of 22 feet. It is believed that when the scheme now proposed is carried out a minimum depth will be obtained of 25 feet. By the removal of a small patch of rock, which, however, is not included in the scheme, the depth can be further increased by 3 feet. The Committee are probably aware that continued complaints have been made to the Department as to the shoaling of the harbour. This was due to successive floods, but chiefly to the great flood of 1893. The Department is now doing its best to cope with this evil, and at the present time there are employed in deepening the harbour two large ladder-dredges and one sand-pump dredge working respectively one, two, and three shifts per diem. This represents an output of something like 2,500,000 tons per annum. The following is a statement of the steps which have been taken since 1891 to the present, which has eventuated in the present scheme being placed before the Committee:—
“In June, 1891, Mr. Walsh (Resident Engineer) reported the shoaling-up of the entrance to Newcastle Harbour, and as a remedy for this growing evil, Mr. Darley recommended that the northern breakwater be extended from 500 to 600 feet, which was always contemplated as necessary. The Minister approved (13th January, 1891) of a sum of £18,000 being noted on the Loan Estimates for the purpose; but this amount was subsequently struck out. The Marine Board, in July, 1892, forwarded a report from Henry Newton, Harbour-master, Newcastle, with regard to the shoaling-up of the entrance, and that officer suggested the extension of both the southern and northern breakwaters. On the papers being referred to Mr. Darley, he again strongly recommended the extension of the northern breakwater; but the Minister decided (30/8/92) that the matter should stand over for the Newcastle Harbour Trust. The Newcastle Marine Board in September, 1893, again drew attention to the shoaling that was taking place. Mr. Darley drew attention to his previous recommendation, and Mr. Secretary Lyne, on 10th October, 1893, minuted: ‘Let the amount be submitted for consideration on Loan Estimates.’ A deputation, representing the Newcastle Chamber of Commerce, together with the Mayor of Newcastle, introduced by Messrs. Scott, Fegan, Graham, and Walker, Ms.P., waited upon Mr. Lyne, in May, 1894, and urged that some scheme be devised for deepening the bar at the entrance to Newcastle Harbour, and improving the mooring accommodation inside the bar. The deputation asked the Minister to consider the question of appointing a Board of Inquiry, to consist of three members of the Chamber of Commerce (Newcastle), the Government officials, and the Harbour-master, for the purpose of inquiring into the best means of deepening the bar and improving the harbour generally. The Minister, in reply, said Mr. Darley had recommended that the dredge ‘Hunter’ be sent to Sydney, and the ‘Samson’ to Newcastle, temporarily; this would assist the dredging; and as regards the bar, the first thing to be done was to extend the northern breakwater, which work Mr. Lyne said was a matter entirely for the engineers, and there was no necessity for them to sit with the Committee of the Chamber of Commerce. There was no objection, however, to Mr. Darley meeting the Chamber of Commerce to hear their views, and he would instruct him to do so, and also, to have full investigation made for a report. Mr. Walsh was then instructed to have a complete survey made of the bar, and fresh soundings at entrance. The Marine Board, in June, 1894, forwarded copies of correspondence received from different foreign ship-owners pointing out that through the shallowness of the harbour their vessels had to leave without a full cargo, and urging that increased dredging be carried out.” As this is rather an important document, I thought I had better incorporate it in the evidence. I have here a letter from the Secretary to the local Marine Board, Newcastle, dated 1st June, 1894, in which he again urges particular attention to the great and growing necessity for increased dredging operations to the harbour. That letter was sent on to our Department, enclosing a letter from the Shipowners’ Association of Liverpool, dated 12th April, 1894, and addressed to the Secretary to the Harbour Board, Newcastle. That letter is as follows:—

Sir,

Shipowners’ Association, 6, Water-street, Liverpool, 12 April, 1894.

We are directed by the Committee of this Association to inform you that cases have recently come under their notice of vessels belonging to members of this Association which, having been loaded at your port, have not been allowed by the Harbour-master to leave the port fully laden. We append particulars of a few of these cases.

We understand the ground upon which the Harbour-master required these vessels to leave the port without being fully laden was that the ships could not safely be laden to a deeper draught by reason of the want of water in the harbour.

It appears also that, in the case of one of the vessels, the “Forteviot,” it was stated that the whole harbour had silted up more or less through the floods.

Our Committee are informed, however, that vessels can safely load to a draught of 23 feet or even 23 feet 6 inches—except in time of floods—although they are obliged by the Harbour-master to leave with a much less draught.

Under these circumstances, our Committee desire us to ask you to be good enough to inform us that instructions have been given by your Board to the Harbour-master as to the maximum draught at which vessels must leave the port, and whether, in the cases of the vessels named below, the Harbour-master was acting with the authority of your Board. Is the Harbour-master authorised to require vessels to load only to any specified draught?

We are, &c.,

WRIGHTMAN, PIDDER, & CO.,
Secretaries.

The Secretary, Harbour Board, Newcastle, New South Wales.

The

The "Forteviot"—3,145 tons gross and 2,962 tons net, with a freeboard of 5 feet 10 inches, was required by the Harbour-Master to leave Newcastle with a draught of 22 feet 7 inches, in consequence of which, instead of carrying 4,830 tons, she had to go away with only 4,560 tons on board.

The "Doomby Hall"—2,069 tons gross, 1,998 tons net, with a freeboard of 5 feet 5½ inches. In December, 1889, she left Newcastle Harbour with a cargo of 2,946 tons of coal, which was considerably less than a full cargo. She was not allowed to load deeper.

The "Glenlui"—1,894 tons gross, 1,847 tons net, with a freeboard which allowed her to draw 22 feet 6 inches, had to leave the port with a draught of 22 feet 3 inches on an even keel.

The "Pythomene"—1,954 tons gross, 1,796 tons net, in 1893 loaded a cargo of 2,920 tons gross weight and 2,863 tons net, and was obliged to leave with a draught of 22 feet 3½ inches on an even keel. The captain wanted to load 2½ inches, but was not allowed to do so.

Copy of Letter sent in reply.

Sirs,

Office of the Local Marine Board, Newcastle, 26 May, 1894.
I have the honor, by direction of the Local Marine Board, to acknowledge receipt of your letter of the 12th April last, and in reply thereto, beg to state that the Harbour-Master at this port acts with the full authority of the Local Board, and is empowered to use his discretion as to the draught of water vessels should load to. In doing this he is assisted by his staff of pilots, with whom he carefully sounds the channel, and gives them the greatest limit commensurate with safety, having also regard to the state of tides, whether neap or flood, or what may have resulted after floods in altering the depth.

By same mail I am sending you a copy of our Harbour Regulations.

I have, &c.,

W. D. WEATHERILL,
Secretary, L. M. Board.

Messrs. Wrightman, Piddar, & Co., Secretaries, Ship-Owners' Association, 6 Water-street, Liverpool.

As directed, Mr. Darley met the members of the Chamber of Commerce, and in regard to the bar told them he was having a survey made, &c., and before this was completed he could not report fully about extending the breakwaters. With reference to the dredging, Mr. Darley promised to make a recommendation, which was as follows:—"That an extra crew be provided for the two dredges—'Newcastle' and 'Samson'—thus working the 'Newcastle' for three, and the 'Samson' for two shifts of eight hours each. This would entail a further outlay at the rate of £6,600 per annum." These extra shifts, it was thought, would not be necessary after the end of 1894. The dredges, however, are still working with these shifts. The Minister approved of this arrangement on the 19th June, 1894. In answer to Mr. Ellis, M.P., at the Legislative Assembly, Mr. Young, on the 17th October, 1894, stated he would obtain a report upon the question of extending the south breakwater, and would bring the matter before the Cabinet. Mr. Walsh, about this time, reported that there was a sandspit working from the north across the fairway, which is seriously affecting the entrance to the port. On the 3rd December, 1894, Mr. A. B. Portus (Dredge Superintendent), prepared a statement showing the delays to dredges during 1892 and 1894 in consequence of rough weather, and he estimated that fifty-nine days of eight hours would be saved by the dredges if they could dump the barges in the Newcastle harbour for reclamation purposes. Mr. Darley, in December, 1894, forwarded a comprehensive report on the proposed improvements. He had surveys and soundings taken, and compared them with those taken in 1874, when the last complete survey was made. The new survey shows that during the last twenty years the bar has on an average deepened some 4 feet, and moved outwards from 800 to 900 feet. A vast accumulation of silt has taken place outside the bar, where there was formerly deep water; in other words, the deep water has been moved considerably further out. This accumulation, it is quite evident, is due to the loss of scouring action through the entrance. The one way to remedy this defect, and to improve the entrance, is to extend the northern breakwater out well to the north-east. Mr. Darley is aware that he will meet with some opposition in this recommendation to extend the north breakwater, on the grounds that this breakwater caused a swell to enter the harbour before the southern breakwater was extended so far out as it now is, and he has therefore designed a wave-trap which will most effectually put an end to any trouble of the kind. I remember from my own knowledge, about the extension of that breakwater, that there has been persistent opposition to that extension on the ground that it conducts the sea into the harbour, and gives such a range that the vessels cannot lie in safety at the wharf. The object of the wave-traps, as shown on the plan, is to impound the waves before they run up the harbour.

2. You express no opinion as to the efficacy of the work? None whatever. That is a question for the engineer, but I know of my own knowledge where the difficulty has been in the matter. Mr. Darley has provided for that by a wave-trap on the northern and southern sides. Mr. Darley does not propose to extend the present northern breakwater any further but to commence practically a new one some distance up the beach, and run out in a south-easterly direction, gradually curving into a straight line a prolongation of the present northern breakwater, keeping some 500 feet north of the end of the existing work, and thus form a completely effectual wave-trap. As regards the southern breakwater, Mr. Darley considers the distance to which it was originally extended quite sufficient, and cannot recommend any work being done there, further than to make it up to its former length, and strengthen it thoroughly. The following is an estimate of the works proposed:—

Northern breakwater, first division	£70,650
Preliminary work in connection therewith—such as wharfs at Bullock Island and Stockton, sidings on Bullock Island, railway across Stockton to breakwater, cranes, plant, and punts for conveying stone	£13,000

The stone will be obtained from the quarry at Waratah. Wharfs will have to be constructed for the conveyance of the stone across to the northern breakwater.

Supervision and contingencies (say)	£4,350
Total, first division of north breakwater	88,000
North breakwater, 2nd section of 750 feet	32,000
Total cost of north breakwater	£120,000

Mr. Darley considers that it will be time enough to decide upon this further extension (750 feet) when the action of the first section is observed. He thinks it more than probable that it will be found desirable to carry the work the whole way out.

Repairs to and strengthening existing north breakwater as slips occur	£3,000
Southern breakwater—estimated cost to restore and strengthen end	7,000
Southern guide wall, including branch line, plant, &c.	11,000
Total	£141,000

Mr,

J. Barling,
Esq.
20 Mar., 1895.

Mr. Darley has also shown on the plan a portion of the north harbour reclamation works, which were proposed some time ago, and a vote taken for commencing the formation of the enclosing dykes. A survey, however, of the lower portion of the Hunter River now in hand will have to be completed before the exact position of the limits of reclamation can be defined.

3. Is anything said by you about the cost of that reclamation? It is not included in the scheme at all.

4. *Mr. Davies.*] What is the amount already spent? I am not quite sure, but I can easily let the Committee know. I think it is under £5,000, at any rate. This work will have a twofold effect beneficially. First it will train the lower portion of the river to one channel, and do away with the necessity for the constant dredging that now takes place in the shifting channel; it will also supply a suitable site for disposing of all the silt likely to be raised in the harbour for many years to come. At present the silt is being towed out to sea nearly 2 miles. Mr. Darley has also shown on the plan a large area off Stockton Point hatched red, which he proposes should be dredged to a depth of 26 feet. At present this projecting point acts as a groin, and diverts the ebb current across towards the dyke, causing silting in the north channel. On the 20th February, 1895, the Marine Board forwarded a letter from the Local Marine Board, Newcastle, stating the Harbour-master had reported that the depth of water on the bar had decreased to 20ft. 6in., and they again urged the extension of the south breakwater. A sum of £5,000 was voted in Loans, 1894, towards reclamation North Harbour, Newcastle—balance, £3,500; and there is also a balance of £3,118 11s. 5d. on the vote of £11,000 Loans for Northern Breakwater, Newcastle, 1894.

5. *Chairman.*] The recommendation was to extend the southern breakwater? No; merely to make it up. It practically comes to an extension, however, because the end of the southern breakwater has been flattened down, and there are 200 feet to be made up.

6. Is that reclamation work part of the harbour improvements at Newcastle? No; it is not before you.
7. Then you carry out two schemes within half a mile of each other, one of which is submitted to the Committee, and the other is not? No; that is not before the Committee at the present time. The last information I have on the subject is the result of a deputation which waited on the Minister in Newcastle on the 16th March of this year:—

Messrs. Dick and Fegan, Ms.P., introduced a deputation representing the Newcastle Chamber of Commerce to the Minister, at the Great Northern Hotel, Newcastle, this morning, to urge the necessity for carrying out the proposed works for the improvement of Newcastle Harbour as soon as possible.

The President of the Chamber of Commerce strongly urged the execution of such works as would make Newcastle Harbour a port where vessels of the heaviest tonnage could ship full cargoes of coal with complete safety, which at present, he pointed out, was an impossibility, and would remain so until certain necessary improvements had been carried out. For the information of the Department, he would suggest that a full inquiry be made regarding the ship "John Kerr," lying alongside one of the cranes at Bullock Island, which inquiry, he stated, would clearly show what difficulties shipping have at present to contend with at Newcastle in the matter of loading coal and getting away to sea.

The Minister, in replying, said, that in consequence of representations which had been made to the Department, the Engineer-in-Chief was instructed to prepare a scheme for the improvement of the harbour at Newcastle. That scheme he had prepared, and it was a complete one, and, of course, a costly one. Mr. Darley considered that if this scheme were carried out, it would overcome all the difficulties shipping had to contend with to-day. The works would cost £141,000, and the proposal to refer the scheme to the Public Works Committee had been passed by the House on last Wednesday night; but how long it would take the Committee to prepare and submit their report on the subject he could not at present say. He hoped, however, it would not be long, and that the result would be such as would enable him to obtain the approval of Parliament to the proposed works being carried out. So far as he was concerned the very best should be done to have the difficulties at present complained of removed, and the harbour made capable of accommodating ships of the largest class; for he regarded that unless this were done Newcastle would always be greatly handicapped in regard to the export of coal.

I have here a statement showing the amounts expended on Newcastle harbour, commencing from the earliest date we have in our books to 1894.

8. Does it embrace all works and yearly expenditure? It comprises the northern and southern breakwaters, Newcastle wharf extension, lighthouse repairs, signal station, boat shed, hydraulic cranes, and so on.

RETURN showing the amount expended in connection with Newcastle Harbour to 1894.

	£	s.	d.
Southern breakwater	103,739	18	1
Northern	19,636	0	5
Newcastle—Wharf construction and erection	35,310	14	10
" Lighthouse repairs	407	15	4
" Signal stations	190	12	0
" Boat shed	673	6	7
" Boatharbour	1,232	4	0
" Steam-crane	1,308	12	1
" Purchase and erection of steam cranes.....	10,415	17	4
" Steam cranes, working expenses, and repairs	5,864	19	2
" Additional steam cranes	8,992	8	8
" Coal staiths	30,768	14	4
" Hydraulic engine-house, cranes, &c.....	20,000	0	0
" Screw-moorings.....	1,875	0	0
" Lamps on wharf	60	0	0
" Removal of rocks	18,871	18	7
" Beacons, southern breakwater	303	19	8
" Wharf and shipping facilities Newcastle, Bullock Island, and Stockton (exclusive of steam cranes, Newcastle wharf)	288,065	3	1
" Wharf repairs	15,490	9	10
" Dyke, Bullock Island	1,958	14	3
Boatharbour, Bullock Island.....	2,207	12	10
Jetty at Stockton	252	2	8
Excavation of silt by dredges	477,084	11	8
Reclamation, North Harbour, Newcastle	1,146	3	0
Dredge, &c., for Newcastle	19,966	6	4
Punt for "Vulcan"	1,220	0	0
New steam dredge	48,950	14	2
Construction of three punts for dredge "Newcastle"	3,500	0	0
Large iron punt for dredge "Newcastle".....	4,936	15	0

£1,124,480 14 4

9. *Mr. Hayes.*] Have you a return of the revenue at Newcastle? No.

10. *Mr. Gormly.*] You have no return showing the income derived from Newcastle? No; we have been trying to obtain the information, but it is not quite ready yet. I think it will come more directly from the Collector of Customs.

J. Barling,
Esq.

20 Mar., 1895.

11. Is the amount of £1,124,000 the entire cost of works at Newcastle? Yes.
12. I suppose you have no personal knowledge of Newcastle Harbour? I have been there a number of times, but it has not been on engineering business.
13. You have no special knowledge about Newcastle? No.
14. *Mr. Trickett.*] Is the money which has been spent on the Bullock Island resumption an annual vote? As far as the dredging is concerned, it is an annual vote, with the exception of the actual cost of the dredges themselves. That is from a loan vote. But the working of the dredges is charged to an annual vote. The wharfage which has been put up at Bullock Island has been charged to loan vote.
15. Is that an annual vote for improvements in Newcastle Harbour? I do not know that we can exactly call it an annual vote. The dredging vote is annual.
16. For Newcastle? For Newcastle and the whole of the Colony.
17. It is not a separate vote? No. Our vote for dredging when the dredges are in full operation is something like £105,000 a year.
18. I suppose that the dredges are always kept at Newcastle? They are always at work there.
19. I suppose you do not know what proportion is spent at Newcastle in dredging works? It is very easy to obtain. Returns were laid on the table of the House not long ago showing the proportion. There are at present the sand-pump "Juno," the "Dorus," the rockbreaker "Poseidon," a grab dredge, and the "Newcastle."
20. In debiting Newcastle with dredging expenditure, do you debit it with the cost of these dredges, seeing they are all there? Yes; in the returns there is a certain cost debited.
21. *Mr. Davies.*] What is the cost per ton of raising the silt and taking it to sea? About 3½d. per ton.
22. What is the quantity of silt raised by the dredges? I would rather hand you in a report on the subject, if you will allow me. I have a detailed statement, which was laid on the table of the House yesterday.
23. Can you tell me the amount of shipping and traffic which passed into Newcastle and out of it five years ago, and compare it with last year? I have not got it here.
24. I want to know whether trade has increased or decreased? The Collector of Customs could inform you on that subject.
25. I want to know, before the Committee gives its assent to this large expenditure, whether there is a justification for it by reason of the growing trade? That I recognise as a most important question, and, recognising its importance, I thought the best way would be to leave it to the officer who would be able to give the information direct.
26. Did I understand you to say there had been two loan votes, or proportions of loan votes, already spent in certain reclamation works? Yes; the sum of £5,000 was voted towards the reclamation of the north harbour, Newcastle, and we have not done very much of that.
27. The only sum spent of late years has been that £5,000? I should not like to say that, because undoubtedly some other expenditure has taken place; reclamation works have been going on for some years past.
28. In connection with the scheme which is now submitted to the Committee, the estimated cost does not include the retaining-walls? No; the scheme before you does not include anything of that kind.
29. *Mr. Lee.*] Do you remember whether there has been any representation made by the people of Maitland, or Williams, or Patterson, with reference to a scheme facilitating the escape of flood waters? Yes.
30. Have any of those representations included the improvement of the harbour at Newcastle? They would not include anything of that kind at all.
31. Inasmuch as it is now proposed to narrow the entrance to the harbour? Although you narrow the harbour, you would have to deepen it as well.
32. Do not the people of Maitland view the narrowing of that entrance with a great deal of alarm? I do not know that I could say that. I do not remember that particular aspect of the case. It is possible it is so.
33. Is there not a very large movement on foot in that locality at the present time for the purpose of having something done to facilitate these matters? Yes; a public meeting was held a few days ago.
34. So far as you know they have offered no protest against the narrowing? I do not think they have entered any protest against our work. There have been difficulties raised as to the cuttings proposed in the river, because some of them were afraid that by taking out the bends of the river it will carry the water down much quicker to the land lying below and submerge them.
35. What I wished to elicit was whether this scheme was involved in any way with the scheme to relieve the Hunter River of floods? The two things are not considered together at all, although I daresay the engineer had in his mind the question whether this work would have any prejudicial effect higher up.
36. But I want to know whether there is anything in the Department to that effect? I do not remember.
37. *Mr. Molesworth.*] Has Sir John Coode made any recommendation with regard to improvements at Newcastle? No; but Mr. Gordon has made some recommendations with regard to the floods on the Hunter. I do not think Sir John Coode had anything to do with the matter.
38. Are these proposals the Engineer-in-Chief's own recommendations? Yes.
39. Do I understand that the proposals before us are partly those of the late Engineer-in-Chief and partly those of the present Engineer-in-Chief? I do not think these are exactly the late Engineer-in-Chief's proposals, but I know from my own knowledge of Mr. Moriarty that he was in favour of extending the northern breakwater. Whether he would have done it in that way I cannot say.
40. Are not these wave traps a new idea with regard to harbour improvements in this Colony? I do not think so.
41. Is there any place in this Colony with similar traps? Yes, it is not a new idea.
42. *Chairman.*] Perhaps there are no works in the Colony requiring them? Mr. Carleton tells me there are some of the same kind on the Clarence, and another on the Richmond. With regard to Mr. Lee's question about narrowing the entrance, Mr. Carleton has pointed out to me that the entrance is not narrowed by this work.
43. *Mr. Hoskins.*] Was not the late Sir John Coode brought out here by the Government to report upon the best means of improving the entrances to the rivers of the Colony? Yes.
44. In reply to a question of Mr. Molesworth you said that the late Engineer-in-Chief for Harbours and Rivers,

- J. Darlings Esq.
26 Mar., 1895.
- Rivers, Mr. Moriarty approved, as far as he took the matter in hand, of the proposed improvements at the entrance to Newcastle Harbour. The late Engineer for Harbours and Rivers was here when Sir John Coode was here, was he not? Yes.
45. Can you say whether Sir John Coode was consulted by the Department as to the best means of improving the entrance to the harbour of Newcastle, and improving the harbour of Newcastle as well? I do not think so; he may have been. I daresay Mr. Moriarty had some conversation with him on the subject, but I do not think he was formally consulted. He was consulted about the Wollongong Harbour works, about Darling Harbour improvement, about the Lake Macquarie entrance, the Clarence entrance, the Macleay, and the Richmond, and I am not sure whether he did not go to the Tweed and the Bellinger, and the Manning, too.
46. Then he was not consulted as to the best means of improving the entrance to the principal port of the Colony, apart from Sydney? I do not think he was formally, because I do not think there was any question then as to Newcastle.
47. Although Mr. Moriarty had this scheme in contemplation? I do not know that he had. Of course Mr. Moriarty had under contemplation the extension of the southern breakwater, and that was really projected by him. All that we have to do now with the southern breakwater is to make up the 200 feet which has been battered down. I am aware from personal knowledge of Mr. Moriarty that he was in favour of the extension of the northern breakwater, but I am not able to say whether he would have projected it in the way proposed. I know he was in favour of the extension of the northern breakwater, and I am well aware that there was great opposition to its extension.
48. Then the proposal to expend this large sum of money in improvements to the entrance of Newcastle Harbour arises from Mr. Darley's own views of the subject, and not from any information given by the late Sir John Coode? I think not.
49. Mr. Levien.] And from representations by the shipowners? Yes; of course, the size of ships has been gradually increasing.
50. Mr. Chanter.] You stated just now that the whole of the expenditure, going back as far as your records extend, on the improvements to Newcastle Harbour, amounts, roughly speaking, to £1,124,000? Yes.
51. That does not include the expenditure in connection with the dredging works which are going on along the dyke? That would include everything.
52. It would be possible for you to give information to the Committee as to the actual expenditure on Newcastle Harbour, including Bullock Island and other improvements? Yes.
53. You say you are not in a position to give the Committee information as to the amount of revenue obtained? No. At the same time I recognise that that is a cardinal feature in the matter. I thought it would be better to leave the matter to Mr. Powell to give direct evidence on the point.
54. A certain portion of expenditure is charged to loan fund, and the other to annual vote? Yes.
55. Can you say, roughly, how much out of the £1,124,000 has been charged to loan? I would rather you left that question open for the present, and I will obtain the information.
56. Mr. Lee.] Is Mr. Gordon in the employ of the Department? No.
57. Is he in the Colony? I do not think so; he was an engineer, well known in Melbourne.
58. He made that report on the Hunter River flood scheme? Yes; he once held an important official appointment in Victoria, but he has left that many years, I think.
59. And he is not available at the present time in this Colony? I am not quite certain whether he is in Melbourne now. He called on me six months ago, but whether he has gone or not, I do not know.
60. Mr. Davies.] Had Mr. Hickson anything to do with the harbour works at Newcastle? He was resident-engineer there for a number of years.
61. Had he anything to do with the carrying out of any improvements? Yes; certainly.
62. And many of them are his own recommendations? Of course he was a subordinate in the office, then to Mr. Moriarty.
63. And he was the resident engineer? He was called the assistant engineer.
64. And they were carried out under his supervision? Yes.
65. The present local engineer is Mr. Walsh? Yes.
66. Has Mr. Walsh furnished the data upon which you have made your report to-day? Mr. Walsh has furnished certain data, no doubt.
67. I mean as to depths? Yes; no doubt.
68. He has made the soundings? No doubt, under his supervision.
69. Under the direction of Mr. Darley? Yes.
70. What is the width across from the northern to the southern breakwater? 1,400 feet.
71. What is the narrowest portion of it? About 1,200 feet.

THURSDAY, 21 MARCH, 1895.

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, sworn, and examined:—

C. W. Darley, Esq.
21 Mar., 1895.

72. Chairman.] What are you? Engineer-in-Chief for Harbours and Rivers.

73. The plans before us have been prepared under your supervision? Yes.

74. They are plans for improvements to the navigation of the port of Newcastle? Yes.

75. So as to enable deep ships to enter the port of Newcastle? Yes; to enable large vessels to have free access to the harbour.

76. And also to furnish them with loading appliances? That is not before the Committee just now. It is to enable the ships to get to the existing appliances, and any further that may be constructed.

77. And those railways and cranes are only incidental to the harbour works? They are necessary adjuncts to the harbour, but not before the Committee.

78. Have you viewed this question from every standpoint? Yes; but the particular work under consideration is the entrance to the harbour.

79. Do you realise that the question is likely to arise as to whether the contraction of the mouth of the Hunter may not affect the floods in the Hunter? Yes.

80. Are you prepared to answer any questions in regard to the work? I think so.

81. Perhaps you will make a statement? Yes; I will first make a statement to the Committee. I might mention that my knowledge goes back nearly twenty-eight years. I arrived in Newcastle on the 12th July, 1867, and a few hours after that I went out in a steamer, and took soundings on the bar, the first public work which I did in the Colony. At about 12 o'clock that day the soundings which I got showed a depth of between 14 and 15 feet of water on the bar.

82. Can you show us where the bar was at that time? It was in a line very nearly north by west of a line through Nobby's.

83. Can you say that the bar would lie fairly well between the first extension of the northern breakwater and Nobby's? Yes; in a line between Nobby's and very nearly as far out as the end of the proposed first section of the work.

84. That fairly describes the position of the bar twenty-eight years ago? Yes. There was then 14 or 15 feet of water on the bar. There had been more water previously, but owing to the heavy floods which took place in June, 1867, it had silted up. In June, 1867, there was a heavy flood, accompanied by a very heavy easterly gale, which caused the bar to shoal up. At that time there was a contract in existence for constructing the northern breakwater with bluestone ballast from Melbourne. In 1861, a vote of £5,000 was taken for the construction of the northern breakwater. In 1862 there was a second vote of £5,000; and in 1866 there was a third vote of £5,000. That money was being expended when I went to Newcastle, in the formation of a breakwater with stone deposited from Melbourne vessels. It was confined to that kind of stone on account of its being heavy stone. The contractor got so much a ton for taking the stone from the ship, the Government supplying rails and trucks. Ships' ballast was being run out to form the breakwater. There was also a contract for repairing the southern breakwater in like manner with ships' ballast. What was known then as the southern breakwater was a structure which was made between the years 1835 and 1848, by convict labour, between the mainland at Signal Hill and Nobby's. Originally Nobby's was an island.

85. What was the condition of that bar;—did the sea break through? There were two channels through which small vessels used to enter. One channel was known as the 10-foot entrance. The 10-foot entrance was as nearly as possible in the position of the present leading mark of the north channel. There was likewise another channel not quite so good, nearly 10 feet, a little to the north of that.

86. Is that line marked with leading marks? There are two towers constructed indicating the line of the North Channel. There is one tower on the breakwater and another at its base. These stand nearly over the old 10-foot entrance to the harbour. There is a well-known sailing-master, Captain Campbell, still living, who was one of the last to enter by that channel. He sailed through there, I think, in the year 1845. The channel was closed up shortly after that. That breakwater was constructed with stone from the Signal Hill. The stone being of a very indifferent character it had fretted away, partly by the action of the sea and partly by the action of the atmosphere. When I went to Newcastle in 1867 the breakwater was breached through, and the sea was breaking heavily through several gaps into the harbour. One gap was so washed out that at high tide it was almost possible to take a boat into the harbour through it. I found that a contract was in existence when I arrived for repairing that structure also with ships' ballast bluestone, which was being carried out from the end of Queen's Wharf. There was no crane at the end of the wharf in those days, and the ballast was run out on a siding and tipped there. I watched these operations for a short time, and found that the ballast was altogether too light for the work which it was expected to do. Every sea used to wash away the stonework. I reported the matter to the Engineer-in-Chief, Mr. Moriarty, stating that we should never get that breakwater made unless we got large stones to construct it. He then asked me to examine the district and report as to how stone was to be procured. I saw that there was a difficulty in getting material, as the material in the immediate locality was quite unfit for the work. I then examined the whole of the district about Lambton and Wallsend, and found what I deemed to be a suitable quarry on the property of the Waratah Coal Company, where there was an outcrop of fairly hard blue sandstone, locally termed by the miners "post."

87. It is the same quarry that you intend still to use? Yes; it is about 6 miles from Newcastle. At that time the Waratah Coal Company was just about to develop the coal seam which overlies this rock, but at the place which I picked, the coal seam was nipped out. I found that we could get a large quantity of stone with very little stripping, the coal rising to the southward. Mr. Moriarty approved of the quarry, and eventually came to terms with the Waratah Company about getting the stone. We had no power to resume land in those days, and we had to take the stone out on royalty. The company constructed their line practically up to the entrance to the quarry, and whilst we were developing the quarry, they were developing the coal-mine. They hauled the stone for us, and put it on the railway at the junction of the Great Northern line, and the Commissioner for Railways carried it to the breakwater for us. A sum of money was voted for the work. In those days the Government never thought of granting large sums of money for any work, and we never got a larger sum than £5,000. With only £5,000 at our disposal, we could not see our way to get the necessary plant for undertaking a big piece of work. If we had got the necessary plant our money would have been gone, and we should have had none to carry on the work with. We had to carry on the work with indifferent appliances, and when we got fairly into swing with the work, and the men all trained to it, the money ran out, the works were stopped, and the men were scattered all over the Colony. Another vote of £5,000 would then be obtained, the men would be got to work again, and that sum would run out. In that way the work was carried on with a succession of starts and stops, and for want of proper plant we could not carry on the work economically. Nevertheless, taking it as a whole, the work was carried out at a very reasonable price; it was carried out entirely under my directions by day-work. We never took any contracts, and, taking the work right through, the price averaged about 5s. a ton, a quarter of which went for royalty and haulage, so that the Government

got

C. W. Danley,
Esq.
21 Mar., 1895

C. W. Darley, Esq.
21 Mar., 1895.

got a good deal of it back. In due time the works were started. When I went there in 1867 it took me a little time to look round and see what was really wanted; I suppose about six months. I had to watch the process going on of tipping ballast. Then I reported that we were wasting money by using ships' ballast. Instructions were then given to look for a quarry sometime during 1868. I find that then preliminary arrangements were made to work the quarry, and our appliances on the breakwater for receiving and unloading the stone were ready. We had to construct very heavy waggons for carrying the blocks of stone over the Government railways. We used to carry down 22 and 24 ton stones. We were obliged to put springs under the trucks because the Commissioner would not run them without, and I had to get springs made specially for the purpose. We commenced to load on the 24th February, 1869, at the quarry, and on the 22nd April, 1869, we tipped the first large stones. Before that we had been tipping small stones. In December, 1870, the work ceased for the want of funds.

88. *Mr. Davies.*] How far had the breakwater been constructed in 1870? At that date, we had constructed 1,438 feet of the breakwater; that was three-fourths of the distance along the line. In 1869 a vote of £5,000 was taken for the breakwater; and in 1869, another vote of £5,000. These two votes were taken in time to enable me to use £10,000; but when that was exhausted we had again to stop the work. The work was resumed on the 13th July, 1871, that being after seven months' delay. The men were scattered over the Colony, the plant was more or less out of order, and everything had to be re-organised for a fresh start. In 1871 a further vote of £5,000 was taken. That lasted only until the 19th February, 1872. Then we had to stop the work again. I know that Mr. Moriarty represented to the Minister the difficulty which we were under, as I had repeatedly stated the great loss which had occurred through these stoppages, and that the work should be either stopped altogether or carried on continuously. But the Government could not see their way to grant more than £5,000 at a time. When the work ceased in February, 1872, it had reached Nobby's. We had completed the work that was then authorised, and as it was then finished so it stands to this day. The only thing that we have done since was to build, with roughly-dressed blocks of stone, the inner harbour face, so as to get the benefit of the whole width on the top, and make it a public promenade. It stands to this day as it was finished in February, 1872.

89. *Chairman.*] You have not told us the weight of the blocks which you used? There are a great many smaller stones, but they average something like 10 tons each. We used stones up to 22 and 23 tons in weight. There is a large number of 17 and 18 ton blocks, and from 10 to 15 tons would be the average weight. The smaller stones were put into the harbour face, and the best blocks into the sea face. The next step was the extension of the breakwater beyond Nobby's. There was a reef extending out beyond Nobby's, and going as far as what is known as Big Ben Rock, near the south end of the breakwater. Ships entering the port at that time always found great difficulty in regard to navigation during heavy weather, owing to the seas meeting them broadside on as they entered the harbour. They had to go well to the eastward to round Big Ben, and after rounding, and when running into the harbour, they were exposed to south and south-east seas coming broadside on.

90. The main entrance to the harbour still remains round the entrance to Nobby's, although the 10-foot channel is sometimes used? The main entrance was always to the north of Nobby's.

91. What was the depth of the water? It used to vary. I think at one period they had as much as 18 feet of water there. The first sounding I took gave from 14 to 15 feet on the bar. In 1816 the depth on the bar was 18 feet. To get over the danger and difficulty of ships entering, I recommended, in my report, that we should extend the breakwater right out along the reef, so that as soon as ever a ship rounded up she should be under shelter. The scheme was approved of at the time, and the money was asked for. Then, for the first time, we got a £10,000 vote. That was in the year 1874. The first thing then to be done was to form a railway round to Nobby's. All our appliances had to be dismantled and carried out to Nobby's for the purpose of constructing the new extension. The work was then proceeded with, and the first stone was tipped beyond Nobby's on the 7th January, 1875. On the 7th March, 1876, the work ceased for want of funds. In 1876 the Government voted £35,000, and the work was resumed on the 7th July, 1876. It went on continuously then till the 4th August, 1880, and had to cease again through the money being exhausted. That was the longest spell of work that we had, being a period of four years. In 1881 a further sum of £20,000 was voted, and the work was proceeded with again and finished in 1883.

92. Can you give us a tabulated statement showing the length of work done between the different dates? Yes. Practically nothing has been done to the breakwater since 1883, but some of the point has been washed down and spread out. One gale after another has drawn out the point and spread the stone. The stone is not lost; it only goes to form a base. In tipping from the top we cannot spread it out to a very large base. It will stand at a slope of little more than 1 to 1. We have to let the sea draw it out, and after it is drawn out, and when we have constructed the top it will stand for many years. It is well spread out, and when the new top is put on as I suggest, and for which I have put down a sum of £7,000, I anticipate that the work will stand secure for many years to come. It has a solid base now to work on. I do not propose to go out any further with the southern breakwater than it was originally taken, but I deem it quite safe. It covers Big Ben, so that a ship, if she keeps clear of the breakwater, will have to keep clear of Big Ben, which was the serious danger. For many years we had a bell-buoy moored close to Big Ben, but as soon as the breakwater was carried out that was rendered unnecessary, and it was removed. There is now a light near the end of the breakwater, which is eclipsed as a further safety to keep ships clear of Big Ben. As long as they do not run on to the breakwater they are kept clear of danger. The northern breakwater was constructed in the same manner as the southern.

93. Were the stones used there of the same weight? Yes; the same class of stone.

94. Did they come from the same place? Yes; but we did not face up the harbour face of the extension, that being unnecessary. It is rough on both faces. The northern breakwater was continued for some distance out with blue-stone, and the stone was spread back. The brown tint on the wall plan to the south of the breakwater represents ballast that had to be tipped, and which was washed back. The sea used to spread it all over. Arrangements were then made to secure the end, and to extend it with large blocks. For that object I constructed a heavy punt, suitable for carrying blocks of stone across the harbour, with the necessary appliances in the shape of cranes for lifting and lowering the stones. We commenced work with the large stone on the northern breakwaters on the 31st July, 1871. We continued until 7th February, 1872, and then ceased. Up to this date we deposited 8,146 tons of large stone. Work was again resumed in June, 1883, and finally stopped in May, 1886; during this period 27,607 tons of stone

stone were deposited, making in all 35,753 tons of stone sent to the northern breakwater. Before we commenced constructing the northern breakwater with large stone there was a sandy spit to the south of the breakwater inside, which was really the old Stockton Point. There was grass growing about 500 feet out from the breakwater in a southerly direction, and it extended round to the wharf. The line of breakwater was laid out across the point to let it cut away and widen the harbour. The point continued there whilst we constructed the breakwater with ballast; we never got out far enough to influence the current and the tidal action that kept the point there, and the stone was scattered back again. But the change which took place when we commenced to put large stones in, and held our own, was most remarkable. Since we commenced getting out beyond high-water mark with the stone, that point commenced to disappear very rapidly. I had a stack of sleepers that were landed on the grass bank, and we used them as we wanted them. After the first week's tipping the sand commenced to go so rapidly that I had great difficulty in saving the sleepers. You would see a 20-ft. lump go all at once, and it was not safe to go near the edge. Although an enormous mass of sand was being moved, it did not move at all on a flood tide; the action took place on the ebb tide, so that it went outwards. As we went on with the work every bit of the sand disappeared, leaving the ballast clean, and we had the tide running the whole length of the breakwater. Something then took place which caused the Newcastle people some alarm. As we got deep water along the breakwater, the waves entered the harbour more freely, and made the water very disturbed indeed during heavy weather at Queen's Wharf, where they loaded coal. The water deepened at the entrance, and the sand was scoured away. The waves entered the harbour, and no doubt created a certain commotion along the wharf during bad weather. But that was done before the southern breakwater was extended. There is no doubt that the extension of the southern breakwater stopped the waves from entering, and the inconvenience that had been felt then ceased. Of course, in heavy weather, still, they get disturbed water, as they must do in any harbour situated so close to the ocean. As the northern breakwater went out, so gradually the beach to the north of it advanced, until now the point pretty clearly coincides with the beach. The wedge-shaped bank of sand shown on the map accumulated at the back of the breakwater. We went ahead of it very fast; but the work has been stopped for a great many years. It is only during the last ten years that it really gained up to the work. As soon as it did the old action that formed the point before commenced again, and a sand-spit commenced to form again south of the breakwater. The tide in entering the harbour draws on to the coast, and it draws the sand round the point, so that instead of having a sand-spit and shallow water to the south-east end of the north breakwater, we have now got it to the north-east end.

C. W. Darley,
Esq.
21 Mar., 1895.

95. Is that shown by your soundings? The soundings show it. It has restricted the water-way.

96. Can you tell what depth of water there was when the breakwater was completed, and what depth there is to-day, taking a certain point from the breakwater? There was an average of 7 feet at low water in front of the breakwater when we stopped for some distance out.

97. What distance—50 feet? A couple of hundred feet or more. Then it dipped away to 10, 11, and 12 feet out towards the Cawarra buoy.

98. You have not told us what the depth is to-day? There is close under the breakwater $5\frac{1}{2}$ feet, a little distance on 12 feet, then it is 11 feet and $11\frac{1}{2}$ feet. No great change has taken place lately.

99. Where is the shoal you mention which was originally at the south-western corner and is now at the north-eastern corner? That is at the harbour entrance.

100. Can you tell us what depth of water there was when you completed the work on that shoal, and what depth there is to-day? 175 feet from the point of the breakwater, and about 100 feet out there is only $8\frac{1}{2}$ feet now; 400 feet out there is only $12\frac{1}{2}$ feet of water.

101. Do you know what there was before? There was quite 18 feet of water there.

102. You say, then, that it has shoaled 6 feet? Yes; quite that. When these works were finished in 1883 the depth of water on the bar was about 22 feet at low water, and that was generally considered quite sufficient for the class of vessels then trading to the port. In fact, we were well up with the requirements. We had no complaints from shipowners.

103. That depth of water was sufficient for the trade at that time? Yes.

104. What year was that? About 1881.

105. The depth of water then was abundant for the shipping entering the port? Yes; but of late years there has been a tendency to build ships larger and larger, and during the last two or three years many complaints have reached the Government from shipowners in Great Britain that they could not send larger ships here unless the port be deepened, and that the ships had, in some cases, to leave the port without their full loads. I have no doubt that the Committee can get information upon that point from other sources. Complaints have reached the Government that ships have had to leave the port short of their full load. On account of the insufficiency of the water on the bar they do not deem it safe for ships to leave with a full cargo. The Minister called on me then to report on the means of deepening the entrance. Of course, from what I have said, you will admit that I have reason to know something of the port. I caused a new survey to be made—new soundings and borings—and made a further careful study of the whole subject. But it was apparent to me, and has been for many years, that the whole difficulty in getting a scour in Newcastle Harbour arises from the lopsided nature of the entrance. The tide enters and leaves the harbour broadside on. I do not think you can find a parallel case in the harbours of the world—an attempt to keep a harbour open under such unfavourable conditions as exist at Newcastle. My only surprise is that the harbour is as good as it is. We have an inexhaustible supply of sand to the north, tending with the tide to sweep in across the harbour, and nothing to intercept it. We have got the flood tide sweeping the sand in, and instead of the ebb tide being concentrated to sweep out the entrance, it is scattered north and east broadside out of the harbour. The tidal action is lost, and that is the only thing that can help us to keep the entrance open. There is but one way of getting over the difficulty, and that is by the extension of the northern breakwater. I know there is an impression abroad that the extension of the southern breakwater would do good, but I venture to say that if you take the southern breakwater 2 miles out, you will not deepen the harbour 1 inch—you will still have the sand coming in, and not going out. To extend the breakwater, I was met with the difficulty, which I knew existed before, of drawing the waves into the harbour. If the port of Newcastle existed some 2 or 3 miles up the river, I would not hesitate about extending the present northern breakwater; but the shipping being carried on so near to the ocean, it becomes necessary to adopt some means of intercepting the waves entering the harbour. You must extend the breakwater if you are to make a proper entrance to that port. If you extend it continuously on the old line the waves will be drawn in, and you will get disturbances

C. W. Darley, Esq.
21 Mar., 1895.

disturbances in bad weather. I decided not to continue the old lines, but to go to the northward and start a new breakwater, leaving a space between the two breakwaters of 550 feet, to form what is known as a wave-trap. It is a well recognised principle in marine engineering. The waves in entering the harbour between two piers always have a tendency to be drawn to the piers. What is known as skin friction will attract the waves. Although the wave may enter in one solid line, extending from one breakwater to the other, it will not run far into the inlet before it divides into a V form. The skin friction will draw it to the sides, the wave will divide, and one portion will keep to the north side and the other to the south, and at a certain point you will get, comparatively speaking, still water. You get the smooth water in the centre, the wave running along the breakwater. To intercept the wave running into the harbour, I designed the wave-trap. It is between the end of the present end of the northern breakwater and the southern curve of the new works. On the south side of the harbour we have always had a wave-trap; it is a small one, but it has been very effective. That is between the end of the wharf, or what is known as the lifeboat slip, and the end of the breakwater. There is a sand-spit, and dozens of applications have been made for the extension of the wharf to the breakwater, and others for the right to enclose that bay and use it for various purposes, but I have always reported against them, and Mr. Moriarty always opposed any interference with, or closing of, that bay, for that alone has been a protection to the Newcastle wharf. Very heavy waves running along the breakwater in heavy weather expend their force on the wave-trap on the south side. Their force is expended, and the result is that immediately to leeward we have, comparatively speaking, smooth water at the wharf. When I had the new survey made, I also had borings taken, which we never had done before to any great extent, and traced out the rocks on every fairway to find their depth, and it became quite evident that by moving the channel a little to the north we can get 25 feet of water without removing any rocks. Many applications have been made to remove the rocks, but there is really no bare rock at present; there is sand overlying it everywhere. By removing the fairway a little to the north, which we can very well do, and which is in every way advisable to do if the new works are carried out, we shall have 25 feet without touching any rock, and 25 feet at low water will probably be sufficient for all time, and by removing a little rock we could get 2 or 3 feet more.

106. The present depth is 21 feet? Yes.

107. And the effect of the improvements will be to give 3 or 4 feet more depth of water without blasting operations? Yes.

108. And 2 or 3 feet more with small blasting operations? Yes.

109. Can you let us know what those small blasting operations would cost? I will do so. I think that 25 feet will be sufficient for any ships that are likely to enter the port.

110. You thought 21 feet sufficient ten years ago? Yes; but if ships are built much deeper than they are built now they will have to alter all the docks in England. The tendency now is to go in for length and width of beam rather than to deepen the ships. With the view of forcing the channel over, and at the same time getting the scour better on to the bar, I have designed the southern guide wall shown on the map. It would serve the double object of directing the current northward and forming an effective wave-trap. At the same time the wave-trap there is a secondary idea, because we have already a fairly effective wave-trap. One object in pushing the current more to the north is to divert it clear of what is known as Stony Point. That is a point lying due west from the centre of Nobby's. The ebb current in leaving the harbour at present has a very serrated surface to run along. First it meets a reef and some foul ground. The result of that is to set up a disturbing action. It then meets Stony Point, and gets another interfering action, then passing on it meets another at the base of Nobby's. I want to keep the body of the current north of those three obstructions, which cause friction and disturbing action to the free flow of the current.

111. The current at present flows down the eastern side and under the wharfs? It meets the reef off the end of the wharf, where it is intercepted and broken. It meets a second reef at Stony Point, where it is again intercepted and broken. Every one of these points creates a certain amount of turmoil, and interferes with the steady flow of the current in the main channel. By the guide wall that I have shown on the map, I want to lift the main part of the current free from these disturbing points towards the fairway. It will then have a fair sweep out of the harbour. What I expect to gain if that work is carried out is an entrance that it will be always safe to take. The danger of what is now known as the Oyster Bank, where the "Cawarra" was wrecked, and a large steamer called the "Colonist" is now standing wrecked, will no longer exist. If the breakwater is taken out to the end of the second section there will be deep water off the point, and for some considerable distance to leeward of the point, so that if a ship in rounding into the harbour misses the immediate entrance, there will be room for her to drift a considerable distance before she meets with any serious danger. Now if a ship drifts a few hundred feet out of the fairway, as the "Colonist" did the other day, she is lost. If the breakwater is taken out, and that danger is covered, the safety of the port will be immensely enhanced. The spit previously described as forming to the southward, at the inside of the northern breakwater, will be swept away. The tendency to form will cease, as the action forming it will be cut off, and the current will take it away in the very same way as the current took it away when the breakwater commenced to extend beyond high-water mark. I anticipate that we shall have deep water along that breakwater all the way, and it is quite possible that deep water may cling to the breakwater. If so, we may have as much as from 28 to 30 feet of water north of the anticipated fairway.

112. It is possible that there will be 28 feet there? We can get 28 feet without meeting rock. The more we go to the north the deeper it is.

113. Do I understand that you can get a depth of 28 feet without blasting operations? Yes.

114. Right into the mouth of the harbour? Yes, right in. I say that that is possible, but I would not recommend it as a permanent channel, because it will be rather close to the breakwater. Keeping 100 feet from the breakwater we meet with no rock above the 30 feet contour. At 150 feet from the breakwater we can get 29 feet without touching rock all the way in. The least boring on that line is 29 feet.

115. How wide would that channel be without blasting? It would be about 300 feet wide. In pointing this out, of course I do not advocate that as a channel, because it would be unwise to attempt to have that main channel close to the breakwater. It would be unwise for permanent navigation. I prefer to show a fairway at a safe distance from the breakwater; that is, about 500 feet from it. The gain to the port by increasing the depth of the water from 22 to 25 feet would be very great indeed. It is laid down by

some

some of the best authorities that the commercial value of any increase in the depth of the harbour varies as the cube of the depth, and the difference between the cube of 22 and the cube of 25 gives an increased commercial value of 50 per cent. That is really what is gained. It adds to its commercial value by 50 per cent. A recent author says: "Although no exact rule exists, as vessels vary very considerably in their draught, the following may be taken as approximately correct:—'Ships of a registered tonnage of from 1,500 to 2,000 tons require 22 feet of water; ships of a registered tonnage of from 2,000 to 3,000 tons require 23 feet of water; ships of a registered tonnage of from 3,000 to 4,000 tons require 24 feet of water.'"

C. W. Darley,
Esq.
21 Mar., 1895.

116. *Mr. Davies.*] What authority are you quoting? I am quoting from Wheeler, a late writer on the subject.

117. *Chairman.*] Does he make the statement that the difference between 22 feet and 25 feet is equal to 50 per cent.? Yes.

118. What is the rise in the tide at Newcastle? From 4 feet to 5 feet 6 inches. Of course we get tides up to 6 feet 3 inches, but those are exceptional.

119. There will be 26 feet of water at high tide if you get what you expect by your improvements? At neap tide we shall get 4 feet extra.

120. At high tide, therefore, you would have from 26 to 27 feet under your system? Yes.

121. How much would you want under the keel? Generally about 4 feet, but it varies according to the weather. On some days, after a gale, when there is a heavy swell, it would not be safe to go out with only 4 feet under the keel, but the pilots generally expect to have 4 feet.

122. Is it possible to ascertain the cost of work done at Newcastle prior to your coming here? I am afraid there is no record of it. There was a report to the Legislative Council in the year 1836, which, no doubt, will be in the records of the House. There is also a report of a Select Committee of the Legislative Council on the Newcastle Breakwater. That Committee was appointed on the 3rd July, 1849, and the report was signed by Edward Hamilton, and presented to the Council on the 14th August, 1849. He says in that report:—"In 1836, when one-fourth only of the line was completed, Lieutenant Colonel Barney, who at that time held the appointment of Commander of the Royal Engineers, was desired by the Governor, Sir Richard Bourke, to inspect the work and report upon it. The Committee have been anxious to see the report in the hope that it will afford much valuable information bearing on the inquiry, but no trace of it could be found in the Colonial Secretary's office." If that report could be found it probably would be very valuable.

123. Assuming that you had to deal with Newcastle as it was, would the scheme before us be the best possible scheme to carry out for the improvement of the harbour, supposing that you were not controlled by that southern wall and the northern breakwater? No; if I had a free hand, knowing as much as I know now about the harbour, I should design the southern guide wall first; I should then start from the commencement of the present southern breakwater, and go out nearly to Stony Point, continuing parallel with the present entrance across the base of Nobby's, and along the northern limits of the reef on which the southern breakwater is. That would force the channel to the north. North of the southern breakwater there is a reef which is a source of danger—it would be better if it were covered by a breakwater.

124. How far apart are your contour figures? Six feet.

125. What is the distance between those figures? About 50 feet; opposite the base of Nobby's, about 120 feet.

126. Is this your evidence—that if you were building a southern breakwater now, you would move it about 150 feet further north? I should like to say 250 feet further north.

127. Would you make any alteration with regard to straightening the breakwater? I would keep it about parallel but further north.

128. In that case you would keep it parallel to the southern breakwater further north? Yes.

129. What would then become of your northern wave-trap? I should design on the same principle but move it further north. If we were commencing on a clean sheet, from what I know of the port now that is what I should do—move the entrance further north, and get clear of the rock altogether. But we cannot do it now.

FRIDAY, 22 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined.

130. *Chairman.*] You see on the large map longitudinal sections over the line of the fairway;—we should like you to say a word or two about that? There are three sections taken longitudinally—one on the line of the fairway going out of the harbour, and one 100 feet to the north, and another 100 feet to the south. The section shows the contour of the bottom at various depths. The red line shows the contour of the bottom in 1874; the black line shows the contour of the bottom in 1894. The soundings indicate that the silt has been swept down at low water, and, instead of being carried to sea, has been dropped into deep water immediately outside the bar. In that way some 600 or 700 feet of silt has been deposited outside the bar advancing it bodily. The bar itself has advanced about 800 feet.

C. W. Darley,
Esq.
22 Mar., 1895.

C. W. Darley, Esq.
22 Mar., 1895.

131. You see the lower portion in the middle section;—was that the original deep water? So far as the hard line goes, it was the original bottom. The silt was washed down and deposited behind the bar. It is caused by the loss of the scouring action of the current. The current is not sufficient to keep the silt in suspension. If you can train the current so as to retain the silt in suspension it will carry it out much further, until it reaches the littoral current which will disperse it.

132. The littoral current passes down the coast at the rate of about 3 miles an hour? In the Newcastle Bight there is an inner littoral current which has a more northerly tendency. The outer current is from north to south; but Newcastle is in a deep bight, and the current takes a sweep round from Red Head in the bight to meet the coast current. The friction sets up a sort of whirlpool in Newcastle Bight. Coming down from Port Stephens the friction of passing the bay causes a back current round the bay, so that the currents leaving Newcastle Harbour tend to the north rather than to the south. Any drift wood going out of the harbour takes a northerly course.

133. At the mouth of the Hunter River the littoral current tends in a northerly direction;—at what rate does it tend in a northerly direction? A great deal will depend on the state of the floods—from 2 to 3 miles an hour.

134. We should be justified in saying $2\frac{1}{2}$ miles an hour? Yes. The large deposit taking place, and the moving of the bar outwards, are clearly traceable to the loss of current to carry the silt further on. Instead of its remaining in suspension and being swept out, it is dropped suddenly. The present bar is almost exactly $\frac{1}{2}$ a mile outside the point of the northern breakwater.

135. You say it has been pushed out 800 feet? It has been pushed out 700 or 800 feet. In designing this entrance, or an entrance to any harbour, an engineer must consider the watershed and the probable amount of water which has to pass out under various circumstances. I had to make a study of the river further up, and sectional areas at various points were taken out, low water being adopted in all cases. I took out a sectional area at Raymond Terrace, just below its junction with the Williams River. I have taken one section on the river at that point, and therefore below the point where any waters of importance join the Hunter. At that point the sectional area at low water is 8,935 square feet. At a point 3 miles below Raymond Terrace, generally known as Boiling Down, the flood waters are fairly well concentrated, not having much escape either to the right or the left. There the sectional area is 10,862 square feet. The sectional area there is much larger than it is up above. The reason of the smaller area at Raymond Terrace is that when floods come they overflow the country; they are more concentrated at the latter point, and they are still more concentrated at Hexham. At Hexham there is high land at one side, and the river has not the same power of spreading there. The sectional area at Hexham is 12,512 square feet. We have got three sections—one at the junction of the Williams River, one at Boiling Down, and a third at Hexham.

136. Your argument is that your sectional area of 10,000 or 12,000 feet is all the water that has to pass over the bar? Very nearly all. The area at the point where I apparently contract the channel between the north breakwater and the end of the south guide wall, across the channel at right angles to the fairway, the sectional area, assuming no scour takes place is 30,980 square feet. I told you yesterday that if the work is carried out a scour will undoubtedly take place. Assuming that the bottom remains absolutely as it is, the sectional area will be 30,980 square feet, which is three and a half times the area at Raymond Terrace, three times the area 3 miles below Raymond Terrace, and two-and-a-half times the area at Hexham. But if that takes place, which I am sure will take place, the sectional area will be 41,420 feet. I hold that the bank must go the moment the influence of these works is felt; therefore I am satisfied that I have taken a very low estimate in putting the sectional area at 41,000 odd square feet.

137. You are taking it at low water? Yes.

138. The discharging power of the river depends not only upon the sectional area, but upon the fall or slope? Yes.

139. How do these compare with those places? They are practically the same—the tide nearly goes up to Maitland. It is almost a uniform slope to the entrance.

140. *Mr. Hayes.*] Is there a slope from Raymond Terrace down to Newcastle Harbour? The low water or mean-tide level was the same almost from Newcastle to Maitland, but it has been disturbed by land-slips. I remember when the tide rose 12 or 18 inches at Belmore Bridge. The mean tide would be practically a level line.

141. *Chairman.*] Do you mean absolutely horizontal? Absolutely horizontal.

142. *Mr. Lee.*] The water level at Maitland and the water level at Newcastle do not differ? I must explain. You are aware that a lot of land-slips have taken place. In 1867, when I first went to Maitland, we had a tidal range, I think I am right in saying, of 18 inches, at Belmore Bridge. During the flood of 1870 large land-slips took place, and the course of the river was altered; the river was artificially dammed up at Pig Run and one or two other places. The river was permanently raised at Maitland, and that effect has been produced still more by subsequent floods, so we do not get the tidal range now that we used to get at Maitland. I think I am right in saying that there is no tidal action at Maitland; but formerly there was—it went up to the falls. The cause of Maitland being fixed where it is, was, that people could cross the river there.

143. Is there a difference between the sea-level at Newcastle and the level at West Maitland? I have all the information, but I have not come prepared with it.

144. *Chairman.*] Do you know what amount of water finds its way into the river below the large sectional area you have given us? A very insignificant quantity.

145. Therefore we need not consider any water coming into the country below Hexham? There is nothing to speak of below Hexham. Ironbark Creek runs into the river, but the discharge from it is very small. The section taken from Stony Point to the point north of the present breakwater is 22,400 square feet.

146. That is 8,000 feet less than at the end of the guide wall? Yes. The southern guide bank does not contract the channel. With the channel in its present condition, from the point of that work the area is 30,980 feet. At Stony Point it is 22,400 square feet. At a point about 300 feet north-easterly of Stony Point and the north breakwater it is 22,750 square feet, and at the point from the base of Nobby's, square across the channel, to the new breakwater, the present area is 28,600 feet. We have got from $2\frac{1}{2}$ to $3\frac{1}{2}$ times the discharging capacity at the entrance to Newcastle harbour that we have at any point in the river above. But we have a better discharge apart from the area. It is a straight run out with nothing to impede the water; and deep water gives a better discharge than a wider channel with shallow water—there is less friction.

147. We can take the various sectional areas as giving a fair index of the discharging power of the river? C. W. Darley, Esq.
 Yes. During a river flood there is no flood-tide. The water is going out all the time. The tidal action is overcome by the action of the flood. The water is to some extent raised at the entrance. In the big flood of 1893 the water spread there some 2 feet higher than high water at the head of the harbour, but at the entrance, it about maintained high water level the whole time. 22 Mar., 1895.

148. Would it not appear from that that the water would be passing out over the bar rather more quickly than in the river? No; the actual velocity would be approximately the same. It is quite enough to say that the gradient from West Maitland to the ocean in a big flood is, practically speaking, a uniform line.

149. Will you hand in the information which Mr. Barling gave you? Mr. Barling put a minute into my hands stating that the Committee wished to know the total cost of the reclamation works at Newcastle harbour, the price of such works, and the votes to which the works have been charged. The total cost of the reclamation works in Newcastle harbour to date, charged to votes, is £17,342 11s. The reclamations at Newcastle previous to sand pumping works consisted of ballast discharged from ships and deposited behind Bullock Island dyke. That cost the Government practically nothing. The plan on the wall shows Bullock Island in the old days, when Mr. Moriarty determined to make a ballast dyke looking forward to the shipping of the future, and also for the improvement of the harbour by making a long training wall. He instructed me to lay out a curve from the top end of Bullock Island down to nearly opposite Newcastle. I put in posts every 200 feet, and the place was proclaimed under the Navigable Waters Protection Act as a licensed ground for depositing ballast, and ballast coming from ships was allowed to be discharged within the line. In those days the greater part of the ballast was discharged from ships in the stream. They had to pay lighters to take the ballast from them. We gave the lighters a place in which to deposit the stone, but we paid nothing for it. We got many hundreds of thousands of tons of stone deposited. We constructed three small ballast jetties, and they were kept employed, one ship after another discharging ballast. Then a period came when we had sufficient ground made to use for coal-shipping purposes. We kept widening it to make room for sidings, and we constructed the engine-house half way between the dyke and the island at the same time still receiving ballast and making ground. We then made out a line for permanent wharfs to the further end of the inland, and divided the wharf into 100 feet sections, which would eventually work into one permanent continuous wharf. If you made a continuous wharf 600 feet long you would have room for only two ships, but by opening it out we made room for six ships, and ultimately for ten or twelve ships discharging ballast, and we very rapidly got a great deal of land formed. The reclamation at the north end behind the Bullock Island dyke has nearly always been made with ships' ballast, costing the Government nothing, except the cost of rails and waggons which we supplied.

150. *Mr. Davies.*] Was it that that cost £17,000? The reclamation cost nothing. The £17,000 was the cost of keeping a dredge in the basin pumping up that area 600 feet wide. In one operation we have been dredging deep water in the basin and making the land. All the wages to the men employed in working the dredge amounted to £17,343, and that was charged to the annual dredge vote. The dredge has reclaimed about 25 acres of land.

151. No portion of that is charged to the Loan Account? No. Half-acre blocks of land on the island were freely selling at £2,000 fifteen years ago. It would not be unreasonable to conclude, therefore, that the land is worth £50,000. It is worth that to the Government as a shipping place. We are also doing a small amount of reclamation on the Stockton side of the harbour. There is what is known as Scott's Point at Newcastle, where a sand-bank extends a long distance into the harbour. I am very anxious to see that all removed and deepened. It will let the water out of the harbour more readily and more uniformly, instead of its all being sent to the westward. When that bank is removed we shall get a more uniform discharge of the water from the harbour. We have commenced on it by making a wall of ballast, again costing the Government nothing. We had a sand dredge employed lifting the sand up and filling in behind; so that whilst we are dredging, instead of keeping steam-pumps going and towing the silt out to sea, we land the silt, and do the whole thing in one operation. The total expenditure was £17,000. That is the total expenditure in dredging and reclamation work up to date. The next question that Mr. Barling put in my hand was as to the total cost of dredging in Newcastle harbour, the rate per ton, and the vote from which the money was paid. The whole cost has been charged to the annual dredge service votes. Contingencies and small portions to the Newcastle Improvement Loan, and to a loan vote for the reclamation of the north harbour at Newcastle. The total cost of dredging to date in Newcastle harbour is £477,084 11s. 8d., and the rate per ton right through 4·865d. In fairness to Newcastle I must point out that this money has not all been spent simply to improve Newcastle harbour. It was spent to maintain Newcastle harbour as against the injury done to it by the river. Had the river floods not occurred, years ago we could have removed all the dredges from Newcastle harbour; but so long as the Hunter discharges silt into the harbour as it did in 1893, depositing something like 3,000,000 tons of silt in a week, we must keep the dredges at work. It is not a fair thing to say "you have spent so much to improve Newcastle harbour." You have done it as against the injury done by floods which, if nothing was done, would very soon fill up the river. It is a fair charge on the revenue of the country.

152. *Mr. Levien.*] I suppose there was more silt brought down by that flood than by any other? Yes; it was the most destructive flood that I ever heard of. By the dredging that we have done since 1893 we have just about regained the position that we were in before the flood occurred. We are now sending out silt at the rate of 3,000,000 tons a year. In their best days they never turned out of the Clyde more silt than we are turning out. The next question is, the total cost of the dredges that has been charged to Newcastle Harbour Vote. The amount is £78,572 15s. 6d., which has been paid from various votes for the construction of dredging plant; and the whole expenditure at Newcastle was, from Loans, £604,429 4s.; from Revenue, £570,951; making a total of £1,124,480 14s. 4d.

153. *Mr. Hoskins.*] Reverting to the question put by the Chairman respecting the action of flood-waters, I understood you to say that if there was a high tide coming into the harbour the water in the harbour would be 2 feet higher than the water in the river above? No; the big flood of 1893, in one portion up the harbour, was about 2 feet higher than high-water mark.

154. You told the Chairman that when the tide was down there was no difficulty in the flood-waters flowing out of the river; but that when the tide was high the tidal water was higher than the flood-water flowing out of the river? What I said was, that there was no high water and no low tide during a flood. There is one stream of water maintained at one level for a certain period. Ships do not swing at all during a flood.

- C. W. Darley, Esq.
22 Mar., 1895.
155. Then I may take it that is impossible that the action of the tide can back up the flood-water in the river? Only to a very small extent.
156. Then any fear that may be expressed by the residents on the upper part of the river as to their being flooded by the water overflowing from the river, is not justified by any deficiency in the means of exit of that water to the ocean? No; the water has free egress to the ocean.
157. You stated, yesterday, that complaints had been made of vessels not being able to leave Newcastle with a full load. Were those complaints referred to you? Yes; I have had to report on some.
158. From whom did they emanate? From some shipowners in Liverpool. One or two wrote to that effect. I think I am right in saying that one letter came to the Chamber of Commerce at Newcastle, and through the Minister to me, and another came through the Marine Board to me. The complaint was that a firm of Liverpool shipowners would be obliged to withdraw their ships from the trade if they could not fully load them at Newcastle.
159. That only had reference to one or two firms? Yes.
160. Are you aware that vessels leave Newcastle with loads of coal ranging from 2,500 tons to upwards of 4,000 tons? Yes.
161. Are you aware that a steamer some time ago left Newcastle with a quantity of cargo and bunker coal exceeding 5,000 tons? I believe that a ship has left Newcastle with 5,000 tons on board.
162. It is not an uncommon occurrence for vessels carrying from 2,000 to 4,000 tons to leave the harbour? No.
163. A vessel that conveys such large cargoes must be of the average size? Yes; but some ships can carry a cargo of 4,000 tons at a certain draught, and others would require a much greater draught.
164. But the tendency of ship-building now-a-days is to make steamers longer and of wider beam, so that they do not draw so much water as they otherwise would do? There is a tendency to do that. The construction of the Suez Canal has tended to bring about larger carrying capacities without increasing the draught.
165. If complaints have been made are they complaints for which there is any good foundation? I cannot shut my eyes to the fact that a ship leaving port with only part of her cargo does a great deal of damage to that port. I met the Newcastle Chamber of Commerce some time ago, and I expressed myself to the effect that I thought the Pilot Department were a little over-anxious about keeping clear of the bottom; a little too timid. It is a fault on the right side, no doubt; but I said I thought they might have allowed some of the ships they stopped to load to their full capacity; but instead of that they stopped some ships from loading the last two or three inches, and sent them to sea. I did think from some things which occurred that they perhaps erred on the side of excess of caution.
166. What is the depth of the water on the bar at high tide at Newcastle? Twenty-two feet at low water, 26 feet at neap tide, 27 feet 6 inches at the spring tide.
167. If you have 27 feet at high water is there not a sufficient depth of water underneath the keel of a vessel to dispel the fear of her touching the bar? It just depends upon what a pilot considers a safe margin to leave under the keel. One pilot may say "I require 6 feet under the keel of that ship," another will say "I will chance it with 4 feet." Of course it greatly depends on the weather. If there is any swell on, it may not be safe to go out with even 6 feet of water under the keel. In fine weather it is easy to get out with much less.
168. Have you had any complaints made to your Department from the pilots as to the state of the bar at Newcastle harbour? Frequently.
169. Is it not a fact that quite a number of vessels carrying large cargoes leave the harbour of Newcastle at night? Of course, but they do not draw much water.
170. But I mean steamers carrying large cargoes of coal—2,000 or 3,000 tons? Some of these coal tramps are built so as not to draw much water. But we get a class of ships coming to Newcastle for coal different from the class of ships that visit coal ports like Cardiff and Newport in England. They rarely get first-class ships at Cardiff and Newport to load coal. Here we have to load a high class of ships. They come here on their way to China and other places.
171. Do they not at Cardiff load first-class ships to go out to the east? The coal trade there is carried on very largely by what are called the tramps.
172. Complaint is made about the access to Newcastle harbour owing to the steamer "Colonist" being lost there;—was not that steamer taken out at night? That loss was caused by a blunder and neglect. The man went out of his course. There was a Marine Board inquiry, and I think the decision was that he had committed an error of judgment.
173. *Chairman.*] Where is the "Colonist" lying? She is lying at a point covered by the second section of the breakwater.
174. *Mr. Hoskins.*] Are not the strongest gales that are experienced at Newcastle from the south? No; east and south-east.
175. Has not a bank of sand formed inside the northern breakwater, along to the end of it? Yes; I explained that yesterday.
176. Has not that arisen from the southerly gales coming around the southern breakwater? No; it was caused by the flood-tide running along the north beach and bringing the sand in with it.
177. Supposing you extended that breakwater, is there not a probability that the sand will be deposited in front of the breakwater still? No; I do not think it is possible for the whole of that deep bay to get filled up with sand. In any case, if that work was run out we should have a proper discharge, which would sweep the sand out again. At present the current is lost.
178. I understand that outside the bar there is a deposit of sand? Yes.
179. To obviate that you propose to construct another breakwater further north? Yes.
180. Could you not utilise the oyster-bank, which is really a breakwater, instead of making a new one? That is what we are doing; we are on the top of it. That is how I propose to cover the danger.
181. Did not the Chamber of Commerce at Newcastle, in their complaint about the harbour, state that more dredging ought to be done there? Yes; they are always complaining that there is not enough dredging done. If a flood comes they think we ought to dredge out 3,000,000 tons of silt in a week.
182. Is it not a fact that during the last two years there has been more berthing accommodation at Newcastle for vessels coming to take cargo than there were vessels requiring it, in consequence of the strike and slackness of trade? Of course trade has been disturbed by strikes, but nevertheless the output of coal is increasing.

C. W. Darley,
Esq.
22 Mar., 1895.

183. How many steam and hydraulic cranes have you in use at Newcastle? There are twelve.
184. And how many coal staithes? The A.A. Company have coal staithes.
185. Is there a sufficient depth of water at each of those berths? Not at all of them; some are rather shallow, but they are used for small vessels.
186. Cannot vessels get quick despatch at Newcastle? Average vessels can get quick despatch.
187. What is the bar at Newcastle;—is it a sand or a rocky bar? It is sand down to 25 feet.
188. Do you want to take it deeper than 25 feet? There is only 22 feet now, and 3 feet of sand on the rock.
189. *Mr. Lee.*] Did you say that the rock bottom would be 26 feet below the level of low water? Twenty-five feet.
190. *Chairman.*] You have told us that a little north of the fairway you could get 30 feet? Yes; it gets deeper going north; but in the fairway shown on the plan the depth is 25 feet.
191. *Mr. Hoskins.*] Do you not think that with the view to affording better accommodation such as is required for vessels of large draught it would be better to deepen the bar than to make a breakwater further out to the north looking to the fact that the northern breakwater has caused the silting up? That is the very thing that I propose to do; but I require the northern breakwater to do it.
192. You do not feel that you could deepen the bar until you have this extension of the northern breakwater? No.
193. I suppose that you do not anticipate meeting with any great difficulty in removing that rocky bar if necessary, by the aid of machinery? I do not propose at present to touch the rock at all.
194. But supposing you wish to make it deeper? It may be done in the future, but I do not see the necessity for it. I think that 25 feet will meet the requirements of the port for all time.
195. Have you not been using a machine cutting the rock at the bar? Yes.
196. Is it still in use? We are not cutting just now, we are using it to lift the rock which it has cut. We deepened the point that we wanted to deepen with the machine, and we are now using it for lifting the rock. We are very shortly going to put it to work to deepen another place up the harbour.
197. We are clearly to understand that if the Committee recommend the extension of the northern breakwater as you suggest, that is a preliminary to the deepening of the bar? That will deepen the bar by the scour that it will afford.
198. Is there not this danger to be apprehended, that if you extend that northern breakwater further out than it is now it may cause the silt to form still further out and still obstruct the entrance to the harbour? I do not think it will. Experience in marine engineering indicates that there is no risk of that. The scour will be concentrated, and the silt will be swept out of the entrance until it meets the littoral current, which will disperse it. Instead of the sand being left in the entrance it will be carried away by a concentrated current in the main channel.
199. If you erect this proposed extension of the northern breakwater will you not be curtailing the entrance to the channel over the bar? That is what I want to do; but not so much as it is curtailed at present.
200. But will there not be a greater difficulty and risk to vessels attempting to enter the harbour during heavy weather? No; there will be much less risk.
201. Even though you may curtail the width of the entrance to the channel? Yes; because now, if a ship misses the entrance she drops on to the oyster-bank, but with the deep channel a tug-boat could bring her into the entrance safely. If she misses the entrance she will drop to leeward, and will have a uniform current instead of a cross current to deal with. At the present the current flows broadside out, and there is a tendency for the ship to be drawn on to the oyster-bank.
202. Does not that show that the gales are strongest from the south? I am speaking of the current.
203. Does not the wind influence the current? No, not a great deal.
204. How long is it that you have spoken of this proposed alteration in the harbour of Newcastle? I have been thinking of it ever since I have been in Newcastle, but it is only lately that the Minister called on me to bring up a scheme for improving the port.
205. The services of the late Sir John Coode were retained; was it with your advice? No, by Mr. Moriarty's.
206. When he was out here did you ask his opinion on your proposed extension of the work at Newcastle? It was not thought of then, that is some ten years ago, and the accommodation at Newcastle at that time was looked upon as sufficiently good.
207. Then the complaints of the inadequacy of the accommodation provided in Newcastle harbour for vessels are of recent origin? Yes; they have originated during the last three or four years.
208. How many dredges are employed in Newcastle harbour? Two ladder-dredges at Newcastle and one on the river, two suction-pump dredges and one grab-dredge up the river. One of the ladder-dredges is working two shifts, making it equal to two dredges, and one is working three shifts, which in all is equal to five dredges working eight hours.
209. Then there are more dredges in Newcastle harbour than there are in Sydney harbour? Yes; they are required.

TUESDAY, 26 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

C. W. Darley, 210. *Chairman.*] You were to furnish information to-day in regard to the effect of the wave-traps? Since I was here last I have looked up some cases, where wave-traps are provided. Of course the exact shape and position of the wave-traps must in every case depend on the outline of the harbour, and all the various local circumstances have to be taken into account in the way in which the wave-trap is designed. You cannot have two traps made exactly alike, but the principle holds good in all cases. I have here a list of fourteen harbours where such traps exist. They are as follows:—Aberdeen Harbour, Malamoco Harbour, Alexandria Harbour, Dover Harbour, Newhaven Harbour, Tynemouth Harbour, Ymuiden Harbour, (Amsterdam Ship Canal), St. Jean De Luz Harbour, Outer Mole, Odessa Harbour, Outer Mole, Hartlepool Dock, Hartlepool West Dock, Belfast Dock, Sunderland Dock, Westport, N. Z. Dock. When Sir John Coode was out here he prepared designs for improving several rivers along the coast, and his plans show wave-traps very similar to those at Newcastle. He designed wave-traps at the Clarence River, Manning River, Lake Macquarie, and the Macleay River. Some writers on the subject termed them stilling-basins, and Mr. Stevenson, who is an engineer of very large experience indeed in harbour works, and who is a very close observer, and who has written on the subject a great deal, says in his work under the head of basins.

As before mentioned it is essential when the exposure is great that there be either a considerable internal area or else a separate basin outside the entrance to the inner basin, for the waves to destroy or spend themselves. Such a basin would, if possible, enclose a portion of the original shore for the waves to break upon, and when circumstances preclude this, there should be a flat talus wall of at least three or four to one, as recommended by the late Mr. Bremner of Wick. Mr. Scott Russell has found that talus walls of one to one or steeper will allow the waves to break fully, but will reflect them in such a manner as might in some cases make the entrance difficult, or even [dangerous of access and the berthage within unsafe.

What he recommends, if possible, is to enclose a portion of the original shore for the waves to break upon. That is what I have done. I have cut off a portion of the original shore to draw the waves on to expend their force. Under the head of "Seaside Channels for reducing waves" the same authority says, that in the harbour of West Hartlepool an ingenious and novel device for reducing the height of the waves has been carried out by Mr. R. Ward Jackson and Mr. Casebourne. Interior expansions have been made to communicate with narrow canals running landwards and which ultimately join the sea outside of the harbour. The portion of the wave which has been detached by spreading in to the lateral channel is thus conducted entirely out of the harbour into the open sea. At Mullaghmore, County Sligo, where the run was troublesome in stormy weather the baso basin, has, I am informed, been much smoothed by an opening made at the upper end of the harbour through which the swell passes out to the beach, instead of being reflected by the inner wall. As I have said before no two harbours can be designed on exactly the same lines. They have to be varied according to the circumstances of the case. In shallow water there is always a tendency for the waves to go on to the shallow water at right angles to the shore. Any close observer on a beach or bay such as Bondi can see this. No matter how the sea may be running on the coast if you stand at any part of that bay you find the sea approaching as nearly as possible at right angles. That holds good in all cases. The waves run on the beach at right angles although it may be a southerly sea, and the portion of the bay is sheltered. The seas are drawn in at right angles to the beach so that there is a tendency for the seas to be drawn to the breakwater. The sea will run in and break on the breakwaters, both to the north and to the south of the harbour. It will be found that those waves which do not actually expend themselves on the breakwater will run on to the beach. That can be observed now at Newcastle on the south side. Waves of more or less force can be seen coming along the south breakwater, round Stony Point, and expending themselves on the existing wave-trap on the south side. Were it not for that the waves would probably run up the harbour, and cause serious inconvenience to the shipping. I feel quite certain that if the works are carried out on the lines shown, there will be no disturbance caused by waves in the harbour. Of course, there is a certain amount of ground swell that we cannot keep out, but there would be no disturbing run of water. I might point out that waves are propagated by vessels passing through the Suez Canal, and those waves cause a great deal of scour to the banks, and a great deal of harm from erosion, although the vessels go at a reduced speed through the canal. In the Suez Canal, therefore, a system of wave-traps has been adopted. This has been done since I was there five years ago. Along the sides of the canal they are constructing artificial bays of stone and fascines to trap the waves. I have here a photograph which will illustrate what they are doing. The action of the waves in the Suez Canal is the same as that of the waves at Newcastle. The waves now caused by the vessels passing through the canal will be drawn into these little bays which they are constructing along the banks of the canal.

211. With the northern breakwater in existence, and the wave-traps, in your opinion, will the water in Newcastle Harbour be as smooth after these works have been carried out as it is at present? Quite so.

212. *Mr. Davies.*] What was the reason that actuated you in departing from the retention of the northern breakwater and running a line parallel? Why did I not continue the present breakwater?

213. Yes? To prevent the seas from running into the harbour, and to enable me to form a wave-trap.

214. Is that the only reason that caused you to form that sort of boomerang-shaped breakwater;—instead of running your line parallel with the existing breakwater you ran it into a curve? The curve is necessary to get on the line of the breakwater. You must approach it with a curve.

215. What I want to know is how it is that you have not continued the straight line through to the point;—is it to provide for the wave-trap? Yes.

C. W. Darley,
Esq.
26 Mar., 1895.

216. Simply for that purpose? Yes.
217. Are there any other harbour works in the Colony where similar provision is made for wave-traps? There is at the Clarence River where the works are in course of construction.
218. Have they wave-traps there? It is part of the design; when the work is completed it will have a wave-trap exactly similar to those at Newcastle.
219. Do you know any other harbours in the world where they have adopted wave-traps? I have mentioned fourteen.
220. And are those fourteen all constructed on that principle? They are all similarly arranged for arresting the waves in the harbour.
221. Do you regard that as absolutely necessary as an approach to the harbour at Newcastle? I do.
222. On the southern side you also make provision for a wave-trap? Yes.
223. When waves are from the south and travelling across, what tidal influence would that have on the northern side? It will have no influence on the tide—its only effect will be when there is a heavy sea to arrest the waves which are running into the harbour.
224. When the wave strikes on one side would it not rebound on to the other? No, it will run along that side; it runs along the breakwater now.
225. Would it be necessary to strengthen the head of the present breakwater alongside your wave-trap on the northern side? Yes; I have put a sum of money on the Estimates for that purpose.
226. Do you propose to continue the wall of the breakwater round to the basin of the wave-trap? Only to strengthen existing works.
227. Has there ever been any previous proposal to deal with the approaches to Newcastle Harbour in the manner in which you propose to deal with them now? No.
228. Are you familiar with previous proposals that were made in Mr. Moriarty's time? Yes.
229. Do you remember what they were? Only the works as now carried out.
230. Was there not an extension of the southern breakwater proposed by Mr. Moriarty? Not beyond the point to which it was extended.
231. That was the final point? Yes.
232. What other proposals did Mr. Moriarty make to improve the entrance to the harbour? I cannot recollect any that were not carried out. I might explain that Mr. Moriarty never felt himself in a position to commence one large scheme for the permanent improvement of the whole port, because until latterly we were never allowed more than £5,000 at a time. He was not certain of getting more allowed, and he was asked to do what he could with £5,000.
233. You believe that all the works contemplated by Mr. Moriarty have been carried out in connection with the Newcastle Harbour? Everything that was laid down on the plans has been carried out.
234. There has been £1,124,000 18s. spent on Newcastle Harbour? Yes, that is so.
235. I think you have stated that you remove 3,000,000 tons of silt per annum by means of five dredges in Newcastle Harbour? Yes.
236. That is deposited about 2 miles outside the harbour? A great deal has been taken out of the harbour, but during the last four years we have reclaimed about 25 acres of land with a portion of the silt.
237. Then you spend nearly £40,000 a year in dredging Newcastle Harbour? We are spending money at that rate just now.*
238. The interest on the capital already spent, some £1,200,000, comes to another £40,000, so that the harbour is costing at present about £80,000 a year? I have not the exact figures.
239. If you take the expenditure up to date, which is £1,124,480, that at 3½ or 4 per cent. will represent an annual interest of about £40,000 a year, then there is a similar sum for dredging, making £80,000 a year; is not that the annual charge? I might mention that nearly half of that sum has been spent from revenue, not from loans.
240. That is the cost to the country. There is no direct income derivable from the Newcastle Harbour, is there? Yes.
241. What income is there? There is pilotage, and there is a charge on the coal going out which more than pays the interest on the outlay.
242. Do you know the amount received? Fourpence a ton.
243. Do you include the cost of the cranes? Yes, everything.
244. Then you regard the income from the coal as almost sufficient? There is 4d. a ton very nearly clear profit on every ton of coal that is shipped. The minimum charge is 10d. a ton, leaving 6d. for haulage, but a large quantity of the coal is generally hauled 2 or 3 miles and 6d. a ton pays very handsomely indeed. That covers shipping which is only 1d. a ton, and there is a clear profit of 4d. for every ton of coal shipped.
245. Do you know the gross amount of revenue received in that way? Something like £27,000 a year, I think.
246. Have you a statement of the amount received? Yes. Last year there were 1,728,000 tons of coal shipped by the Government. The year before the quantity of coal shipped by the Government was 1,854,100 tons, giving an average for the two years of 1,791,200 tons, and that yielded a clear revenue of £29,853 16s.
247. That is for the two years? No, that was the average amount for the two years, 1893 and 1894.
248. That is the net payment after making all the deductions? That is at 4d. per ton.
249. What deductions have to be made from the 4d. per ton? I think it is fair to take the whole 4d. as clear profit, because the minimum haulage rate of 6d. per ton certainly pays for the labour of shipping, which is only a trifle over 1d. a ton. A great deal of the coal is hauled only 2 or 3 miles to the cranes, and the usual thing is to pay 1d. or 2d. per mile, but the Government get 6d. a ton for that short distance. I hold that the 6d. a ton haulage amply covers the cost of working the cranes.
250. You believe that it leaves a clear 4d. a ton after all expenses are paid? Yes, I consider that it does. Last year, pilotage brought in £17,000, removal dues £3,400, tonnage rates £8,324. That is another £28,000.
251. Making a total revenue derived from coal something like £60,000? The direct revenue will be £56,500. Then there are, of course, the customs passing through the harbour.

252.

* NOTE (on revision) :—It should be made clear that the figures, 3,000,000 tons per annum, quoted as the output from Newcastle are based on the present rate of dredging, with one dredge working three shifts and one working two shifts and two sandpumps. The annual cost on this basis is £27,300, but as this is only emergency work the average annual expenditure may shortly be reduced £17,200 for working the dredges one shift each only.

- C. W. Darley, Esq.
26 Mar., 1895.
252. There is revenue of £56,500 a year as against an expenditure of £80,000 a year, so that there is still a shortage of income compared with the expenditure? I cannot admit that the whole of the dredging for the last six or eight years is fairly chargeable against the harbour. It has been necessary to maintain the harbour against damage done by the river. It cannot be looked upon as a charge against the harbour at all. It is a charge to maintain the highway.
253. By reason of floods on the Hunter? If it had not been for the floods we might have withdrawn all the dredges except one, years ago.
254. I want to ascertain from you what will be the effect if your project is carried out and the northern breakwater is built, as you suggest, at a cost of £141,000. Will any saving be effected in the cost of dredging? I do not say that there will be any saving effected directly, but it will make a better harbour. No harbour works would ever be carried out if you looked for immediate savings.
255. You will still have to go on with the same system of dredging? So long as the river sends down silt we must dredge it out or abandon the harbour.
256. Did you say that by contracting the entrance to the harbour you will create a greater scour? No, I am not contracting the entrance.
257. If the works are carried out will the entrance to the harbour be much more contracted than it is at present? No.
258. Then the running out of your northern breakwater to the point indicated on the plans will not narrow the channel or the entrance to the harbour? It does not interfere with the narrowest point. The narrowest point is between the existing point of the breakwater and Stony Point. The new works will tend to widen the channel at that point by increased scour.
259. Then the increased scour will not dispense with the necessity for dredging? Not up the harbour—we do not dredge at the mouth.
260. Will the water take away the silt in consequence of the narrowing of the channel? It will prevent its being deposited in the fairway, and on the bar. The silt will be carried out to sea. At present the silt coming down shoals up the bar.
261. I think you have stated that the works, if carried out, will give a greater depth of water? Yes.
262. Do you propose to blast out any portion of the rock? Not at present.
263. The depth you anticipate being able to obtain will be 25 feet? Twenty-five feet without touching the rock.
264. If the northern breakwater is carried out what will be its effect upon flood-waters as far as Singleton on the Hunter? It will not affect the flood-waters in the Hunter in any way.
265. Will it not cause the greater flooding of the country? No.
266. You believe that the narrowing of the channel in constructing the northern breakwater to the point shown on the plan will not have the effect of backing up the storm-waters? None whatever.
267. There would be no injury at all in that way? No, I am quite certain of that.
268. Will the flood-waters be able to make their exit as readily through the proposed entrance of the harbour as they could have done if the proposed work were not constructed? I think it will make it easier. There would be a more direct scour, and there will not be the confusion, owing to the seas crossing the harbour, that we have at present.
269. If it has that influence would it not be the means of carrying away a great deal of silt and sand that comes down by floods from the higher portions of the Hunter? I do not know that it would. It would prevent any deposition of mud in the entrance to the fairway.
270. You think it will be absolutely necessary, as long as we have floods in the Hunter, to continue dredging? It will be.
271. Your proposed retaining-wall is not included in the estimate here, but I presume that it will be carried out at an early date. Will that help to create a scour, and prevent the silting up of the harbour? It will; it is largely designed with that object.
272. What would be the expense of the proposed retaining-wall and reclamation works which are not included in this estimate? The work at present in hand is costing very little. We are making a wall with ships ballast, which is discharged for nothing.
273. You get the material for nothing? We are getting about 20,000 tons of stone every year, and 80,000 tons of clay and sand.
274. Delivered on a portion of the proposed reservation area? It is delivered where we want it. The ships have to get rid of it, and we offer them facilities by giving them jetties, and they pay the expense of landing and tipping the stone.
275. Then if that proposal is carried out for the erection of the retaining-wall would it very much contribute to the prevention of the filling up of the harbour? It will contribute very largely to that. The velocity of the current will be retained in the harbour, instead of being distributed as it is at present.
276. By the contraction of the volume-it will create a greater velocity and scour? The silt will be held in suspension, and will go to sea better.
277. Can you tell me the probable cost of that work;—even though you get most of the material for nothing, will there not be a large amount of labour required? I have not made an estimate, for this reason, that I am making a detailed survey of the whole of the flats. They have not been surveyed for over twenty years. To carry out the design fully it must be a work of a great many years, and the construction of the walls can just be kept in advance of the dredging. One great object to be attained in carrying out this work is that it will give us a site for discharging our silt, instead of our having to send it out to sea. I want to stop that by getting a place where we can deposit the silt and pump it ashore, thus making land and gaining in time. Some time ago I had a return prepared showing the loss of time to the dredges through bad weather. When bad weather comes on we have to stop towing the silt out to sea, and in consequence of that to stop dredging. I find that during the last five years the loss of time through stress of weather has averaged fifty-nine days a year. That comes to very nearly one-sixth of the year. With this dumping ground in the harbour that would be entirely got over. We should have a shorter distance to tow the silt, the dredges will be kept going much easier and the work will be materially cheapened. I find that towing the silt to sea costs more than pumping it on shore. If we dump the silt into the harbour and pump it ashore with a stationary dredge, one pumping dredge will keep two or three going. The silt is brought from the ladder dredges, dumped alongside the pump dredge and pumped ashore. That is cheaper than towing it out to sea.

278. Have you any idea what the difference per ton will be in the cost? It costs us quite 3d. a ton to tow the silt out to sea, and we can pump it ashore for less than 3d. The cost of towing the punt would be 3d. or 4d. a ton alone.*
279. The short distance that you will have to take the silt will make it much cheaper than having to tow it out to sea? It is much more economical to land it than to take it to sea, besides which we should get one-sixth more work out of every dredge.
280. You have not prepared any estimate of the cost of the reclamation works, but you intend them to extend over a number of years? They will take a number of years. I have not prepared an estimate, because I have not made a survey to lay out a detailed scheme by which it is proposed to reclaim something like 920 acres of land.
281. Will the value of the 920 acres equal the cost of the work? It will be more than equal, and it will be reproductive.
282. It will be a reproductive work, and a work of great utility? Yes.
283. And it is not likely to be an expensive work, seeing that you get the principal part of the material free of cost? It will not be an expensive work, because we shall be able to get material from the ships quite fast enough to carry it out.
284. Has the shipping trade of the port of Newcastle during the past five years increased or decreased? It has increased.
285. Notwithstanding the strikes in the coal-mining industry it has increased? The export of coal has certainly increased during the last five years.
286. We want to know whether there is a growing trade to justify this large expenditure? It is a growing trade.
287. Have the wool and frozen meat added much to the exports from the harbour? The direct shipment of wool has increased very largely of late years. It has only grown up during the last twelve years.
288. Are not the ships which enter the port of Newcastle now much larger than those which formerly traded to that port? Individually the average tonnage has increased very much.
289. There are larger ships frequenting the port, and that is one of the reasons that prompts you to make provision for better harbour accommodation? Yes.
290. The frequent visits of large vessels make it absolutely necessary for a better entrance and a deeper channel? I consider so.
291. Have you had recommendations made to you by the Chamber of Commerce as to the necessity for deepening the channel? Yes; from the Chamber of Commerce, and from the Marine Board.
292. Have you frequently, for years past, made recommendations to the Government as to the improvement of the approaches to the Newcastle Harbour? I have called attention to the necessity of doing something to improve the entrance.
293. And to carry out the proposals submitted by you would effectually remove the difficulties on entering the harbour—larger ships would be able to trade to the port? Yes.
294. *Mr. Lee.*] You have already said that twenty-eight years ago there were 14 or 15 feet of water on the bar? Yes.
295. And the high flood of 1867 shoaled the bar? That was the effect of it. There had been 18 feet of water previous to 1867.
296. Do you remember how much of the breakwater on the southern side had been completed at that time? None of the breakwater beyond Nobby's.
297. How much between the main land and Nobby's? The old breakwater was in a dilapidated state.
298. Up to that period, had it been made of ballast? It had been made of stone from Signal Hill. But when I went to Newcastle in 1867 it was in a dilapidated state, more or less destroyed.
299. Have you any data in your office to show the state of affairs between the mainland and Nobby's before there was anything done to it at all? We have old surveys.
300. Was there not a channel through which small craft used to pass? Yes; there was a 10-foot channel, which was used by small coasting craft. It was rather a dangerous one to take, on account of the reef outside.
301. Since 1867, the Department strengthened that breakwater between the mainland and Nobby's, until at last it became consolidated? Yes.
302. And since that year they have been extending the southern breakwater out to its present point? Yes.
303. And with the exception of that piece of northern breakwater at Stockton the northern portion of the harbour was quite open? Yes.
304. Have you noticed that since you extended that southern breakwater the flood waters in the Hunter River have continued to get higher and higher? There have been some bigger floods since, but it was simply owing to excessive rainfall.
305. The highest flood on record, I believe, is that of 1893? No; the highest was in 1870, before there was any work done there at all.
306. That, I think, is merely guess work? I think not. I got the actual levels from Mr. G. B. White.
307. Where were those levels to be found? At East Maitland, and at the tannery on the hill outside West Maitland, on the northern road. Mr. White gave me the marks where the flood reached, according to his own measurements.
308. The information that you have, so far as it goes, proves that the water may have been a certain height at that particular point;—that might be owing to the Patterson and Williams rivers being up? Yes.
309. The highest flood that you have any reliable data about is 1893? Yes; the highest that I have any data about.
310. All the greatest floods during this generation took place between 1867 and 1893? Yes.
311. At that period all the coast on the northern side of the harbour was perfectly free; that is to say, it was not encumbered even by the present breakwaters, starting from 1867? Yes.
312. That space between the centre of the northern breakwater, taking a straight line from the northern beach to the commencement of your proposed northern breakwater was also open to the influence of the tide? Yes.
313. Consequently it afforded a very large opening for the escape of water coming down the Hunter River? But it all had to pass between the narrower entrance between Stony Point and the North Spit.
314. All that space was open then? Yes; but it was not available for the discharge of water. 315.

* NOTE (on revision):—The cost here quoted was the average cost in former years given in error. Towing silt to sea at Newcastle now costs less than 1d. per ton, say ½d. per ton.

C. W. Darley,
Esq.
26 Mar., 1895.

- C. W. Darley, Esq., 315. If the water was there that space was open? If the water was there it had all the Pacific Ocean to discharge into.
- 26 Mar., 1895. 316. But it had to go through the narrow neck of the Newcastle Harbour? Yes; between Stony Point and the breakwater.
317. After passing Stony Point on the north side was not all that space open to the influence of the tidal waters? Yes.
318. And notwithstanding that that was open, and that your breakwater was on the southern side only, that space was not sufficient to allow the Hunter River flood waters to pass out quickly enough? It was amply sufficient.
319. How do you account for the flood water being backed up behind? I do not see that it was backed up to any extent.
320. Do you take the sectional area that you have already given us as a basis in your calculations as to the exit of the water? Yes.
321. I want to draw your attention to the sectional area at Hexham—the widest point on the river—and the sectional area between the south training bank, and the north breakwater, which is 30,980 square feet? Yes.
322. The area at the discharging point, then, at the south training bank, would be two and a half times greater than it would be at Hexham? Yes.
323. I presume that the sectional area at Hexham represents the quantity of water that the river would contain at that point up to the bank level? Yes.
324. Has it occurred to you that certainly not more than one-third of the flood-waters comes down the Hunter River, but that two-thirds of the water finds its way over the country? It depends upon the locality. At some points of the river it all has to pass down the river.
325. From Singleton downwards is it not on record that the river has overflowed at many points? Yes.
326. And the river runs above the level of the banks—that is to say that the river is not large enough to carry the flood-waters? You want to name a particular place. At West Maitland it is all stagnant water.
327. It is water that has gone out of the river because the river was not big enough to carry it? Yes; but it is stagnant water.
328. There are very rarely two floods alike—it is generally higher at one flood than at another? Yes.
329. At the last flood this year the water about Hexham was somewhat higher than in the year 1893? No two floods are alike anywhere.
330. That being the case, the whole country is inundated;—would that not go to prove that its carrying capacity at the entrance to the harbour would be severely taxed? No; not at all. The running of the water is straight out. It goes past the northern breakwater, and if these works are carried out it will maintain that course with a better channel than it has at present south of the northern breakwater. The new entrance will be a better discharging entrance than the present one.
331. At the places at which you took your sectional areas—Raymond Terrace, Boiling Down, and Hexham—are the banks of the river in flood-time under water? To some extent they are under water, but not in all cases. The water has not been over the hill at Raymond Terrace where the hotel is. There is also a high hill at Hexham. The water that is out of the main channel is stagnant water; the current is confined to the river. There is stagnant water all over the Hexham swamps, but no flow.
332. But as soon as the river falls does not the water flow back into it? Yes; the water is stored up and returns to the river afterwards. That prolongs the time of the discharge.
333. As the outlet proposed by you at the port is so much larger in square measurement than the sectional area at Hexham, how does it come about that any flood-waters remain at Hexham at all? A gradient is required to make the water run. It rises about 30 feet at Maitland, and that forms a gradient which creates sufficient velocity to carry the water off. Hexham comes about nearly in a straight line from zero at Newcastle. Up to a 30-foot rise at Maitland it is almost a uniform line disturbed at one or two points by local influences, but for practical purposes it is a uniform gradient.
334. How do you account for this enormous deposit of silt in the harbour? It has occurred of late years through the harbour being wider in front of Stockton than it used to be. In the old days there was a sand bank extending from opposite the town of Newcastle up to the point of the Bullock Island dyke. That area I have seen quite dry at low water. The necessity for improving the harbour from time to time required us to remove that bank on the south side and the construction of the dyke, and the effect has been to draw the current more to the south side, leaving the water on the north almost like settling ponds—slack water, and that is where the deposit took place.
335. All the shoaling has taken place just inside the western point of the northern breakwater? Yes.
336. Has it not been held by the residents in that locality for many years that the backing up of the sea-water by severe storms during flood time has had a material influence in preventing the flood waters from escaping? I have heard statements of that kind. I received a letter from a gentleman, who stated that he had been a careful observer of the matter for many years, and he says that the storms were always accompanied by high seas, and he said after close study of the matter that it was quite evident that if we could keep the salt water from entering the harbour it would put an end to the floods, and he asked me how that could be done.
337. You propose to contract the entrance to the harbour by this breakwater? No, I do not; I object to that statement.
338. If you build a wall beyond the oyster bank and another one on the southern side, you certainly contract the entrance to the harbour? I do not contract it. It is still wider in the new work than anywhere at present.
339. You do not contract it any more than it is contracted already as between Stony Point and the northern breakwater? It will be wider than it is at that point now.
340. Than the point between Stony Point and the northern breakwater? Yes.
341. But Stony Point and the northern breakwater are inside the harbour? One point is outside.
342. The terminal points of your northern and southern breakwaters will be considerably out in the ocean? Yes.
343. Under the stress of a severe easterly gale will there not be a quantity of water forced through that opening against the flood waters passing the other way? Yes; but that you cannot avoid. That exists already.
344. Would not the shoaling of the harbour go to prove that there has been some influence of the tides as against the flood waters? No. Having a wider area the velocity of the water has been reduced, and this allowed the silt in suspension to be precipitated.
- 345.

345. Is it not the flood waters being impeded at the outlet that has caused a deposit of silt? The water will not go slowly at the outlet if the works are carried out. I want to maintain its velocity. C. W. Darley, Esq.
346. Will it not be impeded when there is a flood tide and an easterly gale? That does not stop the water from going out. The velocity of the current is due to the gradient. 26 Mar., 1895.
347. When flood-water is flowing out, and there is an easterly gale blowing, which will be the stronger of the two? In a gale of wind you will always have a disturbed entrance.
348. If the flood current is the weaker of the two, it will be brought to a standstill? It will not be brought to a standstill. It will run out as long as there is a gradient, no matter how the sea is outside.
349. You have already told us that the flood-water was higher in the harbour than the flood-tide? Yes.
350. Will you be good enough to tell us why it should be higher there within a few hundred yards of the ocean? It is a slope due to the gradient of the flood-waters starting at zero; as you go up the river it rises. It commences at Maitland, and runs down to the mouth of the harbour to zero. If you go up the harbour you get higher flood-water.
351. If the construction of these training-walls will have the effect of sucking in the water, for which you are going to provide wave-traps, what will be the result? It will not have the effect of sucking in the waves. Any waves that enter the harbour opposite the training-walls will be drawn to the wall, and will expend their force on the wave-traps.
352. They have no influence then in drawing more water? Certainly not.
353. You have had something to do with the survey of the Hunter River, have you not? Yes; from time to time.
354. Did you report upon some scheme for the easier escape of the flood-waters? Yes; for relieving Maitland.
355. Would you object to say what that proposal was, or whether it touches the question? It does not touch the question at all in my opinion.
356. Did you propose to provide an outlet for the water through Newcastle? Yes.
357. Not to take it by way of Port Stephens? Certainly not.
358. After many years of experience of the river Hunter, and of the Port of Newcastle, and the effect of the highest floods in that locality, you are of opinion that the improvements which you now suggest, will in no wise affect the flood waters? I am quite sure that it will not in any way injuriously affect the river. It will in no way impede the discharge of the flood-waters. I think it will give a more uniform and steady discharge of the flood-waters through the entrance.
359. You will create a greater scour? We shall have a better current and a deeper channel.
360. In the face of our knowledge of these floods, which are getting worse every year, do you not think that if your proposal is carried out exactly, as you expect, it will be absolute ruin to those people up the river? I do not think it is possible that it can affect the people up the river in the least. If you did contract the entrance to a considerable extent, it would not affect Maitland, but I hold that the scheme will not contract the entrance.
361. The flood-level is higher in the harbour than the tide is at the full. That is the flood-water.
362. Is there not some impediment in front of it? It is the water coming down quickly.
363. *Mr. Humphery.*] How long had the northern breakwater been completed before the southern breakwater was commenced? The southern breakwater was commenced before the northern breakwater.
364. I am speaking of the extension from Nobby's outwards? The northern breakwater was nearly half completed in 1872, and the commencement of the extension of the southern breakwater beyond Nobby's took place in 1875. There was a stoppage of the northern breakwater then until 1883 when the works were resumed.
365. Why was there a stoppage? Because there were no funds.
366. Why was not the northern breakwater proceeded with when the funds became available instead of the southern breakwater being commenced? Because the money was voted for the southern, and not the northern breakwater.
367. Can you tell us what caused the money to be voted for the southern instead of the northern breakwater? Because it was there that there was the greatest danger. The most necessary work was covering the reef along which it ran, so as to make it safe for ships to enter the harbour.
368. Was this breakwater extended from Nobby's to its present extreme point before you commenced the northern breakwater? No; the two were going on concurrently.
369. Do you remember whether it was the extension of the southern breakwater which had the greatest effect upon the channel? It had the desired effect, because it took away at that time the broadside action on the bar of the seas coming across the reef. Ships had to run in parallel with the reef, and the southerly and south-east seas cross at right angles to the fairway, so that ships rounding up under the breakwater got in under shelter from the south-east sea.
370. Do you think the extension of the northern breakwater, making it almost the same length as the southern breakwater, would lead to an accumulation of silt when the flood-waters cannot escape? No; the flood-waters will always escape.
371. When they cannot escape by reason of a strong easterly or south-easterly gale? That does not keep flood-water back.
372. But would it not lead to an accumulation of silt? No; we should still have the scour.
373. You think that silt would not accumulate at the northern side? There will be a scour which will keep the silt in suspension until it is carried out.
374. In the event of a strong easterly gale prevailing during a heavy flood in the river, do you think the length of the passage, by reason of the extension of the northern breakwater, would so delay the escape of the flood-water as to have an injurious effect during the continuance of the gale upon the channel? I hold that it will not prevent the escape of the water.
375. Will flood-waters travel just as speedily through the lengthened passage between the breakwaters as through the shorter one? If it has to travel over a bigger entrance you lose in velocity, and have the deposition of silt that takes place now. We have a deposition of silt on the bar now through the loss of velocity in the current caused by its opening out broadside on the harbour.
376. In one of the letters laid before the Committee—I think by Mr. Newton—it is suggested that both breakwaters should be extended;—do you think that the extension of the southern breakwater is necessary? I consider it quite unnecessary to extend it more than to the original point that it was taken to. 377.

- C. W. Darley, Esq., 26 Mar., 1895. 377. Have you considered Mr. Newton's suggestion? Yes. A good many people have suggested that we should continue the southern breakwater, but I know that it would be perfectly abortive to do that, and nothing else.
378. In your opinion it would not deepen the channel? It would not.
379. *Mr. Hayes.*] The effect of the improvements which you have made in Newcastle Harbour has been to increase the facility for the flood-waters to escape? Yes; it has.
380. You have enlarged the capacity of the entrance? There is a larger capacity than there was formerly.
381. All the improvements have assisted in discharging the flood-waters—they have not checked them? Quite so.
382. You said that the sectional area at Stony Point was 22,750 square feet? Yes; that is the smallest section.
383. And that really governs the exit of the water as a whole? Yes.
384. Then you are of opinion that if you carry out the work as shown on the plan the effect will be to improve instead of retarding the discharge of the flood-waters? Yes.
385. By giving a larger sectional area? It would deepen the existing channel and give a better discharging area.
386. You expect to deepen it by 3 feet? Yes; without removing rock.
387. You think there is no possible danger of the discharge of the flood-water being retarded by the works that you propose to construct? I am satisfied that it will not retard it.
388. On the contrary it will improve it? It will be a better outlet.
389. Assuming that some scheme is carried out to let the flood-waters get away more rapidly to the sea could that be done with the present state of the entrance? I do not see that the present design would, in any way, interfere with any work that might be proposed to draw off the flood-waters.
390. And you think there would be no difficulty, if these proposed works are carried out, in giving a free outlet to any possible quantity of flood-waters that may be brought into the Newcastle harbour? It will in no way impede the discharge of the water.
391. You said something about the tortuous nature of the river from Maitland down to Newcastle, impeding the flow of the flood-waters? Yes.
392. If anything were done to improve that it would give a greater discharge of water at the mouth of the river? Yes.
393. And still you think there would be quite sufficient room for that? Yes, quite sufficient.
394. In the case of an easterly or south-easterly gale would not a wave striking against the northern breakwater stop the discharge there? A wave does not stop the discharge.
395. Will not the current running in check the flow of the flood-waters if there is a gale? A wave running in does not mean that the water is actually running in. It is more what may be termed a wave of oscillation. If you put a boat on the wave it would not run in. It is not running in, but the momentum is passing in.
396. Until it breaks? Then it becomes what is termed a wave of translation, but entering the harbour it is a wave of oscillation. At present there is no obstruction whatever to the flow of the waves—they go right across to the northern side. But if you have a breakwater the wave will be diverted into the harbour.
397. Do you think that the wave trap would absorb all that? I do.
398. You are clear on that point;—you stated before that at the west end of the northern breakwater there was a shoal, and the effect has been since the breakwater was formed to remove that shoal? Yes. There was a bank south of the northern breakwater, which is all gone now.
399. It is now forming at the eastern end of the northern breakwater? It is forming again, but nearer to the eastern end on the inside.
400. It shoaled nearly 10 feet since that has been done? In some parts it has. It deepened out, then shoaled up again.
401. You also stated that the current there was northerly? It trends towards the north.
402. There is silting going on to the north of the breakwater? That is owing to the in-draught of the current meeting the beach and drawing into the harbour at flood-tide. It brings in the sand.
403. Then the action of the scour there does not affect that shoal? If the new work is carried out the sand will be intercepted and cut off, and the scour will take out what has been deposited.
404. How have you proposed to carry out this work, by contract or day labour? I think I would recommend its being initiated by day work to get everything into working order, then carried out by contract.

WEDNESDAY, 27 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Cecil West Darley, Esq., Engineer-in-Chief, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

- C. W. Darley, Esq., 27 Mar., 1895. 405. *Mr. Hayes.*] I wish to ask whether the lengthening of the breakwater proposed would not in any way retard the outflow of the water owing to what you call skin friction? No.
406. In giving your evidence before, you pointed out that skin friction had a great deal to do with retarding the flow of water? It will not retard the flow of water out of the harbour, because there will be a better discharging channel than there is at present.
407. You pointed out in your evidence previously that the flow of water was retarded by friction? It is in shallow water. This will be deep water, therefore there will be a good discharging channel.

408. You think that the depth of the water in that channel would overcome the skin friction? It will.
409. *Mr. Roberts.*] I understand that you have been professionally engaged, on and off, in works the object of which was to improve the navigation at Newcastle during the last thirty years? During the last twenty-eight years.
410. Consequently you have had every opportunity of making yourself acquainted with what was required from time to time to improve the entrance to the port? I have.
411. How long is it since the last works in connection with the breakwater were completed? It is about nine years since the works were stopped on the north breakwater.
412. Has anything further been done since then? Nothing of any importance.
413. What was the depth of water on the bar at low tide when the last works were completed? I think it was about 21 feet.
414. And what is the anticipated depth if the proposed works are carried out? Twenty-five feet.
415. And the estimated cost of the whole works is £141,000? Yes.
416. Are you quite sure that your estimate is well within the mark? I am quite sure.
417. The figures have been carefully prepared? They have been carefully prepared from past experience, and I consider that I have allowed a liberal estimate.
418. Will you explain, in as few words as possible, what we shall get for this £141,000? We get an extra depth of water on the bar of 3 feet at low water. We shall get a safer entrance for ships, in coming into or going out of the harbour at any time; and the risks attending the presence of the oyster bank will be got rid of. The oyster bank is to the leeward of the port.
419. Ships will be able to leave the port of Newcastle either by day or by night with greater safety than at present? They will be able to leave at any time, even in bad weather, with much greater safety than they can at present.
420. And in addition to that, will this scheme enable the flood-waters from the Hunter to escape more readily? I believe it will be a better discharging channel for the river than there is at present.
421. Can you tell me what is the depth of the water at the entrance to Sydney harbour at low tide? Twenty-eight feet in the eastern channel.
422. There is a sort of bar at the entrance to Sydney harbour? What is known as the Sow and Pigs Flat.
423. I have heard it stated that at times there has been a difficulty about large steamers entering Port Jackson, the ships having to wait for high tide? Those large steamers generally prefer to wait for high tide.
424. How many feet of water are there in that channel? At low tide there are 28 feet of water in the eastern channel.
425. How wide is the channel? 400 feet, giving an ample approach always.
426. Am I justified in believing that there is a greater depth of water by 6 feet in the entrance to the port of Sydney than there is in the entrance to the port of Newcastle? Yes.
427. Then it is really necessary to have 28 feet to allow the large steamers that frequently visit Sydney to enter the port? Yes, to allow the large mail boats, and the large men-of-war to enter.
428. If it was thought necessary for those steamers to go to Newcastle, of course we should require a depth of 28 feet there? Yes.
429. Will there be any blasting operations to carry out to enable you to get this extra depth of water, or do you anticipate getting it from the extra flow from the river? I am only proposing to have a depth of 25 feet of water, and that can be obtained by the natural scour. But, as I pointed out before, at least 29 feet can be obtained by the removal of a very small quantity of rock.
430. Are there many blasting operations to be carried on to get this depth of 25 feet? No.
431. My reason for asking that was, that I wanted to ask you whether you did not think it would be wise, whilst you were getting a depth of 25 feet, to make it 28 feet, so as to allow the large steamers that are in the habit of entering the Sydney harbour to enter the Newcastle harbour? It would cost about £24,600, putting down a very liberal estimate, to obtain a 28-foot channel on the same line of fairway that I have proposed.
432. That is in addition to the £141,000? Yes.
433. Do you not think that would be a desirable thing to do, so as to make one work of it;—would it not be more economical? No; it is quite an independent work, and I do not think the port would require it. I do not think that there is any probability of the same class of ships as the large mail-boats having to go to Newcastle.
434. You do not think that the trade of the port of Newcastle requires it? No.
435. But should it be deemed necessary in a few years, there would be no difficulty in carrying out the work at a cost of about £25,000? No.
436. If I understand rightly, you intend to spend about £7,000 on the southern breakwater? Yes; to restore it to its original condition.
437. Then you contemplate going further out; at present it goes as far as Big Ben? We only intend to go as far as it was originally extended.
438. Is that to Big Ben? It is north of Big Ben.
439. Then on the northern side the wave-trap would work; the beach there is left in its natural state, is it not? The beach will be left in its natural state.
440. And at a point further on your stonework commences? The new work will have to commence north of the present work, and curve round to get into the required line.
441. And to what distance will that wall or breakwater be built from the point of commencement on the beach? Altogether, to the extreme end; including the first and second sections there will be 3,750 feet of work.
442. That really constitutes the whole of the work—the building of that northern breakwater, and the improving and strengthening of the southern breakwater? Yes; and the construction of a southern guide wall.
- 442½. What is the object of that wall? It has a two-fold object—it is to lift the stream of the current clear of three reefs; one reef which really forms the base of Signal Hill; the second reef, known as Stony Point; and a third reef formed at the base of Nobby's. The tide when leaving the harbour is disturbed at those three points, interrupting its free flow. I want to lift the current clear of those points, and to
move

C. W. Darley,
Esq.
27 Mar., 1895.

- C. W. Darley, Esq., move the fairway and centre current further to the north, where we shall get deeper water without meeting rock.
- 27 Mar., 1895. 443. Does it not preserve the present wave-trap, which has proved so effectual for some years? It will make a more effectual wave-trap than we have at present.
444. You have no doubt as to the efficacy of these wave-traps? None whatever.
445. Have they proved successful in the many places that you mention in your evidence? Yes, entirely successful; and they are always adopted in modern works.
446. And you have had experience of one on the southern side of the port of Newcastle? Yes.
447. You have no hesitation in saying that it will be most desirable, in the interests of the port of Newcastle, that this work should be carried out? I think it is a desirable work, seeing how the size of vessels is increasing—larger vessels coming to our coast.
448. *Mr. Levien.*] Has the whole of the money which the works at Newcastle have cost been charged to loans; and, if not, how much has been charged to revenue? £604,400 has been charged to loans, and £520,000 has been charged to revenue.
449. Is the revenue received from the port of Newcastle sufficient to pay the interest on the loan money which has been spent there? I think it does fully.
450. *Mr. Hoskins.*] You included in the £56,000 which you mentioned yesterday as the amount received annually, the cost of the conveyance of the coal from the pits to the port? No, I did not. I included a charge of 4d. per ton over and above that. There is a minimum charge of 10d. per ton made for all coal brought from the nearest pit, and that is made up of 4d. per ton for craneage charges, for shipping, and the cost of the cranes is included in the loan expenditure.
451. *Mr. Levien.*] Is not the increased height of the floods at Maitland due partly to the construction of embankments along the river which prevent the flood waters from spreading over the adjoining land? It is.
452. There is an embankment from Maitland down to Bulwarra and as far as Pig Run? Down to Pitnacree Bridge. I have pointed out in my reports on the subject that the effect of the construction of extensive embankments about Maitland will be to raise the floods up.
453. Before those embankments were made the water escaped much sooner? It spread out all over the country, and what is known as the Wallis Creek country absorbed an immense area towards the Wentworth swamps. It is shut out now by a series of embankments and flood-gates.
454. If the channel at Maitland had the same area that it had at Newcastle there would be no floods at all on the Hunter? There would be floods, but not such large floods. There would be no destructive floods.
455. The dredges that are in use do not come near the northern breakwater? No.
456. They are used more up Bullock Island way? The most easterly point that they come to is the eastern end of the north channel, a little to the west of the commencement of the northern breakwater.
457. Where is the most dredging done? Most of it is done on the western side of Stockton.
458. *Mr. Hoskins.*] As coal is what would be termed dead weight cargo as compared with wool, would you consider it desirable to have a greater depth of water under the keel of a vessel laden with coal going over the bar than under a vessel laden with other cargo? It makes very little difference if you have 3,000 tons in a ship whether it consists of coal or wool. It is entirely a matter of the draught of the ship.
459. *Mr. Humphery.*] I observe that the northern breakwater is divided into two sections, the first section to cost about £110,000, including the improvements to the southern breakwater, and the second section to cost £32,000. Is it your intention to postpone the construction of the second section till after you have completed the first, in order to ascertain the action of the first section before commencing the second? We have divided up the estimate to show what could be done for the money. I think it is desirable that the work should be carried out to the end. Of course the progress would be comparatively slow, and the action would be seen as the work progressed, and it would be decided then whether to go on with the rest or not. It would not be necessary to stop the work, because the action would develop itself as the work progressed.
460. Therefore, by the time you completed the first section you would arrive at a decision whether it would be necessary to go on with the second section? Yes.
461. What you propose to do at present is to construct a breakwater of 3,000 feet? To construct the 3,000 feet first.
462. *Mr. Davies.*] In the event of the proposed works being authorised by Parliament, how long would it take to complete them? Between five and six years.
463. Would you regard the present as an opportune time for the carrying out of the work, as far as the labour market and the price of materials are concerned? I think so. I think it would be a very desirable time to do it; there is plenty of labour.
464. Would not the proposed work be carried out much more economically at present than it could have been five years ago? It could be carried out now cheaper than it could have been five years ago.
465. Then, if the works were authorised it would be prudent to proceed with them as early as possible, in view of the present state of the labour market and the price of materials? I think so.
466. You said yesterday, I think, in answer to a question of mine, that if the work were carried out as proposed there would be no saving effected as far as dredging is concerned—that you would still have to provide for the taking out of the silt that is brought down by the floods in the Hunter River? Until such time as the training works in the northern portion of the harbour are completed, the dredging would have to continue; but I think that when those works are carried out, in the course of time there would be a better scour through the harbour, and the silt will be carried in suspension through the harbour and out to sea.
467. Then you regard the reclaiming works and the training walls as of as much importance as the entrance to the harbour? Yes; I look upon it as important.
468. In the event of the proposed harbour works being effected, do you recommend that we should proceed also with the training walls and the reclamation works? It is in progress now.
469. But not on a very large scale, is it? We have got a considerable length of wall made around the west side of the improvements.
470. What will be the total length of the training wall when the work is completed? We have not yet got the surveys, and the scheme is not really matured and laid down: but to carry out the whole scheme it may require 9 to 10 miles of walls altogether.
471. What proportion of that is already done? About half a mile. 472.

C. W. Darley,
Esq.
27 Mar., 1895.

472. So there will be about $9\frac{1}{2}$ miles to construct? Yes.
473. But you believe that it will have a very great influence on the channel and that it will create a scour which will prevent the silting up of that portion of the harbour? Yes; we naturally look forward to that taking a long time. It will be a site for receiving silt for years to come.
474. But if the work takes a long time, and is carried out in the way you have initiated it, it will be an economical way of constructing the training wall? The yearly expenditure will be very small.
475. You look upon it as an important work? I do.
476. One which will eventually cause a large reduction in the cost of dredging? Yes.
477. *Mr. Levien.*] Is the entrance considerably wider now than it was some years ago in its original state? Very much wider and deeper. Opposite the northern breakwater it is quite 500 feet wider now than it was twenty-five years ago, and it is deeper there too.
478. So that generally the entrance is much safer than it was twenty-five years ago? It is.
479. *Mr. Hayes.*] If Parliament decides on carrying out the work, the annual expenditure will not exceed £30,000? I think it will be under £30,000 a year.
480. *Mr. Humphery.*] It is possible that the second section may not be necessary? I think it will be necessary.
481. You think the expenditure will not stop at the sum of £110,000? No; I think it will be found desirable to go right on.
482. *Chairman.*] That will be four years hence when the need for the extension will develop itself? From four to five years.
483. The end in view of the works is to obtain deeper water in the harbour? Yes; a deeper approach and a safer entrance.
484. Would it be possible for a dredge to work on the Newcastle bar? Hardly; it would be attended with a great deal of risk.
485. A dredge could not discharge itself? It would have to be a self-loading dredge, and it would be attended with great difficulty and risk to work on the bar.
486. Supposing the dredge could work on the bar, would it be a difficult matter to get a depth of 2 feet more? I do not think that unless you adopt means of training the work it would be permanent. What caused it to silt up once would silt it up again, and you would have to dredge it over and over again.
487. With regard to the expense of the work—would it be a very lengthy undertaking to get 2 feet of water? It would be a long and tedious work. There would be days and days when the dredge could not go out there at all. It would be attended with great risk. You would have the oyster bank immediately under your lee.
488. You could use the dredge for dredging inside the harbour when the weather was unfavourable to dredging on the bar? Well, I think it would be attended with a great deal of risk to the dredge itself, and to ships passing in and out of the harbour.
489. You are aware that they are using dredges for exactly the same class of work in South Africa, at Port London? Yes, but I do not know what the exact circumstances are there. I doubt whether they are doing it in the narrow channel of a river. I do not think it is in a river mouth. You could only work at one tide; you could not work in the flood tide, only in the ebb tide, because the flood tide would carry the sand up the harbour. It would be certainly an unwise, and almost an impracticable proceeding.
490. If the water was smooth enough, would it not be a cheap way of getting rid of the sand? No, it would only be temporary. The sand would come back there in a week or two.
491. In your opinion it would not be advantageous to work the sand pump-dredge on the bar? No.
492. *Mr. Levien.*] Mr. Lee asked you a question about it being the general impression up the Hunter that when a storm came on the heavy sea kept the flood-waters back; is the current of the waters running down the river stronger than the waves coming in? The current running down the river is stronger than the waves.
- 493-4. So the waves do not stop the current going out? They do not.
495. *Mr. Roberts.*] Is the reclamation work a portion of the present scheme? We are constructing that now by making a ballast wall on the harbour side and pumping silt in from the dredge.
496. That work is going on at present? It is in progress now.
497. It will be charged to the dredgework? Yes, we are also dredging away the sand-spit from Scott's Point, which runs across the harbour and to some extent blocks the water. We are removing that to allow of a clear flow of water down the harbour.
498. *Chairman.*] Are the Committee to understand that no matter how strongly the easterly sea is running in it has no effect upon the flood inside the river? No appreciable effect.
499. That wave momentum which you spoke of yesterday does not stop the tide from running out? It has no effect on the tide when running out.
500. On the river side of the bar it would appear that at a certain portion of the tide there would be 3 feet more of water than there would be out in the open sea? About $1\frac{1}{2}$ mile from the bar the flood-water is about 2 feet off high-water mark. I have got the tide-gauge readings during the high flood of 1893, so as to have the actual figures, and I find that the flood affected the high tide very little. The tide-gauge reading on Saturday, 11th March, 1893, was 6 feet 2 inches. That was at its greatest height. Then, when it ought to have been low water, we had 5 feet 8 inches. We had little or no range of tide; only 6 inches instead of 4 feet 6 inches rise and fall. The water was not backed up above the high-water level at the entrance.
501. It kept uniformly at high-water level? Nearly. On Wednesday, 8th March, 1893, there were 4 feet 3 inches at high water and 1 foot 8 inches on the gauge at low water. On Thursday, the 9th, at high water, 5 feet 5 inches; at low water, 3 feet 6 inches. On Friday, the 10th, high water, 5 feet 9 inches, and low water 4 feet. On Saturday, 11th, high water 6 feet 2 inches; low water, 5 feet 4 inches. On Sunday, 12th, high water, 5 feet 11 inches; low water, 4 feet. Then, on the 13th, high water, 5 feet; low water, 2 feet 3 inches.
502. *Mr. Davies.*] When was the highest point? On Saturday, the 11th, 6 feet 2 inches. That corresponds to a good spring tide. The highest water was equal to a spring tide, but the water did not fall within 5 feet as low as it ought to have fallen.
503. *Mr. Lee.*] What should have been the height of the tide on the 11th March, in the absence of the flood? I should have to look up the directory for that.

- C. W. Darley, Esq., 504. *Chairman.*] Out in the open sea there is a rise and fall of 4 or 5 feet; therefore there is a difference at one portion of the tide of 3 feet (say) 4,000 feet out from the mouth of the river? It would extend out some distance beyond that.
- 27 Mar., 1895. 505. It is perfectly clear that when you get out into the open sea, the water coming down the river does not raise that? It would affect it for a certain distance out.
506. Till it gets fairly out into the open sea? Yes.
507. Therefore you get an elevation of 3 feet at one portion of the tide? You want to calculate what the tide should have been that day to arrive at that, and its continuation of gradient in coming down the valley.
508. You have already explained that on flood days there is no rise and fall, or rather it is limited to some 10 inches? Yes; the highest point of the flood on that day.
509. *Mr. Davies.*] Is it clear that on the 11th March, 1893, there was a difference of only 10 inches between high and low tide? Yes.
510. Have you any record of it? It takes place in every flood. During every flood that we have had for years, we did not get the ebb-tide, the water ran continuously for some days.
511. *Mr. Hayes.*] The gradient which you referred to at Hexham would be about 20 feet? No, 8 or 9 feet.
512. The gradient from there runs down to a point some distance out of the harbour? Yes.
513. If, as you say, the rise and fall at flood time is only some 10 inches, the point where it runs down to zero must be some distance outside? It must be some distance outside; but it is very hard to locate that.
514. *Mr. Davies.*] Was there a spring-tide on the 11th March, 1893? I could not say without looking the matter up.
515. *Chairman.*] Is there any other statement you wish to make? I wish to refer to one or two matters. In giving my evidence the other day I was rather misled in reading some returns which I had prepared. I was asked some question about the £17,000 paid for reclamation, and I said in answer that all of that was charged to revenue. I find that that is not so; about half of it was charged to loans, and the other half to revenue. There was an arrangement made that the cost of a portion of the work should be charged to loans, and a portion to revenue. When speaking, yesterday, in reference to the cost of towing, I stated that it was 3d. per ton. The cost was from 3d. to 7d. per ton, in some cases, up to 1882, but lately the cost has decreased very much at Newcastle. I find that the cost now is only $\frac{1}{2}$ d. a ton. In many rivers in the Colony it does cost 3d. and 4d. and as high as 7d. a ton, but not at Newcastle. I wish to make that correction.
516. *Mr. Davies.*] What does it cost lifting and towing the silt? About $\frac{1}{2}$ d. is the cost of towing only; dredging with the sand-pump costs about 1 $\frac{1}{2}$ d. a ton. We can save about $\frac{1}{2}$ d. per ton. I have stated that in the bend of a river the water will head-up higher on one side than on the other. I have here an authority on the subject. Wheeler says: "From observations made at Basle, on the Rhine, it was found that there was 10 $\frac{1}{2}$ inches difference between one side of the river and the other."
517. *Chairman.*] Do you not see the difference in the position—one is a constantly expanding force coming down the river, and the weight of the water causes it to rise on one side; but when the force is expended by getting out into the open sea, it appears that the motive power is gone? It goes out a little distance, and you just want to get that point. You want the whole thing in a diagram to understand the peculiar action of two currents meeting—the flood-tide and the river current. You can only make it clear by a diagram.

Alexander Brown Portus, Esq., Superintending Engineer of Dredges, Harbours and Rivers Branch,
Department of Public Works, sworn, and examined:—

- A. B. Portus, Esq., 518. *Chairman.*] What are you? Superintending Engineer of Dredges.
519. You have had a long experience in the Newcastle district? Yes.
- 27 Mar., 1895. 520. *Mr. Humphery.*] How long have you been in charge of dredging operations? I have been Superintending Engineer since 1880. Previously I was connected with dredging, starting in 1865, making thirty years altogether.
521. Have you had the immediate supervision of dredging operations at Newcastle? It has been a kind of dual arrangement. Latterly the District Engineers have recommended when the work should be carried out, and I have charge as far as the working is concerned.
522. Are you acquainted with all the work done there and its cost? Yes.
523. Will you briefly narrate the history of the dredging operations immediately previous to the completion of the breakwaters, and subsequently? Dredging was started in Newcastle in the year 1859. A dredge was built specially for the purpose of dredging at Newcastle, and in the Hunter River. A vote of £40,000 was taken for the Hunter River improvements, and the dredge was built out of that vote, and it started work at Newcastle in 1859. A very small amount of work was performed at Newcastle, because river work had to be carried on at the same time. Things went on thus until 1864, when a sum of money was put on the Estimates for a second dredge for Newcastle. There had been a great deal of contention between the people on the river and the people at Newcastle about the use of the dredge. The difficulty was got over by money for a second dredge being placed on the Estimates, and sometimes both dredges worked at Newcastle. At that time there was a great central sand-bank extending from the north to the south of the harbour, from Stockton on one side to Newcastle on the other, with a ship channel on the north side, and a channel on the south side. There was just space in the horseshoe for one ship to be moored, and it took a dredge (almost constantly at work) to keep the horseshoe berth deep enough for a single ship. A great many complaints were made at Newcastle about the accommodation for vessels, and Parliament voted sufficient money to build another dredge—a very large dredge, and it was not till that dredge started work in 1875 that any permanent improvement, as regards the area for ships began.
524. Was 1875 about the year that the southern breakwater was commenced? It was before 1875. The northern breakwater had been constructed in small patches. It was afterwards run out to its present position.
525. What was the condition of the harbour in 1875, when you commenced with the Newcastle dredge? The central bank had not been removed to any considerable extent. The Newcastle dredge worked at it night and day, and a great deal of work was done. It was not very long before we had such an enlarged area that half-a-dozen laden ships could be moored in the harbour. When the late floods came down a great

great deal of filling up took place. In the old time, when the central bank was there, we had very little deposit left by floods. The silty water went down the channels with considerable velocity and was swept seawards. But since the whole place has been deepened there has been a very considerable deposit after every flood, so much so that I suppose last year nearly seven-eighths of the dredging was to bring up Hunter River bank soil. During the removal of the central bank we were dredging sand, afterwards it was mud.

A. B. Portus,
Esq.
27 Mar., 1895.

526. Do you say that the widening of the channel led to the depositing of flood silt in the channel? I say that the widening of the channel has had the effect of causing these flood deposits to take place there.

527. Formerly, when there was a narrow channel, the silt was carried out to sea? Yes. The floods have been much heavier of late years than they were in the old days.

528. Is it correct that, although you have deepened the approach to Newcastle, it has increased the expense of dredging operations and has rendered dredging operations continuous in order to remove the silt which was formerly carried out to sea? The work of the dredges since 1888 has been chiefly that of removing the silt brought down by the floods.

529. What was the cost of the dredging operations in 1875? We had two dredges there then.

530. Have you any papers showing the cost of dredging operations from 1875? I should have to refer to the tables. It would not be half of the total cost of the dredging expenditure now. We had the dredge "Newcastle" working two shifts in 1875, and the dredge "Hunter" was working two shifts also.

531. Is it correct that the cost of the dredging operations is now nearly double what it was before the deepening of the channel? No; that is hardly a fair statement. We have lessened the cost very considerably of late years. The cost per ton rate is little more than half what it was, say, twenty years ago.

532. Has the work been doubled? Yes; the work has been doubled. I say that subject to correction. I can give the amount exactly by referring to the tables.*

533. Would the cost of dredging operations be fairly chargeable to Newcastle, as Newcastle has had the benefit of a deeper channel which has led to the accumulation of silt? I consider the cost fairly chargeable to Newcastle up to a certain time, when the channel was made deep enough for the ships to moor there. The cost subsequently is hardly fairly chargeable to Newcastle, because it was for dredging silt brought down by the floods.

534. Did you not say that before 1875 the silt was all carried out to sea? Yes, nearly all.

535. And the deposit at Newcastle had not increased? But we were removing sand from 1865 to 1875, and later. We were taking out this great central sand bank. That I consider a fair charge to Newcastle because it increased the accommodation for ships.

536. What is the present cost of dredging at Newcastle? Last year the dredge "Newcastle" removed 1,190,000 tons, and the cost was slightly under 2½d. a ton for dredging and depositing the silt at sea. The work of the sand-pumps does not reach 2d. per ton.

537. You were speaking about the dredging operations after 1875? We went on dredging the bank until it was removed. Then there was a large area for ships. The flood deposit was not so marked at that time, but about 1889 there was a considerable accumulation from floods. Then the heavy floods coming in 1890 and 1893, filled up the harbour to a very large extent. Since 1893 we may be said to have been almost wholly engaged in removing Hunter River deposits with the ladder dredges.

538. Do you think the deposits lessened the force of the scour in the channel? They do in this way, there is a less body of water coming in from the sea, and less scour upon the bar in consequence.

539. Is it probable that when you have removed the deposit there will be a greater scour on the bar, and that any portion of the deposit near the end of the breakwater will be taken away? The deepening of the bar which took place I consider due to the effect of the breakwater, and in consequence of the greater body of water coming into the harbour, caused by the deepening of it by dredging and the increased scour produced thereby. The deepening of the bar is attributable to these two causes, but chiefly, I think, to the extension of the northern breakwater. The result became very manifest after the southern breakwater was extended. There has been as little water on the bar as 15 feet; sometimes it would be 20 feet. It was very uncertain as far as the depth was concerned. It was this uncertainty of the depth of the water upon the bar that militated to a great extent against vessels coming to Newcastle. They could not rely upon a regular depth at the bar. That has been to a large extent cured, almost wholly cured, as far as a depth of 21 feet is concerned, by the extension of the southern and northern breakwaters.

540. *Mr. Davies.*] What does it cost to tow the silt to sea from the Newcastle Harbour? The cost of work last year was a little less than 2½d. per ton—¾d. for towing, and about 1½d. for lifting. This was the dredge "Newcastle's" dredging.

541. What was it for the year 1893? A little more than that. I could give the amount exactly by referring to my books.

542. Did it cost considerably more than it cost last year? It cost very much more some time ago.

543. What is the highest price that you have paid for lifting and towing the silt to sea from Newcastle Harbour? I suppose 6d. or 7d. per ton.

544. Is the towing done by your own boats? Yes, by our own steamers.

545. At the time you speak of, when it cost 6d. or 7d. a ton, was the silt towed out by your own boats? Yes.

546. What is the quantity of silt and sand that you lift in the harbour? The total last year was 2,200,000 tons; but we are going on more rapidly now, and a greater quantity will be lifted this year.

547. A larger quantity this year than last year? Yes, by the sand-pumps and ladder-dredges combined.

548. Will the present year show larger operations of lifting and punting than any previous year? I anticipate so.

549. How do you account for the larger quantity of silt and sand being found in the harbour this year as compared with previous years? There was quite as much material to be lifted last year, but the appliances were not sufficient. Now we have more appliances for removing the silt.

550. Have you got additional dredges? We have sand-pumps.

551. Are they an improvement upon the original dredges? Yes; the sand-pumps are a great improvement. This year the output will not merely be Hunter River deposits, much of it will be sand, because at Stockton we are cutting down the point and reclaiming, and similarly we are reclaiming on the other side, at the new basin. We are pumping the material ashore.

552.

* NOTE (on revision).—In 1875 the tons were 650,760, costing £17,762 8s. 1d.; in 1894 the tons were 2,153,920, costing £26,556 17s.

- A. B. Portus, Esq.
27 Mar., 1895.
552. Did I understand you to say that the principal portion of the material raised is mud from the embankments of the Hunter? I was speaking of the 1,170,000 tons raised by the dredge "Newcastle." We have another ladder-dredge called the "Samson"; in all two ladder-dredges and two sand-pumps. The sand-pumps are lifting sand on to the reclamation areas, and the ladder-dredges are raising mud, which is carried out to sea.
553. Where is the sand on which the dredges are employed? It is lifted in the basin in course of construction. There is one sand-pump there, and the other is employed on the Stockton side.
554. You are depositing a good deal of sand on the Stockton side? Yes.
555. Is the reclamation area shown on the map finished, or is it in course of construction? It is in course of construction.
556. Have you found that where the works are being carried on, opposite Stockton, there is a less deposit of silt and sand than there formerly was? No; we are breaking into new ground there altogether. But there has been a great deposit of silt opposite Stockton nearer the sea. A strong current came down on the south side, and there was no current on the other.
557. Are you familiar with the proposed works for the purpose of improving and deepening the entrance to Newcastle harbour? Yes.
558. What influence do you think the works will have if they are carried out, as far as the accumulation of silt and sand is concerned; will the narrowing of the channel have the effect of scouring out the harbour? It will have some influence; but we shall still have to keep the dredges going.
559. So there will really be no economy as far as the work is concerned? There would be some economy if the floods ceased; but as long as the floods occur the dredges must be kept going.
560. Then the real advantage of the proposed works, if they are carried out, will be to scour the entrance, and make deeper water for the shipping trade? Yes.
561. Have there been many complaints made to you in reference to the want of safety in the approach to the harbour? Many complaints have been made by people trading to the port of Newcastle, ships having to go away insufficiently laden.
562. What is the nature of the complaints? That there is not sufficient water inside the harbour for the ships to be taken off to the buoys; but the chief complaints are, as to the want of water on the bar, the larger class of vessels having to be sent away without being sufficiently laden.
563. Is there much change in the character of the shipping which now comes to Newcastle, as compared with what came formerly? Yes; very much larger vessels come.
564. What trade are they engaged in? In the coal trade; some vessels go there for wool.
565. Are there any large steamers taking wool and meat from the port of Newcastle? Wool is taken from there; but I am not certain about meat being taken.
566. Has there been any improvement in the trade and commerce in the port of Newcastle during the last five years? Yes; I think the quantity of coal shipped has increased.
567. Notwithstanding the continuous strikes? I think the average for the three years is higher than it was for any preceding three years, notwithstanding the strikes.
568. The quantity exported has been larger? Yes; the trade in coal and wool, &c., is carried on by large steamers going there—the Aberdeen line and others.
569. If the works are carried out as proposed, will it give greater security coming to and leaving the port of Newcastle, by increasing the depth of water in the channel? Yes; undoubtedly it will.
570. Will that have the effect of increasing the trade of Newcastle? I believe it will.
571. Have any complaints been made to you by traders to Newcastle of the want of safety in the approach? Not so much of the want of safety as the want of depth of water on the bar.
572. There has been no complaint about the port not being safe to approach? No, not on that score.
573. From your long knowledge and experience of the port do you regard it as a safe one at all times? It is not as safe a port as Sydney Harbour, but I consider it a safe port.
574. Are you of opinion that if the breakwater on the northern side is extended as proposed by your Department it will make the approach to the port still safer? I am.
575. Do you believe it necessary to extend the southern breakwater beyond its present extremity? I think the southern breakwater should be continued up to its original distance, as proposed; then the matter could be tested as to the deepening of the water on the bar, and if necessary the breakwater could be continued still further. I do not think it will be necessary. I think that the extension will deepen the water at the bar, and let vessels drawing 26 feet enter the harbour.
576. You do not think it necessary to go beyond the present original boundary? No; you would get away out into deeper water then; the effect of the extension of the northern and southern breakwaters has been to shift the bar seaward about 600 feet.

THURSDAY, 28 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Alexander Brown Portus, Esq., Superintending Engineer of Dredges, Harbours and Rivers Branch, Department of Public Works, sworn, and further examined:—

- A. B. Portus, Esq.
28 Mar., 1895.
577. *Mr. Davies.*] I was asking yesterday, when the Committee rose, if the proposed northern breakwater were carried out to the point which the Department suggest, what influence it would have on the channel? It would have the effect of deepening the bar, carrying the deposited material to seaward just as the extension before has had that effect; but it will do it to a greater extent.
578. You will see from the plans that the Department propose to leave a space near the proposed breakwater which the Engineer-in-Chief proposes should be for a wave-trap? Yes. 579.

579. Have you had experience, here or elsewhere, of wave-traps? No; but I have read about them.
580. And do you confirm the opinion of the Engineer-in-Chief that a wave-trap is likely to be of very great service at that point? Yes; as regards keeping the water still in the harbour.
581. It will have an influence upon the waves? Yes; the best authorities on engineering recommend wave-traps or stilling-basins as they call them.
582. Do you favour the circular form of the breakwater on the northern side of the new works? Yes.
583. Will that be as strong as if the existing breakwater were continued straight through dispensing with the wave-trap? It will not be as strong, but we never have any very severe weather from a north-easterly direction. Most of our bad weather is from the south and south-east and east.
584. That is where the difficulty hitherto has existed? Yes; the south-east gales coming in.
585. Then, from your general knowledge of the port and the proposed work, you are of opinion that the works if carried out, will deepen the approach to the harbour and will keep it free from silt, and that a scour will be created which will give a better and safer entrance than there has been hitherto to the port of Newcastle? Yes; I consider that it will have the effect of deepening the bar. That will be the principal good result arising from it. I base my opinion upon what has occurred in the past. I always looked upon it as an unfinished harbour, the north breakwater being incomplete.
586. What influence would the narrowing of the entrance to the harbour by the extension of the breakwater have upon the floods in the Hunter River? I take it that it will not be narrowed at all by the extension of the breakwater. The same sectional area will be preserved, and the channel will be improved by the scour.
587. If that breakwater was not carried out on the northern side would not the water get away quicker? No. It would be governed I consider by the sectional area between the pilot boat-shed and the northern breakwater.
588. Is it narrower there than it would be at Stony Point? There is not very much difference. In 1874 Mr. Keele made a survey, and the sectional area was 29,762 square feet from the boat harbour across to the first point on the northern breakwater, and the sectional area at Stony Point was 28,536 square feet.
589. Are you satisfied in your own mind that the works will not have the effect of backing up the flood waters in the Hunter River by reason of the carrying out of the northern breakwater? I cannot say that it will. The river will be no worse than it is at present. There will be a better scour because the channel will be deepened.
590. Are you of opinion that the additional depth which you will have in the waterway will make up for any contraction of the entrance caused by the northern breakwater? I think so.
591. Have you anything further to mention to the Committee? Yesterday you spoke about the cost of dredging the harbour.
592. You promised to bring a return? Yes, but it is not quite finished. I have a diagram here which shows the relative cost of dredging the harbour.
593. Do you produce a diagram showing an estimate for the dredging which has taken place in the various harbours, including Newcastle, over a period of years? Yes.
594. How many years? Over a period of twenty years.
595. That will show the cost and quantities taken out in each of the bar harbours in the Colony? No, it shows the total quantities. We have dredged nearly 60,000,000 tons altogether, and the quantity dredged at Newcastle is 23,000,000 tons.
596. Very nearly half of the total has been dredged at Newcastle? Yes, twenty-three sixtieths.
597. Will that diagram show the cost of each year? Yes.
598. And the dredging at Newcastle and all the other ports? Yes. I find that the work at Newcastle in 1875 cost 5½d. per ton, and that last year the cost averaged 2·95d.
599. When that diagram is completed will you hand it in? Yes.
600. The cost to the Department for lifting and depositing silt in Newcastle harbour is less now than it has been for years past? Yes, it is much cheaper.
601. Is that wholly attributable to the fact that you have sand-pump dredges, or that you have a cheaper system of punting? The general management has a great deal to do with it. We work during the whole of the twenty-four hours with one of the dredges, sixteen hours with another, and the dredges are all in first-class order. We claim to dredge cheaper in New South Wales than similar work is done in any other part of the world.
602. It is cheaper here than it is in any other part? Yes, judging by Mr. Wheeler's book published last year.
603. Does he give the relative cost? Yes; he states what is done on the Clyde, on the Tees, and in different ports in Europe and America. He gives an instance of dredging on the Clyde, the material having to be towed 7 miles. I compared the cost with our dredging at Sydney and Newcastle, and in both cases our work is cheaper than the Clyde work.
604. You have not credited your Department with the land which was reclaimed by dredging? No.
605. On the Stockton side you are reclaiming now? Yes. But in calculating the relative cost of dredging here and dredging in England that does not enter into the reckoning. There is scarcely any reclaiming done in England. On the continent a little is done, and a good deal is done in the United States.
606. As far as your knowledge goes the dredging is done much more cheaply here than in England? I do not say much more, but it is cheaper.
607. *Mr. Lee.*] Would you be kind enough to point out on the map of Newcastle harbour the area from which you have taken the silt during 1894? It extends from the western end of the northern breakwater in a line with Watt-street to a point where the extension of the dyke wall would cut the southern bank of the river to the south-west corner of the present training-wall, following then in a southerly direction to Watt-street, then following the Hunter River, where it would intersect the southern bank of the river, then following the western bank of the river to about Robertson-street, then by a line across the river to the eastern bank, and from the eastern bank to the point of commencement. In addition to that reclamation dredging has been done inside the basin.
608. That is the area within which you took over 1,000,000 tons of silt in 1894? Not over the whole of that area, over a portion of it.
609. You have already stated in reply to a question that since the flood of 1893, you have been engaged in removing the deposits left by the flood? Yes; in conjunction with dredging for reclamation purposes. Some of the dredges have been engaged in the basin, and others on the northern point removing sand which would not be silt from the Hunter.

A. B. Portus,
Esq.
28 Mar., 1896.

- A. B. Portus, Esq.
28 Mar., 1895.
610. I understand you to say that since the flood of 1893, you have been wholly engaged in removing the deposits of that flood? Two of the dredges were so employed, and the other two were engaged on the reclamation works.
611. Can you draw a distinction between flood deposits and the ordinary sand silt? Yes.
612. That amount of material has been taken out within the area indicated? Yes.
613. Was the water, prior to your dredging out that area, deeper or shallower than that in the channel after the deposit of 1893? It varied very much. In the horse-shoe it would be 26 or 27 feet; that would be more than it was on the bar. In the upper part of the harbour in some places it shoals to about 18 feet, and on the Stockton side 18 feet.
614. Was there any clearly defined line as to where that flood line ceased on its passage out? Yes; in a line from Watt-street.
615. And from that point out to sea there was very little? Very little.
616. Could you give the Committee any theory of your own as to why the floods deposit so much matter in that particular spot? My theory of it is this: As I stated yesterday, in the old times, when we had a large central sand-bank in the harbour, there was little or no deposit after floods; the stuff was swept seaward, and we seldom found more than 9 inches of deposit. We commenced to have these flood deposits after we had dredged the harbour out, the current becoming sluggish at the wide and deepened area.
617. I should like that point made clear;—when the bar and the channel were practically in a state of nature, there was very little flood deposit? I do not say the bar; I am speaking about the inside of the harbour.
618. Is it because the water within the harbour had been deepened that the floods were depositing so much silt? It is deposited, not only at the time of the floods, but it goes on slowly for weeks and months afterwards, just as special deposits take place up the river where the conditions are somewhat analagous.
619. About the time when the sand-bank was removed, was anything done to deepen the channel seaward? The southern breakwater had been run out.
620. Had that section of the southern breakwater the effect of causing a greater scour, and making the water deeper;—was there a deepening of the channel in the outward passage? Well, it had its influence on it.
621. Did it deepen it? Yes; it must have done. Soundings were taken by the Harbour Master in 1871, and they revealed a considerable depth due to the scour.
622. You were dredging the sand-bank about the time that the southern breakwater was being extended? Yes.
623. Consequently you were deepening the channel there? Yes, by the breakwater, and our dredging indirectly assisted that work. We gave a greater area for the tide to come in, and more scour was created.
624. About what year was that? In 1875 we commenced to deepen the bank; we had been deepening it before, but there was no visible effect before 1875.
625. This and the breakwater work were completed long before 1893? Yes.
626. Then, notwithstanding that you deepened the channel, and the breakwater had set up a greater scour, the deposit in the harbour in 1893 was greater than ever? Yes, by reason of the great flood of 1893. Serious floods before had contributed to it. There was a heavy flood in 1875, and then a cessation of floods for about thirteen years. We had a flood in 1889, two floods in 1890, and a great flood in March, 1893.
627. In 1893 the outlet of the port had been considerably improved from various causes? It would hardly be fair to say 1893, because there had been floods before that.
628. The port of Newcastle had been considerably improved? Yes.
629. And in 1893 there was the highest flood on record? Yes.
630. And that left the heaviest deposit of silt ever left in Newcastle harbour? Yes.
631. That being the case, how does it come about that that silt deposited itself in that particular spot—that is to say, at the commencement of the scour, or, rather, that is where it terminated? There has always been a greater depth there and the channel is narrow, therefore the scour is greater there than further up. Deposits always take place where the current is sluggish owing to increased width.
632. But at that particular point you had contracted the current? No; we had been increasing the area by removing the central bank.
633. But, at the same time, you had been contracting it on the north side—on the northern breakwater? No; after the northern breakwater was erected the effect was to sweep away the sand-bank that existed there.
634. Had you much opportunity of personally observing the influence of floods and tides? It is fifteen years since I left Newcastle.
635. You were there during some of the high floods? Yes.
636. Do you agree with the theory that in time of flood if there is a heavy easterly gale blowing up it impedes the outlet of the flood-waters from the river? I believe it does, especially south-east gales. Generally the floods come at a period when the south-east gales prevail, but the gale is generally over before the flood-waters come down the river. The gale rages whilst the rainfall is going on.
637. You think it possible that it does pile up the waters at the entrance to the port, and thus prevents the rapid outflow of water? My experience is that the south-east gale was not raging when the great body of flood-water came down the river.
638. The south-east gales have blown when the flood-waters were very high? Yes. But generally it will be found that the fury of the gale has passed. An easterly gale would be more likely to have such an effect.
639. At all events, any gale would have an influence on the water going out of the port? It must necessarily back it up.
640. Supposing that the flood-waters were coming strongly down the harbour, and the entrance to the port was blocked by a heavy gale, would not that cause a temporary stoppage of the flood-water, or reduce the current, and make it more or less stationary, and thus enable the flood-water to deposit its sediment;—is there anything in that theory? I do not think so. The deposit always takes place for some weeks after the flood—it goes on slowly. I believe that greater harm has resulted from a series of small floods than from a large flood. That of 1893 was exceptional. The small floods are most disastrous. The mud is kept in solution, and the flood-tide meets it and a deposit takes place.
- 641.

641. You have known the Hunter River for a great number of years? Yes.
642. You are aware that the river overflows its banks at many points? Yes.
643. And covers very large areas of country? Yes.
644. Do you know the sectional area of the river at Raymond Terrace, and at Boiling Down, and at Hexham? Yes.
645. We have it in evidence that the sectional area of the port is two and a half times as great as the sectional area at Hexham, which has the largest area at any point on the river? Yes, I should think it would be about that.
646. You are aware that an enormous body of flood-water does not come down the river channel at all? Yes.
647. That portion of it which overflows can only find its way into the river channel again at some lower point when the water has subsided at that point? Yes.
648. Therefore it would not be strictly sound to depend on this or the sectional area at Newcastle carrying all that volume of water which goes over the river banks? It would be governed by the height at Hexham. It is on record the greatest height that the flood waters have reached at Hexham, and a sectional area was taken from that.*
649. I think sectional areas are usually given of the carrying capacity of the river, but the water has been many feet over the banks at Hexham? Yes.
650. After your long experience you are of opinion that the extension of these harbour works will not do away with the necessity for dredging in the harbour? The extension will not do away with the necessity.
651. But what has happened in the past is likely to continue? Yes. As long as the port of Newcastle has the area that it has at present for shipping we may expect to have deposits of silt.
652. If you were not to keep removing the silt your area for berthing ships would, of course, decrease? It would, and in the course of years it would go back to the condition that it was in twenty-five years ago.
653. As far as can be seen at present these dredges will have to be kept at work? They will.
654. Do you view the proposed harbour works as an assistance for keeping the harbour clear, or only as the means for affording a better sea-way into the port? I look upon them primarily as necessary to afford better access for the ships; a great benefit will be derived from the deepening of the bar.
655. *Mr. Hayes.*] Were you in Newcastle when the northern breakwater was made? I was.
656. There was a bank, as indicated on the plans, in the harbour when they commenced constructing the breakwater? There was.
657. And the effect on the breakwater was to remove that shoal or sand-bank? Yes.
658. Has that bank now formed at the eastern end of the northern breakwater? Nothing like to the extent that it was originally.
659. *Mr. Darley* says that the water has shoaled there nearly 10 feet on the north-eastern end of the breakwater? When did that take place?
660. Since the northern breakwater was erected? I think there was an accumulation of sand inside.
661. The effect of the breakwater has been to remove the shoal on the western side of the northern breakwater and to cause a deposit on the eastern side? No; the great bulk of the sand has been swept away; but there may have been some deposited on the inside. It would not be right to say that it had been shifted from one end to the other.
662. Have you anything to do with the work outside? No.
663. Then you do not know practically whether it would be the case or not? It would not be fair for me to say anything about it, as I have not been living there for fifteen years.
664. Was the northern breakwater finished before they commenced the extension of the southern breakwater from Nobby's? I think that the two works were going on together about 1874.
665. Was the northern breakwater extended very much before you commenced the southern breakwater? Yes; it had been extended some distance before that.
666. What is the effect of the extension of the northern breakwater as regards bringing the waves into the harbour? Opinions were divided as to the result of extending the northern breakwater.
667. I want your own opinion? My own opinion was that there was very little difference. I considered that any uneasiness of the ships in the harbour was due to the fact of the ships being moored so short a distance from the ocean. In any harbour in the world so near the ocean vessels would lie quite as uneasily as they do at Newcastle. In any harbour so situated you would have a like condition of things to that at Newcastle.
668. After the southern breakwater was extended to its present position, did not that make the harbour much quieter? Yes; it was quieter after that.
669. The effect of extending the southern breakwater was to relieve the harbour? Yes, to some extent.
670. Did it not relieve it altogether? Not wholly. During heavy gales there would be a swell inside, but it mitigated the swell to a very great extent.
671. You have been in Newcastle when flood-waters have been going out during a heavy flood? Yes.
672. Were you there in 1875? Yes.
673. That was before you removed the bank? Yes; we had just commenced at that time.
674. In your opinion has the removal of the bank facilitated the discharge of flood-waters from the Hunter? I cannot say that it has. We have no means of judging. It would be governed by the discharging area at the Boat Harbour.
675. I suppose it was essential to remove that bank to provide accommodation for the shipping? Yes. There was an outcry on all sides about the want of accommodation.
676. And the effect of that was to deposit silt in the still waters? Yes.
677. But it was essential to do it? Yes. Newcastle might have shut up her port if increased accommodation had not been given to the shipping.
678. You have had considerable experience in dredging operations? Yes.
679. Would it be possible, in your opinion, in fine weather to dredge on the bar, in order to give an increased depth of water? It would be rather a risky business. It would be absolutely impossible to use ladder-dredges on the bar. It might be feasible to dredge with sand-pumps in very fine weather. The work could not go on at flood-tide, because, in dredging with a type of sand-pump suitable for dredging in rough water, a very large percentage of the sand lifted flows over the top of the combings back into the sea before the hopper can be filled. The percentage of sand lifted with the water is about one-fifth, or
say

* NOTE (on revision):—I find on inquiry that both at Newcastle and up river the area was taken at low water.

- A. B. Portus, Esq., say one part of sand to four parts of water. During flood-tide that sand would be swept into the harbour, and would do a great deal of harm.
- 28 Mar., 1895. 680. Would not the ebb-tide carry it away? No, I do not think so. It is sea sand, and sea sand deposits very readily.
681. But there are strong currents going out there. We have been told by Mr. Darley that since the extension of the southern breakwater the bar has gone seaward 800 feet. Does not that show an immense scour? Doubtless that sand would be swept away if it were deposited in a part of the harbour where the current was very strong; but probably it would be deposited where there was no strong current and there it would remain. It would be dangerous work dredging on the bar with the oyster-bank on one side of you and a reef on the other.
682. You do not think it would be practicable? I do not think it would be a very great success. Then there is always a chance of it filling up again—it would be an irregular bar. The great curse of the harbour in the old days was that sometimes it was deep on the bar, and sometimes it was shallow, and the commercial community had no confidence in the port.
683. Is it not a fact that the bar is now silting up year by year? There has been considerable filling up 700 or 800 feet seaward off the original bar and there has, during the past year, been a still further filling up, but I think it has been caused by the scour that we have had the advantage of for the past few years not being strong enough owing to the reduced quantity of flood-water coming in as a consequence of the diminished space in the harbour.
684. Then in the last year or two has the area of the water in the harbour diminished? It has been diminished by the floods. We have been gradually removing the deposit—we removed over 1,000,000 tons last year. Now more water can come in, and there is a greater scour.
685. Then the scour is now improving? Yes; and I anticipate that the silt shoaling that has taken place lately will disappear as we go on dredging.
686. To what extent has the harbour silted up? It silted up from about 26 feet in many places to 19 feet, and in some places to 13 feet.
687. That is being removed? Yes, rapidly.
688. You anticipate that when you get to the original depth again the scour will be increased? It will get back into the condition that it was in seven or eight years ago.
689. You will see by the longitudinal section on the map a bank going out to sea to a considerable extent? That I take to be the section of the sand sent seaward by the northern and southern breakwaters being extended out. We always looked upon the bar as a plateau of rock about 23 feet, and extending about 700 feet a little to the east of north from Nobby's.
690. Looking again at the longitudinal section the effect has been to remove the bar, say 800 feet, out into deep water? I have seen as little as 15 feet on the bar. In 1880 we took soundings on it, and found 21 feet of water on the bar. We used a probe and found rock at about 23 feet. The shoal has gone away seaward, and now it has accumulated up to about 23 feet for a distance out.
691. What are the most recent soundings on the bar? About 22ft. 6in.
692. Of course you do not attempt to give any opinion as regards the result of the proposed works? Judging from what has occurred in the past, as I have said before, I have no hesitation in forecasting that the deep water will be extended further out, the accumulation will be swept out to sea, and the bar will be deepened north of the present line of fairway.
693. You think the effect of the proposed work will be to increase the scour, carry the bar out to deeper water, and deepen the channel generally? Yes, to some extent.
694. *Mr. Roberts.*] The large accumulation of silt is immediately outside the bar, is it not? Yes.
695. Could you tell me the farthest point seaward at which dredging operations have taken place? Not farther than a line running due north from the Boat Harbour? The farthest point is from a line running from the root of the guide-wall to about midway between the original shore-line shown on the map.
696. What is the greatest depth of water in which you have been using the dredge? About 32 feet.
697. That must necessarily be in smooth water? Yes; for ladder dredges. With sand-pumps you can work where there is a slight lift of the sea.
698. You would not recommend the use of a dredge to remove accumulations of silt outside the bar? No, it would not be desirable. The best plan would be to extend the breakwater. It is not recommended by engineering authorities to do by dredging what can be accomplished by training-walls.
699. I presume you have made yourself thoroughly acquainted with the proposed improvements? Yes, I have.
700. Do they entirely meet with your approval? Yes.
701. Is there anything, however small in detail, that you could suggest to the Committee which might be included in the scheme? I do not think so.
702. Has your attention ever been directed to the efficacy of that wave-trap on the southern shore? We have had no experience of wave-traps in this Colony. Sir John Coode designed one for Westport, in New Zealand, but it was only completed last year.
703. I think we have it in evidence that a wave-trap has existed for some years to the eastward of Stony Point? Inasmuch as Stony Point and the contour of the shore lines between Stony Point and Boat Harbour furnish a natural wave-trap, that is correct.
704. Has it come under your notice that that wave-trap has prevented rough seas from entering the harbour? It has mitigated the movement, and operated very beneficially.
705. Do you think the wave-trap suggested for the northern breakwater will also prove successful? Yes; I was very much pleased when I saw the design; I thought it was an admirable idea.
706. You feel satisfied that the erection of that northern breakwater will have the effect of causing a greater scour, and so get rid of this accumulation of silt? I have no doubt in my mind about it, judging from what has occurred in the past.
707. *Mr. Levien.*] Do you think that if they extend this northern breakwater, and repair the southern breakwater, that will retard the flood-waters on their way to the sea? No; I do not think that it would. I think that would be governed by the area extending across from the northern breakwater to the southern guide-wall. I think in the long run it will be a distinct advantage, because the scour will go on, and the section across there will be deepened.
708. There would be a wider escape for the water than there is now? No; it would be governed by the sectional area which I have mentioned.

709. Mr. Lee asked the other day, whether, if there was a great sea on, that would retard the flood-water from going out? I think it would to some extent.
710. And it would keep the flood-waters back? Yes; as long as the gale lasted. But my recollection is that the gales are generally antecedent to the coming down of the flood-waters.
711. Is it not the general opinion of the people up north that the gales keep the flood waters back? Yes; but my observation has been that the force of the gale was over before the flood waters reached Newcastle, the gale continuing afterwards, but not to the same extent.
712. At all events if there was a gale at a time when a flood was coming down, and big seas were breaking in, it would keep the water higher up the Hunter than it would if there was no gale at all? Yes; especially if it was an easterly gale.
713. *Mr. Hoskins.*] Are the Committee to understand that from your observations the breakwater that has been built on the southern and northern sides of the entrance to the port of Newcastle has caused a scour that has deepened the bar? Yes.
714. It has been stated in a memorandum laid before the members of this Committee that the depth of the water at the bar now is 24 feet; do you believe that that depth has been caused by the erection of the breakwater? Yes; and by the scour thus caused, and also, as I have stated, in consequence of the dredging inside of the harbour making room for a greater body of water to come in from the sea. That, in conjunction with the breakwaters, has caused the scour.
715. You think that the dredging of the harbour has caused a greater flow of water through the entrance? I do.
716. Would not that have a tendency to relieve the flood waters in the upper part of the river? The floods come down with such extraordinary force that it is scarcely an element in the calculation. No doubt it does help it, but not to a very great extent.
717. At the same time the improvements made in the channel of the entrance to the harbour have led to the more rapid discharge of flood waters into the sea? I consider so.
718. Although it is fifteen years since you resided on the Hunter, do you frequently make visits there? Yes.
719. We are told that the work is to cost £140,000, the operations to be extended over five or six years. Do you not consider that at favourable times dredging might be carried on at the bar and the depth of water be thus increased without going to the large expense of extending the breakwaters? If we had some very large sand pumps suitable for the work, I think it might be done; but it is problematical whether it would be a success. I consider that the extension of the breakwaters will be a success. The other would be a piece-meal way of dealing with the matter, and there would be a liability of the bar silting up again. It is not recommended by engineering authorities in the old country to dredge where you can carry out training walls.
720. Have you not a dredge called the "Jupiter" which could carry out that work? The "Jupiter" could work there.
721. I am asking this in consequence of the great expense proposed to be incurred in deepening the harbour. Are you not aware that dredging is being continually carried on at the mouth of the largest river in Europe—the Danube? Yes; I am aware of that.
722. Do you know that there are extensive operations carried on at the bar of the Mersey? Yes; but I do not think there is any place where the risk would be so great as it is at the entrance to Newcastle harbour. You are between Scylla and Charybdis. On one side you have the oyster bank, and on the other side you have a reef. It would be difficult to work a sand pump at such a place. I would rather attempt to dredge out at sea than on the Newcastle bar.
723. You consider, from the narrowness of the entrance, that there would be peculiar dangers attendant upon such an operation? I do.
724. Do you not consider, looking at the amount of money it is proposed to expend, that dredging on the bar in fine weather would be more economical than carrying out the expensive works now proposed? Looking at the fact that the prosperity of the country is so largely mixed up with the prosperity of Newcastle—the coal of Newcastle being of the best, if not the very best, in the world—I think it would be a wise policy to spend a large sum of money in making as good a port as possible at Newcastle.
725. I suppose you have an idea of the amount of money that has been spent there—upwards of £1,000,000? Yes; and I am well aware how very largely it has contributed to the welfare of the country too.
726. Has it come to your knowledge, from reliable sources, that with one or two exceptions the vessels that go to Newcastle can take away two loads of coal, vessels carrying 3,000, 4,000, and even 5,000 tons? Yes; but there is an increasing tendency to go in for large steamers. Newcastle will be left behind if she has a bar which limits the size of the vessels which can enter the port.
727. Do you know that some of the ports of England have bars? Yes; but there is a great rise and fall of the tide there.
728. Have not vessels of the White Star line, the Port line, and others gone and taken loads of coal from Newcastle, and is not one of the Gulf steamers there now? Yes.
729. Have you known of many going away without being fully laden besides that five-masted French ship? I have known several to go away without taking a full load. Complaints have been received from people in England that owing to the bar the vessels could not be fully laden.
730. I suppose you know that some very large vessels go to Newcastle? Yes.
731. Larger than the vessels which went there twenty years ago? Yes.
732. Can you give the draught of the vessels of different sizes, say, 3,000 tons, 4,000 tons, and 5,000 tons burden? The draught of the vessels varies.
733. I suppose it is not common to see a number of vessels leaving Newcastle without having a full load? They generally go away fully laden.
734. The only complaints the Department have had about there not being sufficient draught on the bar, I believe, have been from a few ship-owners in England? Yes.
735. The Chamber of Commerce at Newcastle have complained to the Government about the insufficient dredging of the harbour being a hindrance to the trade of the port. Do you think that that complaint is well grounded? They had some ground for the complaint when the harbour was shoaled up after the floods. In some places it shoaled up to 19 feet; but we went vigorously to work, working night and day with the dredges, and the evil was cured.

- A: B. Portus, Esq.,
28 Mar., 1895.
736. Are not the accommodation and appliances for shipping coal at Newcastle, of such a character that vessels going there for cargoes do not experience much delay? The facilities for loading at Newcastle are very complete.
737. How many berths are there under the hydraulic cranes, having sufficient water for vessels of 3,000 tons to load in? I could not say exactly—I think four or five.
738. Have not the appliances for the shipment of coal, during the last two years, been in excess of the number of vessels seeking freight there? The facilities have been in excess of requirements, because you can work the whole of the plant night and day. The difficulty is about the heavy-draught ships going over the bar. As regards the ordinary class of vessels—vessels up to 21 feet draught—there is no ground for complaint.
739. Is it not a fact that the heavy-draught vessels that go to Newcastle are few in number? Yes.
740. Is it not a fact that heavy-draught vessels can get southern coal in Sydney harbour at a cheaper rate than they can get coal at Newcastle? Instances are rare of a considerable export of southern coal. The quality of the Newcastle coal is much superior to that of the southern coal.
741. Are not the prevailing gales outside Newcastle the strongest and most protracted gales from the south-east? Yes, and occasionally from the east.
742. Would not those heavy gales, if that northern breakwater was extended, cause sand to drift against the northern breakwater? Do you mean that the sand would be brought from the sea and deposited there?
743. Will not the sand drift there? The sand comes from the north beach. I take it that the sand is always tending from north to south, and it is that which makes the obstruction at Newcastle bar. I do not think that much sand comes seaward at all. The accumulation is caused by the trend of the sand from the north beach.
744. Is it not a fact that there is a body of sand accumulated close to the north of the breakwater now, limiting the area of the channel? There is a small accumulation there. That may have been caused by the sand being kept in a boiling condition around the breakwater and the flood-tide bringing it in. There is nothing like the accumulation that there was in the old days.
745. Still, that contracts the width of the channel? To some extent; but the first flood generally sweeps it away. There was an accumulation before the flood of 1893, and it was carried away.
746. Do you not think that the extension of the breakwater will cause a greater accumulation? No; the further you get away from the beach the greater the improbability of it accumulating. Probably there will be no accumulation at all when the breakwater gets further out.
747. Nowadays, vessels of large draught find no difficulty in entering or leaving the port of Newcastle? Vessels up to about 22 feet of draught. But that sand which is accumulating now, and has been for the last two or three years, may increase in height, and a series of accumulations may block the port altogether for large vessels.
748. That is the bank which is accumulating outside? Yes; that has been going on for years.
749. Do you not think that if the northern breakwater is extended by the action of gales, and perhaps the flow of silt down the river, that accumulation will be increased? No; I take it that what will occur in future will be what has occurred in the past. The present obstruction will be carried 800 feet seaward, and that will take us into 40 or 50 feet of water. The object of the breakwater is to take it away into that deeper water to send it seaward.
750. And you think it will do so? I think it will, judging from what has been done before.

James Powell, Esq., Collector of Customs, Sydney, sworn, and examined:—

- J. Powell, Esq.,
28 Mar., 1895.
751. *Chairman.*] What are you? Collector of Customs.
752. Have you any information for the Committee with regard to the trade of the port of Newcastle? I have prepared some returns on the subject.
753. Will you tell us what returns these are? I will explain them. I have a return showing the amount of the revenue collected from customs for the years 1885 to 1894 both inclusive, the excise duties, harbour and light dues, pilotage dues, removal dues, and tonnage rates. [*Vide Appendix.*]
754. *Mr. Davies.*] What is the total? The total for 1894 was £158,896.
755. *Chairman.*] Have you any other papers? Yes; I have returns showing the number of bales of wool shipped during 1894, and the vessels by which they were shipped. [*Vide Appendix.*]
756. *Mr. Davies.*] You have not the returns for previous years? No, I should have to get them specially. It is a growing trade at Newcastle.
757. Could you give us the returns for five years? No, I should have to get them from Newcastle.
758. *Chairman.*] Will you instruct your Sub-Collector at Newcastle to give us the return for five years? Yes. As a matter of fact, the value of the trade outside coal is greater than the trade in coal at Newcastle, as shown by the returns. I have another return showing the value of exports and imports at the port of Newcastle from 1885 to 1894, both years inclusive. [*Vide Appendix.*] I have a return of the tonnage of vessels entering inwards, and clearing outwards for the port of Newcastle from 1882 to 1894, inclusive. [*Vide Appendix.*] I might explain what seems to involve a contradiction—the tonnage out, being much greater than the tonnage in. The reason of that is that the tonnage of foreign vessels is taken at Sydney, and we do not take it again at Newcastle, but they are taken outwards at Newcastle. I have a return showing the amount of coal raised in the Newcastle District in 1892, 1893, and 1894; but as I thought you would very likely be better informed from other sources I did not extend it. [*Vide Appendix.*] I have a return showing the imports and exports for the year 1894, with each port of import or export showing each country or place at or from which imports or exports have been received or forwarded. [*Vide Appendix.*]
759. Does it mean that the imports went direct to those places? The ships cleared direct for the places named. I have a return giving the principal articles of import and export from and to Newcastle in 1894. [*Vide Appendix.*] I am advised by the Sub-Collector of Customs that the crane rates are not charged by him—they are included, I believe, by the Railway Commissioners in their haulage charges.
760. *Mr. Davies.*] Has any complaint been made to you by trades-people, shippers, and commercial men trading to the port of Newcastle, in reference to the want of approach to the harbour, and the depth of water? I am not likely to hear those complaints. My duties appertain to the collection of revenue.

FRIDAY, 29 MARCH, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.
JAMES HAYES, Esq.
ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Robert R. P. Hickson, Esq., Commissioner and Engineer-in-Chief, Roads and Bridges Branch, Department of Public Works, sworn, and examined:—

761. *Chairman.*] What are you? Commissioner and Engineer-in-Chief, Roads and Bridges Branch, Department of Public Works. R. R. P.
Hickson, Esq.
762. You are aware of the works in connection with which you are brought before this Committee—improvements of the harbour of Newcastle? Yes. 29 Mar., 1895.
763. Have you a full knowledge of the works? Yes.
764. You have been in charge of that district? Yes; I was eight years at Newcastle.
765. There are some alterations pending in your Department, are there not? Yes, in the Works Department.
766. Therefore it follows that if you have charge of the Harbours and Rivers Department you will be the officer to carry out this work? Yes.
767. *Mr. Lee.*] How long is it since you were resident at Newcastle? Six years. I went there in 1881, and I left in 1889.
768. During the time you were resident there were there many floods on the Hunter River? There were two or three floods, and there were a good many freshets.
769. Do you remember the date of the highest one during your residence there? I could not tell you from memory.
770. At all events, during that time, floods were high enough to go over the banks of the river Hunter? Yes.
771. And you had a full opportunity of knowing what the effect of the flood-waters was in Newcastle Harbour? Yes.
772. And you will be able to give information respecting the silting up of the harbour? Yes.
773. You clearly understand the nature of the proposed works? Yes.
774. Look at the northern breakwater on the map, and take a line from the centre of the northern breakwater up to the northern coast. During the period that you were resident there I presume that the flood-waters would have a free escape in that direction? When they passed Stony Point there would be a free run to the north of those two points.
775. Did the additions to that northern breakwater cause a sand-bank to form at the eastern end? Yes; it brought the foreshore out with it on the northern side of the northern breakwater.
776. But did it cause it to shoal in front of the breakwater? No; on the contrary, it cut off a good portion of the sand-bank on the inside of the northern breakwater.
777. Did you add to the southern breakwater? You can hardly call it adding. When I went up there I put a big end to it to enable it to withstand the sea.
778. You had not an opportunity of witnessing the effect of flood-waters from the commencement of the southern breakwater? No.
779. Would not the erection of that northern breakwater to the extreme point have the effect of contracting the channel? No.
780. For what reason? You must measure the discharging capacity of a channel at its narrowest point, and I think that the narrowest point at present is Stony Point. The discharge between the extension of the northern breakwater and the southern breakwater is greater than that.
781. During your residence there did you particularly observe the flood-levels in Newcastle Harbour during flood-times? No; but that has been kept by the Harbour Master for many years. You can get the height of the river at every stage of the tide.
782. Do you remember whether the tide had any influence upon the flood-water at that time;—when there was a spring-tide and a flood was coming down the river, did it make any perceptible difference in the Newcastle Harbour? As compared with what?
783. As compared with the ordinary high-tide levels? Of course the spring-tide is the highest tide.
784. Would the floods raise the waters in the harbour in proportion to the rise of the tide? I hardly understand the question.
785. If there happened to be a spring-tide when there was a flood would the height in the Newcastle Harbour be perceptibly increased? Of course, it would be higher than the ordinary tide, because it is a spring-tide.
786. The spring-tide without the flood-water would rise, say, 6 feet 2 inches; but if there was a flood under the same conditions would it make any difference? You will be able to get it to an inch from the Harbour Master. My impression is, that with a spring-tide and a strong south-east sea running, the water rises to a certain distance inside the heads slightly above its normal level. I think that if that level were followed out it would be found to die away when you got any distance up the harbour.
787. Would that not lead one to suppose that an easterly gale at that time would have an influence upon the entrance to the channel, by creating a wall or bank of water which would materially impede the progress of the flood-waters? Not to any great extent.
788. How do the floods and the tidal-waters flow—do they amalgamate, or does one go under the other? They go out a long way before they amalgamate. From Signal Hill I have seen the flood-water 2 or 3 miles out, the edges of it being clearly defined, almost as if it were in banks.

789.

- R. R. P. Hickson, Esq.
29 Mar., 1895.
789. In its passage through that narrower channel would the flood-water of necessity amalgamate with the salt water? I daresay that if you put a dipper in you would find the water salt to the taste, but you can see a clearly defined river going 2 or 3 miles out to sea before it appears to merge into the other water.
790. Before the eastern end of the northern breakwater was put on was there not that additional scope for the discharge of the flood-waters? No.
791. Before the addition was made to the northern breakwater, after the water had passed Stony Point, was not all that space available for it to spread? Yes, but that did not affect the discharge.
792. And notwithstanding that that free opening existed, the floods in the Hunter continued? Yes, they continued.
793. Would not the affect of narrowing the discharge at that point be to build up the water in the Newcastle Harbour? It is not being narrowed.
794. But it must be narrowed at that point. If you continue the breakwaters on both sides, you continue the channel for a longer distance in a contracted space? The length of the channel does not make any difference. You have to take the discharge of the channel at right angles with the flow. If the calculation shows that at the extension the area was less than the area at Stony Point, then it would have the affect of contracting the channel.
795. Supposing that during flood-time there was a strong easterly gale beating up against that contracted channel, as I call it, would that impede the discharge of the flood-waters? No; I do not think so. You would get a greater velocity to make up for it.
796. When the inflowing tide and the easterly gale are going in the same direction, would not that current be considerably stronger than the flood-current passing out? No, not necessarily; it depends upon the height of the flood; if it is a high flood there is no inward current at all. The flood is running out all the time; the vessels do not swing.
797. Would that prove that the flood-water was the stronger current of the two? Undoubtedly it is in flood-time.
798. In other words, it is superior to the tidal influence? Much stronger.
799. With reference to the deposits inside the harbour, do you remember whether they took place freely during your time? Yes; on the Stockton side very freely.
800. To what did you attribute that? To two reasons—the debris and mud and sand coming down in floods; also, the encroachment of the sandy point on the north-east of the harbour. That sand-spit is always going down into the harbour.
801. I am speaking of flood-silt? That, of course, comes down the river.
802. And is deposited where? Generally in front of Stockton. It comes down the river, strikes along Bullock Island wharf, a portion makes its way to the sea, the remainder settling down in the slack water at the Stockton side of the harbour.
803. Is there any other reason that you can assign for it accumulating at that particular place? No.
804. Would that depth take place during the height of the flood, or after it had subsided? It is going on as soon as the flood-waters come down the river carrying all this silt and mud.
805. Does it not appear strange that the whole of that silt is not carried out to sea? Some does go out; but the greatest quantity is deposited opposite Stockton.
806. Therefore, there could not have been a sufficient current to carry it away? That does not follow. The stronger the current in the river following along the dyke, the stronger would be the eddy, or perhaps, more correctly speaking, the slacker would be the current on the Stockton side, and there would be a tendency for a greater quantity of material to drop there.
807. *Chairman.*] How do you account for the eddy on the Stockton side? By the floods striking on the south side of the harbour, at Bullock Island and Newcastle, which tends to make slack water along the Stockton side. The Stockton side was a place where we always had to put a dredge after heavy floods.
808. *Mr. Lee.*] Has that deposit on the Stockton side been more noticeable since the Bullock Island dyke was made? I cannot say.
809. Then, as a matter of fact, in that part of the harbour the current is pretty substantially trained? Yes.
810. And there must always be good scour? Yes.
811. But it is all on one side? Yes: on the Bullock Island side of the harbour.
812. Then the interior of the harbour has, to a certain extent, been trained to bring the current as strongly as possible towards the entrance? Yes.
813. And that notwithstanding that it will not keep the harbour free of silt? No.
814. That being the case, I presume you are of opinion that it will be necessary to maintain the dredges inside the harbour in future? Yes.
815. What benefit will the port derive by the construction of that northern breakwater? They will be able to get a larger class of vessels in. The vessels are larger now than they were some years ago.
816. And that only? Mainly that.
817. How much larger class of vessels will it be able to accommodate? The depth increases enormously in value. Stevenson, whose work is a Harbour Engineer's text-book, says: "The capacity for the tonnage of different vessels varies as the cube of their depths." If, for instance, you have a channel 20 feet deep the cube of that is 8,000; if you have 23 feet the cube of that is 12,167—that is 50 per cent. more.
818. The proposed works are supposed to give an additional depth of 3 feet? Yes.
819. Then, I suppose, you touch the rock? Yes.
820. Then, no matter what may be done in the direction of creating a scour, you cannot get more than 3 feet of water? Not unless you take away the rock.
821. When you were in charge were any complaints made by shipmasters about the depth of the water? Yes, frequently.
822. And the vessels were much smaller then in comparison with what they are now? Yes; the tendency now is to build vessels of large carrying capacity.
823. When the ships were smaller, I presume that the water was shallower? Yes; but I do not think there has been much increase in the depth since I left.
824. I suppose you had to give some attention to the question of flood-waters whilst you were at Newcastle? Yes.

R. R. P.
Hickson, Esq.
29 Mar., 1895.

825. What conclusions did you come to as to the effect of the flood-water upon the tide? I never could trace that it had the slightest effect either one way or the other.
826. Did you ever report upon any scheme to mitigate the effect of floods in the Hunter River? No.
827. There is no other outlet for the flood-waters but Newcastle Harbour? No.
828. And unless their course is altogether diverted they must continue to go down that channel to sea? Yes.
829. Is it not a fact that the tendency of late years is for the floods to become higher in the Hunter River District? I do not think so. The flood of 1893 was a very high one, but I could not say from memory whether it was the highest.
830. Do you think the extension of the breakwater has had no effect in retarding the progress of the flood-waters? I cannot see that it would have the slightest effect.
831. On account of that southern breakwater going into deep water it would be a prominent object against the south-easterly gales, and would not the waves dashing against that cause a large eddy in the immediate vicinity? Of course any obstacle you put in the sea raises an eddy.
832. Would not that have the effect of causing a barrier to resist the speedy outflow of the water? I do not think so.
833. Then you are of opinion that the construction of this work will in no way affect the floods in the Hunter River? No; theoretically it ought to improve them, because it gives a better outlet; but I really do not think that it will make the slightest difference.
834. Beyond giving an additional 3 feet of water, and causing a somewhat better entrance to the harbour, no results are to be expected from this work? That is so.
835. *Mr. Roberts.*] When you were resident at Newcastle, what official position did you hold? I was assistant engineer for the Northern District; that is, from Newcastle to the Queensland border.
836. Did the question of the improvement of Newcastle Harbour come under your notice? Yes.
837. In what way? From complaints made chiefly by pilots as to the difficulty of getting ships out.
838. Did they speak of the dangerous nature of the entrance? Not so much of the danger as of the shallow water.
839. Have you made yourself thoroughly conversant with the scheme before the Committee? I have a fair knowledge of it.
840. Have you given the question that consideration that its importance deserves, having in view the large expenditure that is proposed? When Mr. Darley had this scheme under consideration some months ago, I was in his room and we went into the matter pretty fully. Since the scheme has been brought before the Committee I have examined the plans, and I am well acquainted with the circumstances connected with it.
841. Do you thoroughly approve of the proposals of Mr. Darley? I do.
842. You know of nothing that you could suggest to improve those proposals? I cannot say that I do. I think it is a very good scheme.
843. Referring to the southern breakwater, what sized stones were used at the end of it? Up to 16 or 18 tons. I do not think that we put in any that were under 5 tons in weight.
844. What size stones do you propose to use on the northern breakwater? Those will be small.
845. Were some of the stones used for the southern breakwater washed away? No; they were flattened down.
846. Having that fact in view, do you think it would be wiser to use small stones? It is a mistake to speak of them as having been washed away. In tipping stones they will not stand for any length of time at the "tipped angle," about one to one; the sea soon flattens them out. The sea has flattened those out and formed a good base. What we have to do now is to go on tipping until we get a breakwater with a slope flat enough to stand the sea.
847. Do you contemplate strengthening the breakwater? Yes. The piece at the end of the southern breakwater is all new work.
848. Do you think it would be a wise plan to extend that southern breakwater further eastward? No, I think it has gone quite far enough.
849. You do not think the effect would be a good one? I do not think it is necessary, and it would be very costly. We should be getting into very deep water.
850. The idea which I have given expression to, is, that it would more fully protect the harbour from south-east gales? I do not think so. The harbour itself is protected. I think that when that is finished it will have gone quite far enough to give smooth water at the entrance.
851. The first section of the breakwater is about 3,000 feet? Yes.
852. When that is erected the second section will be proceeded with? Yes; if found necessary.
853. Will the general effect of the scheme be known by the time the first section is completed? Certainly.
854. Do you think of waiting to see the effect of that before going on with the second section? When we get the first section well on towards completion we shall know what the effect will be; and I have no doubt in my own mind as to what that will be.
855. And when you are satisfied of the success of the first section, it is intended to at once go on with the second section? If it is found necessary; but we may get what we want by the construction of the first section; and, if so, we may leave the other until the vessels get bigger again.
856. Could you tell me whether a number of complaints have recently reached the Government in reference to Newcastle Harbour? No.
857. You are quite satisfied that the erection of that northern breakwater will prove satisfactory as far as regards the scouring of the bar? I cannot see how it can fail.
858. *Mr. Levien.*] Do you think the erection of both those breakwaters, and the repairs to the southern breakwater, will have any effect upon the flood-waters; that it will keep the water at a greater height at flood-tide in the Hunter? I have said already that I cannot see that it will have any effect whatever.
859. Supposing the northern breakwater were away, would the water have a widerscope to get out? No. In measuring the value of the discharge from the river you must take a sectional area at right angles to the stream at the narrowest place. I understand that the sectional area between the proposed northern breakwater and the present one is much in excess of that between Stony Point and the northern breakwater.
860. What depth can the channel be made without blasting? I think the rock is 26 feet or 27 feet below the surface.
861. Then you can get no more than 3 feet without blasting? No.

B. R. P.
Hickson, Esq.
29 Mar., 1895.

862. While you were in Newcastle, I suppose there were as large ships going there then as there are now? No; the ships are increasing in size.
863. Have you had any complaints as to the depth of the water in the channel? Complaints are frequent.
864. *Mr. Hoskins.*] Supposing a south-easterly gale had been blowing at the entrance of the river for several days, and there was also a flood in the Hunter, would not the high seas beating into the entrance retard the escape of water from the river? I think not to any appreciable extent. I believe that the heavy sea does raise the water to some extent as far as (say) the pilot station; but I think nautical men will tell you that it has no appreciable effect upon the water farther up the harbour. The flood coming down is so powerful that it sweeps the sea before it.
865. Do you know at what rate the water in the river flows down during flood time? I suppose the current in the harbour must run up to 6 or 7 knots. I have seen for days and days the vessels not swinging to the flood-tide, but always with their sterns towards the sea.
866. I suppose you are aware that the people up the Hunter River complain that some of the works which have been carried on at the Newcastle harbour have caused valuable land on the Upper Hunter to be greatly flooded? I never heard that.
867. Can you say whether, since the harbour works have been carried out at Newcastle, the outflow of the water from the Hunter has been contracted? The entrance has not been contracted—it has always been increased. The sectional area of the discharge has always been on the increase.
868. But Mr. Darley says that one of his reasons for wishing to have this extension of the breakwater is because it would tend to contract the width of the channel, and therefore create a greater scour? Yes; but that is beyond where it has any effect on the flood waters. He is contracting it opposite Nobby's, and for a very good reason. The ebb-tide coming out does its work admirably where it is confined; but when it gets opposite the northern breakwater it loses its effect, because it is spread out too much like a fan. What Mr. Darley proposes to do is to continue the scouring action which is doing good work opposite Stony Point, so as to scour out the bar.
869. But where you pointed out being the narrowest part of the harbour, where there is the greatest scour, would not that show that if you contract the width of the entrance further out to sea, there will still be a greater scour? Certainly there would be at that point.
870. But there would not be the same escape for the flood-waters? Yes; because the velocity of the water is increased.
871. Can you say of your own knowledge whether the works that have been erected at the end of the harbour have tended to cause a scour on the bar, and therefore to deepen the channel? Yes; the tendency has been to deepen the channel.
872. Are not gales from the south-east of the entrance of the harbour very much more prevalent than any other winds? I think the south-east is about the worst gale for the harbour.
873. If you extend that northern breakwater is there not this danger to be apprehended, that if the sea during a south-easterly gale is driven on to the extended northern breakwater it will be likely to take with it a large quantity of silt and shoal up the entrance? There is never any silt brought in with a south-east gale. If there was silt coming in with the south-east gales it would spread itself out inside the southern breakwater; but, as a matter of fact, that is clean rock. There is not a bit of sand between the end of the breakwater and Nobby's.
874. Did you not say in reply to Mr. Lee that the heavy sea at the entrance to the harbour has driven sand and silt along the face of the existing northern breakwater? No. What I said was that the pushing out of the northern breakwater has deposited sand at the north of the breakwater.
875. Has there not been some shoaling in front of that northern breakwater? I know that it diminished in my time after the northern breakwater was extended. The point opposite the southern end of the northern breakwater ran out so far into the channel that it was most difficult to navigate vessels, they had such a short distance to turn in. The effect of extending the northern breakwater was to cut that away.
876. Do you not think there is this danger;—if you extended the northern breakwater further out to sea that it would cause such a swell of water through the entrance as to disturb the ships at their moorings? Certainly not. Any swell that will be created at the bar—and there will be always more or less swell—will be lost to a great extent on the wave-traps, and any little disadvantage will be a great deal more than made up for by getting the 3 feet of extra depth.
877. Would you recommend the construction of a lengthened breakwater, as suggested, in preference to dredging up the sand on the bar? I do not think it will be necessary to dredge the sand on the bar.
878. Which would be the cheapest process? It would be practically impossible to dredge the bar. There is always more or less of a swell there, and if you did accomplish it there is nothing to keep the water deep, unless you put up the northern breakwater.
879. But this proposed northern breakwater is to be built on the oyster bank? Yes.
880. That forms a natural breakwater? To a very limited extent. There are 10 or 12 feet of water over it.
881. Do you think the oyster bank causes a great swell at the entrance? In the fairway?
882. Yes? No, I do not think so.
883. *Mr. Davies.*] During the time you were resident engineer in the Newcastle district, did you carry out a large portion of the northern breakwater? I carried out an extension of it.
884. What length? About 370 feet.
885. Was it the scheme of Mr. Moriarty the late Engineer-in-Chief? Yes.
886. Had you anything to do with the carrying out of the southern breakwater? Only the strengthening of it at the end.
887. And that has become necessary again? It was not finished then. We knew that in a few years more stone would have to be put there.
888. Practically, the scheme before the Committee is a scheme which Mr. Moriarty proposed years ago? To some extent it is.
889. Had the extension of the northern breakwater any influence upon the flood-waters coming from the Hunter as far as Singleton? I do not think it made any difference.
890. You are of opinion that it had no influence in backing up the flood-water? No influence.
891. What height is it proposed to have this breakwater on the northern side above sea-level? Sixteen feet above high water.

892. What kind of stone is used in carrying out the extension of the northern breakwater? Rough blocks of stone from the Waratah quarry.

893. Is it faced, or is it simply cast in rough? The northern breakwater is in rough stone.

894. After carrying out the extension of the northern breakwater to some 370 feet, did you find any necessity for additional dredges in the harbour? No; I do not think it made any difference in the harbour.

895. What number of dredges were at work when you had charge? Three in the harbour and one in the river.

896. Are you aware that there are now five dredges constantly at work there? There is one, I know, working three shifts—that is practically three dredges—and another working two shifts; that makes five.

897. That is a larger number than ever worked there before? I think so.

898. How do you account for the necessity for that additional dredging;—do you attribute it to the works which have been carried out? The necessity is caused in two ways—first, there is always an immense amount of deposit coming down the Hunter River, and in addition to that, a larger class of vessels visit the port, and they require more room.

899. If the northern breakwater is carried out as proposed by the Department are you of opinion that it will create a better and a more effective scour across the bar? Undoubtedly.

900. It will give greater velocity to the scour? Yes, and deepen the channel to the rocks.

901. On the northern side of the breakwater was there a silting up? There was a sand-bank formed out from the Stockton side opposite the pilot station, which very much narrowed the channel where it happens to be the turning-point for vessels coming down the north channel. The effect of carrying out the northern breakwater was to scour that out.

902. Then a further extension of the northern breakwater will, in your opinion, create a greater scour, and keep that channel quite clear? It cannot do anything else.

903. Are you of opinion that if the breakwater is carried out as proposed that it will be the means of securing greater safety to vessels entering and leaving the port? As I said before, the whole necessity for the carrying out of this extension is that the scour opposite the proposed first section does not do its work sufficiently.

904. Then if both the first and second sections are carried out what is your opinion about the improvement of the approach to the harbour? You will get 3 feet more water than there is now.

905. And a safer entrance? Quite as safe. In fact safer, because it will prevent the risk that there is now of vessels drifting on to the oyster bank.

906. Do you think that the carrying out of the northern breakwater will have an influence upon the silt in the harbour? I do not expect it will make much difference in the harbour except that more water will get in and there will be a greater scour.

907. There will be no saving as regards dredging? I do not look forward to that.

908. What you propose is to secure a greater depth of water, and greater safety for vessels approaching the port of Newcastle? Yes.

909. Had you anything to do with the reclamation works near Bullock Island? No, they were not commenced when I was there.

910. What is your opinion with reference to the carrying out of that work? I think that it is a most advisable thing to do. As I have pointed out, the northern end of the harbour has a tendency to slip down into the harbour. A great deal of dredging has had to be carried out between the harbour and the Hunter River proper to keep the channel clear.

911. Then by erecting a reclamation wall you will have a better scour? Yes.

912. And contract the water? Yes, to give greater velocity to the current.

913. Have you seen those works? No.

914. You believe the effect will be very good? Yes.

915. With reference to these wave traps which seem to be a novelty here, have you any knowledge of harbour works where similar provision has been made? Yes. I will mention a case to show that it is really not a new idea. The subject is referred to in a paper which was read before the Institute of Civil Engineers in 1849, by a Mr. William Brown, in connection with the harbour works at Sunderland. He incidentally mentions wave traps, and in the discussion which took place, Mr. Russell Scott, a very eminent engineer, begged Mr. Murray to describe the principle by which he had been guided in the formation of a wave trap, and also to state whether, after the waves came into it their progress was easily arrested, as it was generally found easier to get the waves into a trap than to keep them there innocuous. Then Mr. Murray explained:—

That the sea in Sunderland Harbour formerly ran with great violence along the north pier and broke upon the potato garth, so that vessels under press of sail could not recover themselves, but were frequently driven on it and wrecked. To obviate this a solid wall was built partially across it, parallel with the low-water line of the river, but it had the effect of causing the waves to roll up the harbour with such violence that no ship could safely remain in the lower part of it. When engineer of the Harbour Commissioners, he recommended a portion of the solid part of this pier to be opened by substituting timber framings by which means the swell was very much reduced, in consequence of the waves being permitted to be thrown on the potato garth. He had formerly seen a huge wave rolling along a portion of the north pier and making a clean sweep over that portion of it.

There are two breakwaters at the end of the Sunderland Harbour, and they found that the sea ran up in the channel and made a great deal of disturbance in the harbour. The engineer who was there before Mr. Murray, erected a stone wall at right angles to the current thinking thereby that he would prevent the action of the sea in running into the harbour, but it had exactly the opposite effect. Mr. Murray thought it a wrong principle. He said, "I will cut that away" and he did so and found that the effect was marvellous in reducing waves. He says:

It being an object of importance to render the harbour as quiet as possible it was his intention to form a small receiving bay or "clairevoie," as in some of the French harbours, into which the waves would run and expend their force, and he had received instructions to proceed with such work. * * * * * The result of the formation of this receptacle was that in stormy weather the heavy waves from the north and north-east which struck the south pier, hugged its face, and rolled along it until they tumbled into the trap, the higher portion of which took the form of a sloping bank of sand on which those waves were dispersed.

Mr. Rennie, another harbour engineer, said:

He believed the works designed by Mr. Murray were very judicious and had materially decreased the inconvenience formerly experienced, both in entering and leaving Sunderland Harbour. It had always been stated that the potato garth and the wave-trap were of great use in permitting the expansion of the waves, and in tranquillising them after they had entered the harbour.

Mr.

R. R. P.
Hickson, Esq.
29 Mar., 1895.

R. R. P. Mr. Scott Russell, said:
Hickson, Esq.

29 Mar., 1895. There was no doubt the sooner the waves would be enabled to expand after entering the trap the sooner its force would be expended. * * * * After getting a wave into a trap, it was necessary to destroy it there, and that seemed to be effectually done by Mr. Murray. He had seen on the outside of many harbours much mischief arise from reflected waves, boats had been swamped and lives lost close to vertical piers from that cause. The great point to be attended to was, the method of absorbing the force of the waves, and there was nothing so good for that purpose as providing on one side of the harbour a long sloping beach, towards which, if possible, the wave should be directed and there allowed to expend itself.

916. You thoroughly endorse what the Engineer-in-Chief proposes to do? Yes; entirely.

917. Do you regard an area of something like 10 acres, on the northern side, for a wave-trap, and about 8 acres on the southern side, as sufficient for the purpose? I think it will be.

918. And you quite endorse this provision? I do. I think it is a very important feature of the scheme.

919. Has the principle being applied to any other harbour works here? Sir John Coode has it in nearly all the harbour works that he has recommended. He made it one of the prominent features.

920. But there is no harbour work in our Colony constructed with a provision of that kind? Such works are being constructed.

921. *Mr. Lee.*] Is the sectional area between Stony Point and the northern breakwater the narrowest in the Newcastle channel? I imagine from looking at the plan that it is.

922. The area is 22,400 feet? That, I presume, is made the narrowest point in consequence of the construction of the northern breakwater? It is made the narrowest point by natural means at the southern side, and artificially by the breakwater on the other side.

923. But prior to the erection of the northern breakwater it was not the narrowest point? The narrowest point then was further up near the pilot station.

924. But it has for some years been the narrowest point of exit? Yes.

925. Would it be a safe investigation as to any effect that it may have upon the flood-waters in the Hunter, to date it from the time when it was made the narrowest point? I do not think so. There was a time when it was not the narrowest point—there was a point narrower still—the point between the old lightship and Stockton.

926. *Chairman.*] You have already told the Committee that you think the wave-trap provided for in the scheme before us is suitable for the purpose? I think so.

927. In your opinion will the water where shipping is carried on at present be as smooth after the completion of these works as it is at present? Quite as smooth. I believe that at the Newcastle wharf near the pilot station it will be smoother.

928. In consequence of the southern guide-wall? The southern wave-trap.

929. Mr. Lee has directed your attention to the piling up of the water at the entrance to the harbour in time of storms, and you expressed rather a qualified opinion in regard to it. Your reply is, that although there may be some little piling up outside it very soon disappears? Yes; if there is a little piling up outside at the entrance it will soon disappear in the harbour.

930. You say, if there is? Yes.

931. You know that waves breaking on a vertical cliff have been known to rise 40 and 60 feet? Yes; I knew a wave to take a 70-ton block of concrete and land it on the top of a cliff 70 feet high at Peter Head.

932. There is no doubt with regard to the force in the waves? You have no waves like that here.

933. You have no doubt with regard to the enormous force that would be expended if a wave struck on a vertical cliff near Newcastle Heads? The force would be very great.

934. When it reaches the outgoing current of the river that force is enormously moderated? The circumstances are totally different.

935. The force is still there, but it seems to be reduced when it meets with the outgoing current? The force is still there; but in this case it would be reduced because it gets into shallower water.

936. The force is in the wave, but it meets the liquid force coming out? They are so different that it is impossible to make a comparison between them.

937. The action is not momentary as it is when it strikes a vertical cliff? No.

938. It is continuous for some time? Yes.

939. And if it is continuous for some time, it seems difficult to understand how it soon disappears as you informed Mr. Lee? For two reasons; first, there is the wave of translation, and there is the wave of oscillation. A wave of oscillation does not travel; the wave of translation becomes one when it gets into shallow water.

940. And it is very much more powerful than a wave of oscillation? Yes; the immense body of water coming down very soon runs that oscillation movement down, and runs the sea out before it. Therefore, although there may be a slight rise—I am not quite sure that there is—owing to the south-easterly gale, I am satisfied that it will disappear very shortly in the harbour.

941. Your evidence with regard to that point is this:—With regard to the piling up of waves by the action of the wind and storms at the mouth of the harbour, such as Newcastle, it is not a vital thing for us to consider in connection with the rising of the water in the harbour? I do not think it is.

942. We made some inquiries previously with regard to the amount of water which a vessel requires under her keel in going into Newcastle, what is the rule with regard to that? You cannot lay down a rule for that—you are depending upon so many elements—first of all upon the weather, which is very important. You have also a very unknown quantity in the pilot. Some pilots will not go unless they have a very large margin for safety, others will go with a very small one. If it is perfectly still water all you want is steerage way, and a couple of feet would do for that.

943. Much depends on the build of the vessel? If it is perfectly still, you can go with safety with a couple of feet under the keel.

944. You have expressed an almost unqualified opinion with regard to the proposals now before us? Yes.

945. In your opinion, as an engineer, is it a wise thing to have the entrance to a harbour in a north-easterly direction? That is rather a difficult question to answer—so much depends upon circumstances. You could not have anything else at Newcastle.

946. Where do the storms come from? From the south-east.

947. An engineer would, as a rule, have the entrance to his port square off the sea? Nature generally shows him where he has to put it.

948. If he could put an entrance square on to the sea it leads the vessel in better? Yes.

949. In the port of Newcastle you have to be controlled by Nobby's? Yes; you could not shift the entrance half a point of the compass one way or the other.

TUESDAY, 9 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, ESQ. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, ESQ.

ROBERT HENRY LEVIEN, ESQ.

JOHN MOORE CHANTER, ESQ.

CHARLES ALFRED LEE, ESQ.

JAMES GORMLY, ESQ.

EDMUND WILLIAM MOLESWORTH, ESQ.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain John Jackson, Manager of the Government Wharfs, made an affirmation, and was examined:—

950. *Chairman.*] What are you? Manager of public wharfs.951. *Mr. Hoskins.*] Does that mean that you are manager of all the public wharfs in the Colony? I have nothing to do with Newcastle, because there is nothing to do down there. I am supervisor of all the wharfs that are proclaimed public wharfs under the Act.

952. Are not the wharfs at Newcastle proclaimed? No; they were, but the proclamation was cancelled by Executive minute.

953. Do you know why? I cannot say.

954. You are manager of the public wharfs in Sydney? Yes.

955. Are you familiar with the wharfs and shipping appliances, and with the charges made by the Government for services rendered in the shipping of coal at Newcastle? I am familiar with all the charges except those for the shipping of coal—that is, the craneage. I do not know what the Railway Commissioners' charges for the shipment of coal are.

956. Is it not 4d. a ton? I do not think it is anything. The ship does not pay anything for it.

957. In the evidence which you gave in 1888 you said that the shipment of coal amounted to 1,750,000 tons, and that at 4d. a ton at the cranes the revenue would amount to £29,000? I do not know what is charged now. It is paid by the Railway Commissioners to the contractors.

958. Are the charges made at the wharfs in Newcastle the same as those made in Sydney? No, there is no wharfage rate at Newcastle.

959. What are the rates in Sydney? The schedule rate is 1s. 8d. per ton.

960. The Government charge 1s. 8d. per ton for all the ships at the Government wharfs in Sydney? Yes, that is the inwards charge; half of that is charged outwards.

961. Do no such charges exist in Newcastle? Not a penny is charged there.

962. The only charge made in Newcastle by the Government to persons shipping coal is for haulage, 6d. per ton, and 4d. for craneage? It is 10d. altogether. I do not know how they divide it.

963. You cannot say whether the charge made for the use of the cranes is sufficient to cover the interest on the money expended from loans for the construction of the wharfs and the erection of the cranes at Newcastle? I do not think any of it has gone to the credit of the wharfs. I think that the whole amount has gone to the credit of the Railways.

964. Including the charges for shipment by the cranes? I think so.

965. The statement was made here that the profits made on the shipment of coal at Newcastle are sufficient to pay the interest on the money which has been expended in the improvement of that port must be a mistake? Perhaps I am mistaken. I have never heard that the wharfs at Newcastle have been credited with anything except tonnage dues for which the ships pay a ½d. per ton per day. That amounts to about £7,000 a year.

966. Do the owners pay tonnage dues in the harbour of Sydney too? Yes.

967. In addition to the wharfage rate? The ships do not pay the wharfage rate. It is the consignees.

968. In Newcastle they are exempt from the wharfage rate and tonnage dues? The ships pay the tonnage dues at Newcastle, but no wharfage rate.

969. Have you never been asked whether it would not be judicious to have the wharfage rates charged at Newcastle? I have been consulted about it, and I have recommended that wharfage rates be charged at Newcastle. Last year I assisted to get a Bill ready for Parliament to make provision for it. There is a short Bill ready now for imposing a wharfage rate at Newcastle on everything except coal.

970. Would you charge wharfage rates for vessels carrying the principal product of the district? No. It is arranged that no wharfage rate should be charged on coal and coal products, because it is alleged by the Railway Commissioners that there is 4d. debited from the haulage for wharfage.

971. Does it not seem rather unusual that you, having the supervision over the wharfs of the Colony generally, should not have supervision over the wharfs at Newcastle? I could not have any supervision over them because they are not proclaimed under the Act. A special Act of Parliament will have to be passed before we can charge wharfage rates at Newcastle.

972. Can you say whether the amount received by the Government, whether through the Railway Commissioners or otherwise, leaves enough, after defraying all expenses, to pay the interest on the money which has been expended on the wharfs, steam cranes, and other appliances at Newcastle? I cannot say.

973. Do you frequently go to Newcastle? No.

974. Can you say whether the facilities at Newcastle for the shipment of coal are very good? I think they are second to none in the world.

975. Can you say whether vessels of the average amount of tonnage trading to Australian ports are prevented from taking full cargoes from Newcastle owing to the shallowness of the water on the bar? I believe that that has been the case. One or two cases have come under my observation.

976. Would cases of that kind be reported to you? No.

977. There have been only one or two cases? Only one or two cases came under my observation.

978. I suppose you know that in some of the principal ports in England the vessels cannot take full cargo? In many of the ports of England sometimes ships cannot get over the bar unless they wait until the tide rises.

Capt.
J. Jackson.
9 April, 1895.

- Capt. J. Jackson.
9 April, 1895.
979. What is the average size of the vessels now coming to the Colony? I should say the average size of the sailing ships is about 1,800 tons.
980. What would be the draught of water of such vessels? About 20 feet.
981. If the depth of water on the bar is 22 feet 6 inches does not that show that the average sized vessels coming to Australia can get in and out of the port of Newcastle? That is the average draught of the sailing ships, but there are steamers running to Australia which draw 26 feet of water.
982. But vessels trading to Europe would not go to Newcastle? Yes; some of them go there during the wool season.
983. I suppose you know how much public money has been spent in improving the shipping appliances and the harbour at Newcastle? No. The Newcastle wharfs have not been under my supervision.
984. Under whose supervision are they? I do not know.
985. Is there anybody there who has to take special charge? It is partly under the Custom House, and partly under the Railway Commissioners, and partly under the Harbour Master. I do not think that anyone specially has got charge of the wharfs.
986. Is it not the custom in Sydney and in other parts of the world to have some responsible manager of the wharfs? It is. I must correct myself in one respect. I have to do with the Stockton wharf.
987. I believe there has been £500,000 spent out of revenue in improving Newcastle Harbour, and £600,000 out of loans, and it is now proposed to spend £140,000 more. And this expenditure is intended to deepen the water at the bar. Have you any knowledge of the character of the bar at Newcastle. No.
988. Did you know much of the state of the Newcastle Harbour before this large amount of money had been spent there? I have known Newcastle Harbour for thirty years.
989. What are the prevailing winds there blowing into the harbour? North-easterly.
990. Do the strongest winds come from the north-east? No; from the south-east.
991. Therefore, I suppose, the seas will come round the southern breakwater, and go on to where the Horse-shoe is? Yes.
992. Can you say whether the heavy seas tend to collect sand near the Oyster Bank? I cannot say.
993. Do you think that the erection of the southern breakwater or the northern breakwater has tended to increase the depth of the water at the entrance? I do not know.
994. Can you say whether the works constructed at the entrance to the harbour have or have not contracted the channel? I think they have. Years ago I saw large sand-banks near the northern breakwater.
995. Does not that show that the prevailing winds blow sand which tends to contract the channel? It would certainly seem like it.
996. Do you consider that the extension of the northern breakwater, which you say collects sand in front of it, would be best adapted for deepening the bar, or dredging the bar? I think it would be better to dredge the bar.
997. Can you say of your own knowledge whether the complaints of the Chamber of Commerce at Newcastle as to insufficient dredging in the harbour to enable vessels to be moved about are justified? I think that in many cases they are. The freshes bring a tremendous quantity of silt into the harbour.
998. You believe that the works have somewhat contracted the width of the entrance? Yes.
999. Supposing there was a large fresh bringing down a great quantity of silt, and a south-east gale blowing, would not the high sea at the entrance to the harbour tend to prevent the exit of the flood-water from the harbour? I should say that it would.
1000. Then if that flood-water has a quantity of silt in solution, and the water does not meet with a speedy exit, will it not cause a deposit of silt in the harbour, and perhaps on the bar? Yes.
1001. *Mr. Humphery.*] You referred to Stockton. Are the wharfs there under your control? Partly. It is not a public wharf under the Act. When the Stockton wharf was built I brought the matter under the notice of the Treasurer, some eight or nine years ago, as I thought that some revenue should be derived from it. It was only used by the Stockton Coal Company, and it was agreed by the company that they should pay one-penny-half-penny on the coal, and they have paid that for every ton of coal they have shipped over the wharf.
- 1001½. Do you know what the Stockton wharf cost? It cost £14,000.
1002. When was it built? About eight years ago.
1003. How long has the Stockton Company been paying 1½d. a ton on the coal? Ever since the cranes were put up.
1004. What amount has been received? Last year it was £550. It has been as much as £1,000 a year.
1005. That is the only wharf at Newcastle concerning which you have any knowledge? Yes. Of course I know what revenue the Government could have got from inwards and outwards wharfage if they had collected it on everything except coal.
1006. How have you obtained that information? I got the quantity of cargo imported and exported from the Collector of Customs about two years ago.
1007. Will you be good enough to say what the amount is? The Government could have collected there between £15,000 and £16,000 two years ago without touching the coal. My report on the subject is in the Treasury now.
1008. When did you furnish that report? About three years ago. Of course, that was when business was very brisk. There were 80,000 bales of wool alone shipped during the wool season for which nothing is charged, and here there is a charge of 4d. per bale.
1009. Briefly, your evidence is that if the wharfage were charged upon all imports and exports exclusive of coal the revenue derived would be about £15,000 a year? Yes, I am sure of that.
1010. *Mr. Trickett.*] You seem to favour the idea of dredging the bar at the entrance to the harbour;—have you considered whether that would be practicable? I think they have dredged there before.
1011. Do you mean to say that they have dredged at the bar? I do not think I am mistaken about it.
1012. Could you point out on the plan where the Newcastle bar is? I could not.
1013. Are you aware that it is right out in the ocean? Yes. I know that it was very shallow some time ago, and if I am not mistaken it was dredged then.
1014. When? A good many years ago. I do not see any difficulty in dredging it, because the water is very smooth there during the westerly winds in winter.
1015. *Mr. Davies.*] You stated that you believed the bar could be removed by dredging? I believe that the sand could be removed.

Capt.
J. Jackson,
9 April, 1895.

1016. If Mr. Darley and others had sworn that it would be impossible to dredge the bar you do not agree with them? I have only expressed a private opinion.
1017. Would you put your private opinion against that of Mr. Darley? I would not.
1018. Do you know what was the value of the imports and exports in 1891? I do not.
1019. Would you know what was the value of the imports and exports last year? No.
1020. Do you know whether last year was a better year than any previous year for eight or ten years? I should say it would be, unless the shipping had fallen off considerably.
1021. Would you be surprised to learn that the harbour light dues for 1894 were larger than any previous year for the last ten years? Yes; I should be rather surprised.
1022. The amount for last year was £7,838; for the previous year, £5,748. In 1892 it was £7,357; the amount for last year being larger than for any previous year? Perhaps that was on account of the larger size of the vessels.
1023. Would you be surprised to hear that the pilotage for last year was a larger amount than for any previous year for the last ten years? I should have thought it would have been far less.
1024. Then as to the removal dues for the port of Newcastle—would you be surprised to learn that they were larger last year than for any previous year? I do not know anything about the pilot service.
1025. Do you know the quantity of coal raised last year? I have no statistics as to the quantity of coal.
1026. *Mr. Lee.*] During the short period that wharfage rates were in force at Newcastle, did they apply to all goods shipped there? To all except coal.
1027. Is there not now an all-round charge of 10d. a ton for coal, including haulage, use of cranes, and shipment? I have heard that 10d. a ton covers the lot.
1028. It has been estimated that 6d. per ton pays all these charges and leaves a profit of 4d.? I have heard so.
1029. Would the wharfage rate apply to other wharfs besides Government wharfs? Yes; to all.
1030. If wharfage rates were charged by the holders of private wharfs, would not that be a private profit? Certainly.
1031. It would not become public revenue? No.
1032. Do you know why the wharfage rates were abolished? No.
1033. You gave evidence before a Sectional Committee in 1888, and in an appendix to your evidence you showed approximately that if the wharfage rate had been in existence in 1886 there would have been collected the sum of £7,333 9s.? Yes.
1034. You say now that the trade of the port has increased, and if the wharfage rates had been imposed the revenue would have been more? Yes.
1035. Can you offer any reasons to the Committee why it would not be equitable or wise to impose a wharfage rate at Newcastle? I do not think it is fair to the importers in Sydney to have to pay a rate, in some cases of 8s. 4d. a ton more than the importers at Newcastle pay. There are some articles imported here on which they really have to pay 8s. 4d. a ton.
1036. There are some private wharfs at Newcastle? I think there is one.
1037. Two, are there not? There is the A.A. Co.'s wharf, and, I think, Russell's.
1038. Supposing that a wharfage rate were imposed at Newcastle, would it not be evaded by vessels going to the private wharfs? Yes.
1039. Then the Government would get no revenue? All the vessels that go to Newcastle could not go to private wharfs. There would be competition, as there is here.
1040. They have abolished the Wollongong and Kiama rate? Yes.
1041. Have the rates been reimposed there? They have been at Wollongong. The Harbour Trust charges the wharfage rate now.
1042. Do the proceeds go to the general revenue or towards the expenses of the Harbour Trust? I think they go towards the expenses of the Harbour Trust.
1043. If a wharfage rate were imposed at Newcastle then and a Harbour Trust existed there, the Government would get no revenue? No.
1044. It could only be obtained by the Government imposing a rate and collecting it themselves? Yes.
1045. *Mr. Molesworth.*] How long have you held the position of manager of public wharfs? Nearly eleven years.
1046. You are charged with the administration of the Wharfage and Tonnage Act of 1880? Yes.
1047. When you first took your present position was there a wharfage rate charged at Newcastle? No.
1048. You told the Committee that the wharfs at Newcastle are exempt from control? Yes.
1049. And any other wharfs besides those of Newcastle and Wollongong? Yes, Kiama.
1050. At Wollongong the rates are not collected by you because they are provided for by special Act of Parliament? Yes.
1051. Why is not the wharfage rate at Kiama collected by you? I do not think it could be without a special Act of Parliament.
1052. I think the Wharfage and Tonnage Act distinctly states that at all ports the wharfage and tonnage rates are to be collected under that Act, unless specially provided for by other Acts, therefore you are responsible for their collection? Yes.
1053. Why do you not collect the wharfage rates at Kiama? The rates at Kiama, Morpeth, Maitland, and Moama were all cancelled.
1054. Do you know what Government was in power when that was done? I think Mr. Watson was Treasurer at the time.
1055. You carry out your instructions under the Act except where some other Act interferes? Yes.
1056. Are you of opinion that it is fair to impose a charge at Newcastle as well as at Sydney? I have urged it time after time.
1057. You think that the commercial interests at Newcastle have a decided advantage over Sydney in that respect? Yes. The commercial people of Newcastle were in favour of it when I was on a Board there. They were in favour of paying a wharfage rate on condition that certain improvements were made at the wharfs. The improvements were made but the revenue was never collected.
1058. Then the merchandise at Newcastle pays no charge? None whatever.
1059. Then the imports and exports of the northern district going through Newcastle are exempt? Yes.
1060. But everything is charged at Sydney? Yes.
1061. Including coal? Yes.

- Capt.
J. Jackson.
9 April, 1895.
1062. Then the western and southern districts of the Colony which use Sydney and other ports have to pay wharfage rates inwards and outwards? Yes.
1063. Do they not consider it a very great disadvantage as against their northern neighbours? Many speak about it.
1064. You said that the wharfage rate at Sydney is 1s. 8d. a ton? Yes.
1065. As a matter of fact you are compelled to make a wharfage rate according to the second schedule of the Act? Yes.
1066. But that rate does not apply to all goods? No.
1067. The rate in some instances runs up to as much as 8s. 4d. per ton? On some goods they pay 10s.
1068. Do you charge vessels in the harbour tonnage rates for berthing accommodation? Yes, everyone.
1069. Do you charge tonnage rates for berthing accommodation at Newcastle? Yes.
1070. Is it not a fact that steamers trading between Sydney and Newcastle are berthed free of charge? I do not know.
1071. They do not pay anything through you? No.
1072. But if they came to Sydney wharf they would have to be charged? Yes.
1073. Does the Stockton wharf belong to the Government? Yes.
1074. And the Stockton people have the use of it at a charge of 1½d. per ton for coal? Yes; and they pay tonnage dues as well.
1075. Did you ever visit the port of Newcastle about wharfage matters? Yes.
1076. What were your particular duties there? I was there as a member of the Board inquiring into this very matter.
1077. What conclusion did the Board come to? I think the Board recommended that a wharfage charge should be imposed.
1078. So as to place Newcastle on a footing similar to that of Sydney? Yes.

James Cole Ellis, Esq., M.P., sworn, and examined:—

- J. C. Ellis,
Esq., M.P.
9 April, 1895.
1079. *Chairman.*] What are you? Merchant, and representative of Newcastle West in Parliament.
1080. *Mr. Humphery.*] How long have you represented Newcastle in Parliament? I think it is about eleven years since I was first returned. I have not represented Newcastle continuously.
1081. How long is it since you became a resident of Newcastle? I landed in Newcastle in September, 1853.
1082. Have you been continuously in Newcastle? I have practically. I lived in Melbourne three or four years.
1083. You are familiar with the port of Newcastle? I think so.
1084. And you can express an opinion upon the proposal before the Committee? I will express my opinion for what it is worth.
1085. Have you examined the plan showing the improvements contemplated? I am in accord with what the Department propose to do inside the harbour, but I am not in accord with what they propose to do at the entrance.
1086. In what respect do you differ from the Department? I think that the southern breakwater should be run out, and that the northern breakwater ought not to be touched.
1087. To what extent would you deal with the southern breakwater? I would run it out to make the port a perfect port until it is parallel with what is known as the "Cawarra" buoy. When I say parallel, I mean in such a position that it would stop the seas that break there. In heavy south-east weather the seas break round the end of the southern breakwater and dash up on the Oyster Bank and expand themselves on the beach, doing no harm to anybody. In very heavy weather the sea breaks right across the mouth of the entrance. I have seen a good many rough places in my time, but I never saw a rougher one than the entrance to Newcastle harbour in bad weather.
1088. What knowledge have you of the present condition of the bar? Only as far as I know what ships can do and what they cannot do in going in and out. The swell is too great on the bar to allow big ships to load down to their full draught. There is always a range on the bar owing to the southern breakwater not going far enough to keep the water smooth.
1089. Have you formed an opinion as to what would be the effect of the extension of the southern breakwater? My impression is that as the bar has followed the southern breakwater out 800 feet, if the southern breakwater were again extended the bar would again follow it out. The present bar is only about 400 feet from deep water. If it went out further still it would get into deep water.
1090. What data have you for saying that the bar followed the construction of the southern breakwater? Actual experience.
1091. Then your evidence is that as the southern breakwater was constructed the bar crept outwards? The bar went out to sea with it.
1092. How long is it since the southern breakwater was finished? Ten or twelve years.
1093. Can you say that the bar began to form there twelve years ago? I am not come prepared to speak as to dates. I will stake my reputation on the assertion that the bar followed the southern breakwater out.
1094. We have been told that the bar has been getting very much worse lately? Yes; since the "Colonist" went ashore it is said that a shoal has been forming outside of her, and that goes to bear out what I told them, that if the northern breakwater was run out it would not shift the bar out but it would bung up the entrance altogether. If the "Colonist" being there has had the effect of shoaling, surely the northern breakwater would have a worse effect.
1095. Are you prepared to express any opinion as to what would be the effect of extending the northern breakwater the full length shown on the plan? It would have the same effect that the construction of the northern breakwater has had to its present extent. When that was constructed, and there was no southern breakwater, the sea came flying round Nobby's, dashed against the northern breakwater and flew up the harbour, and the ships in the harbour were dancing about to such an extent that the ordinary fenders were of no use, and at Queen's Wharf they had to use bales of hay. They were then compelled to run out the southern breakwater.
1096. You know that the object of the present improvements is to cause a scour which will have the effect of removing the bar? Yes.

J. C. Ellis,
Esq., M.P.
9 April, 1895.

1097. Do you think the removal of the bar will follow? I am very sceptical about scours as far as bars are concerned. I say that the bar will follow the southern breakwater. No doubt it will not follow it out to the same extent because it is getting into broader water. But even if it did not follow it to the full extent it would do all that we want. It would smooth the water on the bar, and ships would be able to load to the extra depth that they would want because there would be no range on the bar.

1098. Assuming that it is necessary to remove that bar after the construction of the southern breakwater as you suggest, in what way should it be dealt with? You will have a great difficulty in removing it. It would be of no use dredging it, because as fast as you got the sand away it would form again.

1099. Is it your opinion that it is not possible by any works of the character now proposed to produce a scour that will remove the bar? My own opinion is that the northern breakwater would not do it, because the sea would break against the northern breakwater, then, flying up the harbour, would meet the ebb-tide, and that must create a bubble and cause a settlement of silt where the two waters meet. I do not think the northern breakwater will have the effect that it is said it will have. If the southern breakwater is run out it must of necessity protect the harbor. It is admitted, according to the plan before us, that what I have stated is going to be the effect of the northern breakwater. It is evident that it is going to send the seas up the harbour, because there is a wave-trap provided there to meet them. The thing is,—Is there any guarantee that the wave-trap will stop those seas. I do not know that the northern breakwater is wanted.

1100. I understand this to be the effect of your evidence,—that if we extend the southern breakwater we shall have calm water where the bar is, and in that way we shall get two or three feet more available depth for the ships? You would get more available depth because you would have no range.

1101. You think that the only expenditure necessary is upon the southern breakwater? I think that the £45,000 which it is proposed to spend on the northern breakwater should be spent on the southern breakwater; it must of necessity do a great deal of good, because it will protect the port.

1102. Do you think that the traffic requires that there should be a channel 26 feet deep? I do indeed. I look upon Newcastle as the best asset that the Colony has, next to Sydney.

1103. If we are told that the only way to scour that depth of water is by carrying out the improvements on the plan before us, your opinion is that it will not have that effect? I do not think it will.

1104. We have had some evidence concerning wharfage rates. Wharfage is not paid at Newcastle, but it is paid at Stockton? Not at Stockton, that I know of.

1105. Do you know the reason for abolishing the wharfage dues at Newcastle? Yes; it was pointed out that the goods were being landed at private wharfs, and that wool was being shipped at Morpeth and sent down to Sydney, wool which would otherwise have been shipped at Newcastle. It was on these representations that Mr. Watson (the Colonial Treasurer) put a stop to the collection of wharfage dues at Newcastle.

1106. Do you recollect what the wharfage dues were at that time? They were similar to the Sydney charges.

1107. Do you know what amount of revenue was derived from them? I do not think they were in existence for a full year.

1108. Is there any difficulty in finding accommodation for shipping at Newcastle? I should not think there was.

1109. Do you know of any objection to the vessels lying in the fairway after loading? I have been told that there is a shallowness of the water. Sometimes we have heavy floods coming down the river, shoaling goes on, and there has to be a little extra dredging.

1110. You do not know of any serious trouble having arisen in consequence of the restricted accommodation? There was a flood a couple of years ago which did a good deal of shoaling up; but by degrees that has been removed. There cannot have been anything particularly serious. The trade of the port has been carried on ever since, and there has been a large increase, not only in the number of ships but in the size of the ships. Outside the fact that the bar is defective, there being not sufficient water to carry the ships out when they have loaded, it is a very fair port.

1111. You think that the only trouble at present is in connection with the bar? I think so. I think that the dredges at work in Newcastle harbour are doing good work towards giving the accommodation that is necessary.

1112. Are you an owner of ships? I have been.

1113. Can you, from your knowledge of the trade of the port, say whether the extension of the southern breakwater will do all that is necessary for the accommodation of the shipping? I do not know what they propose to do at Stockton. I have not studied particularly what the Works Department propose to do inside the harbour. I think from what little I have seen of it that they propose to do most of the work with the plant and men already in the employ of the Department. There is plenty of crane accommodation for the coal traffic, and wharfage accommodation for loading wool and frozen meat. If we can get 26 feet of water on the bar it will be as perfect a little port as there is in the world.

1114. Of course you know there is a basin in course of construction? That is pretty well constructed now. The money voted for that has been expended, I suppose. No doubt that basin will be a very great advantage in case of any increase of the trade, and I have no doubt the trade will increase.

1115. Is there anything further that you would like to say in connection with the plan now before us? I should like to give the reasons why I have formed the conclusions that I have in reference to the northern breakwater. I was at Newcastle when the northern breakwater was commenced. The point which was marked on the plans as the original shore line, although it does not exist where it was, is in existence at the northern end of the northern breakwater. I say that the bank is in existence now. A couple of years ago a vessel called the "Federal" nearly became a total wreck there. She went ashore and had to come to Sydney to be repaired. There is a beacon put there to show the danger, and that bank has formed there since the breakwater was built. Although the southern end of it does not show above the water, still it is very close under the water to-day, as shown by the Admiralty chart. That being the case, it seems to me that as they built the breakwater on the north side a bank was formed on the outside of it, and that being so I do not see what guarantee we have that the wave-trap will be maintained. I think the northern breakwater would be a very serious menace to the safety of the port. Ships coming round the breakwater would get into difficulties. The "Federal" lost her steering way, and her head was sent towards the beach. If that was to happen with the extension of the northern breakwater

J. C. Ellis,
Esq., M.P.
9 April, 1895.

breakwater it would prevent a ship from doing what she can do now, drop anchor to check herself and then drift to sea. In a heavy gale if a ship did go ashore on the northern breakwater she would knock herself to pieces and every man on board would go to perdition at once. I do not think that the underwriters, if they realised what is suggested, would consent to it, because Mr. Darley in his evidence says that the Oyster Bank is a danger to Newcastle. It always has been, and if you put a great obstruction like that on the top of it, it will become a greater danger than ever. I saw the "Eleanor Lancaster" wrecked at Newcastle, and I saw men clinging to the rigging for three days before they were rescued. Mr. Portus in his evidence says that the floods always come down after a gale. The shipwrecks as a rule take place when there is a gale. I have known the life-boat on five or six occasions to get outside and to be unable to get back owing to the heavy flood which was simultaneous with a severe gale. The water keeps up after a gale. It was so in the case of the "Eleanor Lancaster." There would be no hope for a ship if she came round Nobby's and got on to the northern breakwater. She would smash up in five minutes. The force of the water running up the harbour and meeting the heavy fresh, which brings a large quantity of silt, would cause a large deposit to take place. I say that the bar was in a worse state after the completion of the northern breakwater and before the commencement of the southern breakwater than it ever was in before. The extension of the southern breakwater undid the evil that had been done. Evidence has been given that the northern breakwater was further extended since the extension of the southern breakwater. Perhaps, technically, that is correct, but the extension of the northern breakwater after the extension of the southern breakwater was completed was infinitesimal. They did commence to lighter big stones across the harbour to run them to the end of the northern breakwater, and it came under my notice as member for the district. I interviewed Mr. Moriarty, and used then some of the arguments which I have used to-day, with the result that the work was stopped. I feel very strongly on the matter. I feel perfectly certain that the extension of the southern breakwater worked wonders for the port, and I am certain that if it is further extended it will work wonders again, and the only surprise is that when making it they did not take it further. If they had done that, the bar would have gone still further into deep water. A great deal has been said about the expenditure of money from revenue; but Newcastle has paid a great deal back in revenue. I do not mean to say that it has paid everything that it has borrowed, but it has paid a great deal. There has been a return made of the loan expenditure in the harbour of Newcastle. I will give a sample of it. Originally, there were four shoots erected at Newcastle at a cost of £27,000 or £28,000. Those shoots were worn out and have been renewed. Newcastle is not credited with the revenue that the shoots earned, but is charged with the expenditure from loans. Originally, coal was shipped at Newcastle by steam cranes. Those cranes paid for themselves a hundred times over and were worn out. They were replaced by hydraulic cranes, which are in existence now. But Newcastle stands debited with the two sets of cranes.

1116. Newcastle is not credited with the earnings of the first set? No.

1117. It is a double entry on one side? Yes. There is not credit given as far as the wharfs are concerned. The Railways get the benefit of all the revenue from the wharfs, but the capital account is charged to Newcastle instead of to the Railways. They get all the profit, and the expenditure is charged to Newcastle.

1118. Is there any difference between the Admiralty chart and that before the Committee? No; but the chart shows the banks. My object was to point out the matters that I have referred to; and the reason why I brought the Admiralty chart was to show that the fairway at Newcastle is so narrow from the bar inwards that you cannot afford to play with it. It will not do to experimentalise with it. You want to be certain of what you are doing. The Admiralty chart shows that the channel is very narrow.

1119. Do you think that the construction of the proposed northern breakwater will still further restrict the channel? That is my opinion. That opinion can be taken for what it is worth; but I have the Admiralty chart here to show that at any rate it is one of these things that require very grave consideration before you can experimentalise, and so risk the danger of throwing a bank into the channel.

1120. *Mr. Hoskins.*] What is the date of the Admiralty chart? It is checked for 1891. There has been no particular alteration in the character of the port since 1891.

1121. *Mr. Trickett.*] If the entrance to the port of Newcastle were narrowed to the extent shown by the Government plans—that is, to the extreme end of the northern breakwater—would there, in flood time, from the tremendous rush of water coming down the river, be a greater difficulty in getting ships into the harbour? I say that it would be a great danger to the port.

1122. At the present time, when a flood is coming down the river, is not a ship when trying to get in almost at a standstill? I have seen a steamer almost stand still. The velocity of the water would be very much increased by the channel, and I believe it would be almost impossible at times for a ship to enter the port; and if the ship once got on the northern breakwater it would be all over with the ship and everybody on board of her.

1123. *Mr. Davies.*] You have already expressed a strong opinion against the construction of the northern breakwater? Yes.

1124. Supposing the plan were modified,—the breakwater to be constructed a distance of 300 feet and the southern breakwater to be extended 500 or 600 feet,—would you be in favour of that? I would not touch the north side of the harbour at all.

1125. If the pilots and the harbour master, and those who had to do with the port for the last thirty or forty years, favour it? I still stick to my own opinion.

1126. If they strongly advocate the extension of the southern breakwater by 500 or 600 feet, and the extension of the northern breakwater to the end of the first section, would that do? I wish it was possible to build the northern breakwater, by way of experiment, to show who is right.

1127. Has not the construction of the northern breakwater so far been the means of creating a scour? I do not think so. My opinion is that it had no such effect. I say again, that my experience is that after the northern breakwater was constructed the bar was in a worse condition than it ever was in before until they commenced to run out the southern breakwater.

1128. If the evidence given before the Sectional Committee went to show that a scour was created by the northern breakwater, that would not be correct? I think that the gentlemen who gave that evidence have made a mistake. They will find that it was immediately prior to the commencement of the southern breakwater that the dangerous state of the bar was shown.

1129.

1129. The local evidence went to show that the extension of the northern breakwater to its present point has been the means of pushing out the bar 800 feet from its original position? Prior to the extension of the southern breakwater the bar was 800 feet further inside the port and abreast of Nobby's.

1130. The southern breakwater was completed before they commenced the extension of the northern breakwater? I say it was not.

1131. The Department say it was? I cannot help what they say; I still stick to my evidence. I repeat what I said a little while ago, that although technically the northern breakwater was further extended after the southern breakwater was completed, still that extension was of so slight a character that it could have no possible effect. I have a clear recollection of the matter, because when I discovered that they were extending the northern breakwater I at once put myself in communication with Mr. Moriarty; and the work was immediately stopped.

1132. The extension was between 300 and 400 feet? Well, I am inclined to doubt it.

1133. Your evidence is that the only cure for the bar harbour at Newcastle is the extension of the southern breakwater? That is my opinion.

1134. To what extent? I think it ought to go in a more northerly direction, but I believe that after the work is started we shall find the beneficial effects of it almost every week. I believe that a very short extension of it will show a great benefit. It ought to be extended by a length corresponding to what is already made.

1135. *Chairman.*] That would be about 1,400 feet? Well, 700 or 1,000 feet would have a beneficial effect.

1136. *Mr. Davies.*] The water would be 40 feet deep there, would it not? So much the better. If you have 40 feet of water there, you may get 30 feet on the bar.

1137. You advocate the extension of the southern breakwater by 1,000 feet, and it should take a more northerly direction? Yes.

1138. *Mr. Hayes.*] If the evidence which the Sectional Committee has taken states that the extension of the southern breakwater will quieten the range into the harbour, but will have no effect whatever in increasing the scour, is that correct? No. I believe the bar will shift into deeper water if the southern breakwater is extended. But supposing it remained where it is, the southern breakwater will make the water smooth which practically gives you two or three feet more water for your ships.

1139. Do you know that the bar is steadily shoaling, and that evidence has been given to show that that is caused by the want of scour? I am not aware that you have had such evidence.

WEDNESDAY, 10 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

James Cole Ellis, Esq., M.P., sworn, and further examined:—

1139½. *Mr. Hayes.*] When the northern breakwater was completed did it not affect the scour in that portion of the harbour? No; I do not see how it could.

1140. It had no effect in checking the scour between Stony Point and the north-eastern extension of the breakwater? Not in my opinion.

1141. Then if the evidence of all connected with the port is that it had a very material effect, what do you say to that? I still stick to my opinion.

1142. Before the extension of the northern breakwater the bar was in a line with Nobby's? About there.

1143. Are you aware that that bar has gone 800 feet seaward since then? Yes; that was caused by the extension of the southern breakwater. As they built the southern breakwater the bar followed it out.

1144. *Chairman.*] When the tide passed out between the north-eastern point of the breakwater and Stony Point which way would it go? Straight out through the channel, and thence to the north and over the Oyster Bank.

1145. Does not some of that current run in a northerly direction from the north-eastern end of the northern breakwater? Yes.

1146. That being so, will not the extension of the northern breakwater as proposed confine that current and carry it out to sea? Of course it will.

1147. Therefore, of necessity, it must cause an increased scour in the harbour? I do not think so.

1148. If a greater body of water is going out in that direction will it not increase the scour? I am sceptical about scours as far as bars are concerned. I can understand a scour in a river, but not at the mouth of the harbour.

1149. You have already stated that one effect of the southern breakwater has been to wash the bar 800 feet to seaward? Yes; but I do not say that that was done by the scour. Of course it confined the ebb-flow of the water in a certain direction; but that had the effect of carrying the bar further out to sea. A bar is caused, in my opinion, by the meeting of two waters; the sea-water is as firm as a stone wall—the ebb-tide brings the debris from the river until it meets the wall of sea-water, then the debris is dropped.

1150. You do not think that the construction of the northern breakwater would increase the scour at the entrance to the harbour? No, I do not think it would do nearly so much good as the carrying out of the southern breakwater. We have had experience of the effect of that.

1151. Coming into the harbour at present, where do you meet the strong flow of the ebb-tide? I do not pretend to be able to tell that exactly, but from my observations I should say that the strongest part is just inside Nobby's. I have seen steamers in flood-time hang there, the force of the flood-water being so great that they were almost unable to get in the harbour.

1152.

J. C. Ellis,
Esq., M.P.
9 April, 1895.

J. C. Ellis,
Esq., M.P.
10 April, 1895.

J. C. Ellis,
Esq., M.P.
10 April, 1895.

1152. Does that extend further up the harbour? No. There is not the same strength of tide when they get past Stony Point.

1153. If we have evidence from the harbour-master and various other officials connected with the port that the strongest flow of the ebb-tide is in a line with Stony Point and the eastern end of the northern breakwater until you pass from the Boat Harbour across to the western end, would that be correct? Practically correct; but I think there would be a still greater pinch off Stony Point than off the south-west end of the northern breakwater.

1154. Would the ebb-tide gradually lose its strength as it goes out? Yes.

1155. You do not think the northern breakwater has extended the force of the ebb-tide still further out to sea? I do not think so.

1156. The bar has gone from directly opposite Nobby's, 800 feet out;—if the current is confined by the northern breakwater, will that not throw it further out still? I am free to admit that if the second extension of 750 feet is carried out it may have the effect of shifting the bar into deeper water; but the same effect will be gained, and to a greater extent, by running out the southern breakwater, and you would get smooth water.

1157. If that were carried out, as you suggest, it would not confine the waters in the channel? It would, to a great extent, because already there is a natural breakwater, namely the Oyster Bank, although the sea breaks over it.

1158. The ebb-tide going past Stony Point goes to the north? Yes; that is proved by the fact that there is a channel between the beach and the Oyster Bank. The Oyster Bank, to a certain extent, confines the water. If the northern breakwater were extended it would confine the waters still more; but I object to the extension of the northern breakwater for reasons which I explained yesterday. There is a bank formed outside the northern breakwater, and I think that if the northern breakwater is still further extended a bank will form on the channel side.

1159. You said there is a channel formed at the north-eastern end of the northern breakwater out to the north? I say that there is deeper water showing. There is a channel between the end of the northern breakwater and the Oyster Bank.

1160. Is not the beach round to the north from there a sandy beach for some distance? It is all sand.

1161. Will not the flood-tides bring it round the north-eastern end of the northern breakwater? I do not think so. If it was brought round the channel would silt up, but it has always preserved its depth.

1162. Could you point out on the plan the shoal forming to the north-eastern end of the breakwater? There was originally a shoal at the south-western end; that was the original shore line. There is now a shoal at the north-east end and a beacon there, and a bank of sand is visible at low water; it was on that bank that a vessel called the "Federal" was nearly wrecked. I think that is a proof that if the breakwater is run out a bank of sand will accumulate at the end. I do not see why it should not, and if a sand-bank forms outside of that breakwater, in the same way as it has formed inside the present northern breakwater, it will be so close to the bar of the fairway—more especially as Mr. Darley intends to put it further north—that you will run a risk of doing very serious damage to the entrance of the port. You are trying an experiment which, if it fails, will be most disastrous to the port. If on the southern side of the proposed extension a sand-bank forms—as has already formed on the north-eastern end of the northern breakwater—you will have done a great injury to the port.

1163. Then you are of opinion that the original shore line was removed after the northern breakwater was extended? Yes; but it is still in existence. It has been slightly removed from its original position. The depths given are 7 feet, 8 feet, 10 feet, 4 feet, 3 feet, and so on.

1164. The Committee have the evidence of officers who have been many years at Newcastle, to the effect that the extension of the northern breakwater increased the scour in the channel and deepened the water, but you still hold the opinion that you have already expressed? Yes; I do. I say that the extension of the northern breakwater would be a great menace to the port. I know that it would be a great danger to ships entering the port. A vessel coming round the southern breakwater in very heavy weather is liable to be caught by a heavy sea and thrown off her course, more especially when there is a heavy flood or a strong ebb-tide running out, and if that happens now, they have a chance to drop anchor and check her head; but if the northern breakwater is extended the vessel will be sent on to the northern breakwater and smashed to pieces, and you could not do anything to save the lives of the crew.

1165. If the Committee have evidence from the parties I have mentioned that the shoaling on the north-eastern side of the northern breakwater is caused by the flood-tide bringing sand round the beach, what is your opinion? It does not matter what caused it; it is there.

1166. If we have evidence to say that the shoaling at the north-eastern end of the northern breakwater is not caused by the breakwater, but by the flood-tide coming round the channel to the north and depositing sand, would you say that that is incorrect? I have a different opinion, for this reason—that before the northern breakwater was extended that distance there was deep water there, at the spot where the end of the northern breakwater is.

1167. If we are told that the shoal had been caused by the flow of the ebb-tide to the north, that is not correct? I think that is wrong, because it could not happen without affecting the water in the channel itself. The bank could not be formed, in my opinion, by the flood-tide coming through the northern channel at the north-eastern end of the breakwater.

1168. *Mr. Leven.*] Do you know Captain Newton, the harbour-master, Pilot Hacking, and Captain Paton? Yes.

1169. They have all had great experience of Newcastle Harbour, have they not? Yes.

1170. And Captain Newton and Pilot Hacking daily travel in and out of the harbour? Yes.

1171. And they have given it as their opinion that the extension of the northern breakwater would considerably assist the scouring of the harbour? Did Pilot Hacking?

1172. Captain Newton did. You know Captain Hannell;—Has he not had considerable experience of the harbour? I suppose so.

1173. Those gentlemen have had considerable experience of the harbour, but you put your opinion against theirs? I stick to my opinion that the extension of the northern breakwater would be a danger to the port—that it is better not to touch it. I say further that the southern breakwater would be all that is required.

1174. And your opinion is that the further the southern breakwater is extended the further the bar will go seaward? It is my opinion that the bar will follow the breakwater out. It may not follow it in the same

same ratio that it has done in the past; but I am convinced that it will follow it out. If it does not follow it out the extension of the southern breakwater will do all that is wanted, because it will protect the bar. It will do away with the range which now exists, and make the water smooth, so that ships going out will have the advantage of two or three feet more water than they have now. The gentlemen you have referred to gave evidence in favour of the extension of the northern breakwater in a qualified sort of way. But they were all positive that the extension of the southern breakwater would be a great advantage to the port. I differ from them to this extent—that whilst I think that the extension of the southern breakwater is urgently needed, I do not think that the northern breakwater is wanted at all, and I believe that it will do more harm than good.

J. C. Ellis,
Esq., M.P.
10 April, 1895.

1175. *Mr. Hoskins.*] Has there been any later Admiralty chart of the entrance to Newcastle harbour than the one you have produced? Not that I know of.

1176. That chart was prepared by an officer of the Navy, who surveyed all round the coast of Australia? The charts are revised periodically.

1177. *Chairman.*] You produce an Admiralty chart of Newcastle harbour dated 1891? Yes; it is corrected to 1893.

1178. *Mr. Hoskins.*] Can you show on that chart where the shoaling up has taken place on the inner edge of the northern breakwater? Yes.

1179. Was that shoal formed in front of the breakwater after the breakwater was made, or did it exist before? It only existed at the south-west end. It did not exist where it is now.

1180. Then the shoal you speak of which is in front of the north breakwater has been considerably extended since that breakwater was built? Yes.

1181. Has it diminished the depth of the water? Yes; there is a bank of dry sand at the north-eastern extremity of the northern breakwater.

1182. Do you think that that shoal was formed by the heavy seas brought about by the south-easterly gales coming round the point of the southern breakwater and expending themselves on the northern breakwater? Yes; I believe it is caused by the sea coming one way and the tide the other.

1183. Those two currents carried the sand there which caused that shoal? Yes; caused the sand to settle there. Whenever a wave breaks on the beach there is always a large amount of sand in it.

1184. Do you believe that if the northern breakwater were extended, the sea coming round the end of the southern breakwater would bring still more sand against the northern breakwater? Yes; and I base my opinion on the fact that it has had that effect with regard to the present extension.

1185. Has not the formation of that shoal tended to contract the width of the channel? Certainly.

1186. Do you believe that the strongest winds blowing into the entrance to the harbour are south-easterly winds? I know it, from forty-two years' experience.

1187. Do you think that the tendency of those winds, if the northern breakwater is extended, will be to still further restrict the width of the channel? I am certain that a bank would form inside the northern breakwater.

1188. And as a necessary consequence will it narrow the channel? It must. If a sand-bank were to form in the same way as it has at the north-east end of the present northern breakwater it would be very close to the bar, more especially as it was intended to remove the fairway more to the northwards.

1189. Would not the formation of shoal inside the northern breakwater, further seaward, increase the difficulty of vessels getting in? In my opinion it would seriously increase the difficulty and would cause great additional danger.

1190. You have no doubt about that? I am quite certain of it.

1191. You were for years the owner of vessels that were trading to Newcastle? Yes.

1192. And you have frequently travelled in and out of Newcastle harbour? Yes.

1193. Did you closely observe the action of the sea upon the breakwaters as it affected the entrance to the port? I did not give that personal observation to it that an engineer would give, but I have seen the effect of the works.

1194. Did the masters of your vessels at any time give you any information as to the effect of the breakwater? I did not consult my captains about it.

1195. Have you received any information from people acquainted with the port on that subject? For the last twenty-five years I have been in almost daily communication with the authorities of the port, and I have had ships consigned to me much bigger than my own ships that were trading there, and I have had every information from the harbour authorities as to the draught with which a ship could leave the port. It is on all that experience, the experience that I have had during many years, that I have formed the opinions which I have expressed.

1196. What was the general opinion as to the late improvements? I never consulted anyone on the improvements to the harbour. I formed my own opinion from my own experience. I never heard anyone except the Department say anything against the extension of the southern breakwater. I have never heard anybody connected with the port who has not advocated its extension.

1197. Has the northern breakwater had the effect of disturbing the water in the harbour whilst not interfering with the entrance? It did interfere with the entrance; it caused the bar to shoal.

1198. You said yesterday that some years ago you pointed out to Mr. Moriarty the danger of extending the northern breakwater, and that owing to that the works were stopped? What I said was that after the extension of the southern breakwater to its present length I discovered that the Department were further extending the northern breakwater. I then waited upon Mr. Moriarty, and pointed out that if the Department persevered in running out the northern breakwater it must have the same effect on the harbour that it had before; that it would create so much disturbance in the harbour that ships would be unable to lie alongside the wharfs. I spoke very strongly at the time, and he told me that he would look into the matter. I said that if the works were proceeded with and I could do nothing else, in justice to my constituents I would bring the matter before Parliament.

1199. And the work was stopped? It was.

1200. And it has never been resumed since? It has never been touched since.

1201. You are of opinion that if the southern breakwater was extended 500 feet it would cause the water in the channel to be calmer, and would offer greater facilities for vessels to leave the port? Yes; but I do not think that 500 feet would be far enough.

1202. What you mean is that if the water was smoother vessels of greater draught could get out? Certainly. The draught of water on the bar is 21 feet at low water. There is a rise and fall of the tide

J. C. Ellis,
Esq., M.P.

10 April, 1895.

of from 5 to 6 feet, making 26 feet. That will not now take a ship out that draws more than 22 feet 6 inches, on account of the range which necessitates leaving 3 feet 6 inches under her bottom.

1203. Do you consider it would be advisable first to extend the southern breakwater, and see what effect it will have on the bar, before commencing the northern breakwater? That is exactly what ought to be done.

1204. Have you read the evidence which was given before the Sectional Committee? I have glanced through it roughly.

1205. Did you notice the evidence given by Pilot Hacking? Yes; I noticed that he coincided with my views more than anybody else.

1206. Pilot Hacking said—"He would sooner see 24 feet of water on the bar with the extension of the southern breakwater than 26 feet with the carrying out of the northern one; he believed the extension of the southern breakwater would do all that was necessary for the improvement of the harbour"? Yes; I agree with that.

1207. And Mr Brooks said—"He would prefer spending £50,000 on the southern before spending two-pence on the northern breakwater"? Quite right. Some are in favour of both the breakwaters.

1208. *Chairman.*] Have you anything more to say? I should like to say something with regard to the wave-trap. I believe that the wave-traps recommended by Sir John Coode are for places where the breakwaters run at right angles to the shore. I believe that the wave-traps recommended by Sir John Coode would have a different effect with the breakwater running out at right angles to the shore from what they would have at Newcastle.

1209. Will you tell us why? I do not think that the water would run up in the same way in both instances. The breakwaters as recommended by Sir John Coode would catch the sea end on; those at Newcastle would catch it broadside on. In the one case the sea would hit the breakwater on the weather side and run up on the lee side; in the other case it would hit the breakwater on the weather side and run up on the weather side. It is evident that Mr. Darley does not believe that the northern wave-trap will intercept all the range, because he has also provided a southern wave-trap.

1210. Do you think that the bay lying to the south-east of the south guide wall will act as a wave-trap? There is no necessity for a wave-trap on the southern side as matters are at present.

1211. How do you account for the fact that the sea does not run up the southern side? Because it is protected.

1212. Have you had any experience of wave-traps? No; but I have heard Mr. Darley say that he was not sure that the southern wave-trap would not fill up, and that it would not matter if it did. If there is no proof that the southern wave-trap will not fill up I do not know where the proof is to come from that the northern wave-trap will keep open.

1213. Your statement in regard to wave-traps is not based on any theoretical objection to them? I have no objection to them under some circumstances; but knowing from experience how the seas break at Newcastle on the Oyster Bank, I do not see that that wave-trap, even if it did keep open, would be sufficient to break the force of the seas running up, and I believe it would silt up.

Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, sworn, and examined:—

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.

10 April, 1895.

1214. *Chairman.*] What are you? I am Principal Assistant Engineer, Harbours and Rivers Branch, Public Works Department.

1215. Have you been long in the Service? Since January, 1879.

1216. What experience have you had of works in connection with the improvement of bar harbours and river navigation? I have been principally employed on that kind of work under Mr. Darley and Mr. Moriarty. I have surveyed most of the entrances between here and the Queensland border. I have been engaged on the construction of our harbours, and I have got up schemes for improving some of our entrances.

1217. Had you any professional training before that? Yes. I have been employed on railway work in Canada and on railway and drainage work in Ireland.

1218. Then your whole life has been spent in engineering? Yes; I am a Master in Engineering of Trinity College, Dublin.

Captain Richard James Skinner, master mariner, s.s. "Namoi," sworn, and examined:—

Capt.
R. J. Skinner.

10 April, 1895.

1219. *Chairman.*] What are you? Master mariner in the employ of the N. and H.R.S. Company.

1220. Are you at present in command of a vessel? I have been twenty years in the employ of the N. and H.R.S. Company, and I have now my eleventh command. I am captain of the s.s. "Namoi."

1221. Have you made frequent voyages to Newcastle? Yes; I leave every night. I have been running to and from Newcastle nearly every night for the last twenty years.

1222. You have a good knowledge of the port of Newcastle? Yes.

1223. *Mr. Lee.*] During your long experience on the northern coast you have encountered some very bad weather? I think, without egotism, I may say that I have crossed the Newcastle bar under the most perilous conditions under which it ever was crossed.

1224. Can you tell the Committee what state the improvements at Newcastle had reached twenty years ago? The southern breakwater was just commenced to the southward of Nobby's in 1875, when I first went there in steam.

1225. About what point in the channel was the bar at then? I should not like to give definite information on that point. I do not think I could remember.

1226. Could you give us any information as to what was the state of the bar as the southern breakwater progressed? It tended to protect the port.

1226½. By deepening the entrance or stopping the roll of the sea? By partially shutting out the roll of the sea and enabling us to get under shelter sooner.

1227. Do you think it gave you a greater depth of water? I should not like to say that. I have been running there in ships of shallow draught, and the deepest ship that I have commanded has not drawn more than 12 feet.

1228. Have you had an opportunity of seeing what the proposed works are? Yes.

1229.

Capt.
R. J. Skinner.
10 April, 1895.

1229. What do you think would be the best way to improve the port? By the extension of the southern breakwater. I maintain that you ought to extend the southern breakwater and protect the Oyster Bank thoroughly, so as to minimise that treacherous roll that comes round Big Ben and nearly sends us on the Oyster Bank. There is a treacherous swirl there. The end of the breakwater has been dislodged for I do not know how many feet and the stones scattered; consequently at the end of the breakwater we have an untrue sea. When the breakwater was established at first it was a complete structure, but the force of the waves spread it out, and the sea has now been made ten times worse than it was before.

1230. When the southern breakwater was completed to its terminal point, did it, to a certain extent, take the heavy roll off the Oyster Bank? It did; and as soon as it was washed down the rollers came on again.

1231. That proves that the roll from Big Ben during an easterly gale is the first thing to be looked to? I say protect your harbour by running the southern breakwater out a sufficient distance to the eastward. I am of opinion that if you do that you need not spend a farthing on the northern breakwater. It would protect the entrance on the ocean side during the heaviest gales, when we hold our lives in our hands in crossing the bar. Our strongest gales are from the east, south-east, and south. The most dangerous sea in which to enter the port of Newcastle is when the wind is east-north-east, which runs right into the port. I do not care what breakwater you establish, the east-north-east sea in a gale will go into that harbour with more or less force.

1232. Will you tell us how it is that it is so dangerous rounding from the southward to get into the harbour? The great secret of entering Newcastle harbour in a gale is to keep to the left. You must keep on the Nobby's side under any circumstances whatever. You must not allow your ship to go towards the Oyster Bank. In coming from the southward, and rounding the southern breakwater in heavy weather, it is our great aim to keep as close in as possible under the lee of the breakwater. It is a matter of impossibility for us to go within 200 feet of the present southern breakwater, simply because, before we can reach that point, we are under the influence of an undertow, a swirl, an eddy, and an untrue sea, which perhaps in some instances might cause the loss of the ship and all on board.

1233. Just at that critical point? Yes. In rounding that southern breakwater, before I can get within 200 feet of it, my rudder is hard starboard, to bring her up; but under the influence of this untrue and treacherous tide she will bolt towards the "Colonist" against the helm. It was only in January that I ran down to Newcastle in a heavy gale on a Sunday morning. The signal-man had the flags up, "bar dangerous." I held a consultation with my chief officer, the holder of a master's certificate, and we decided to take the port. We put our second officer, another ex-master, at the wheel, and we tried to go within 200 feet of the breakwater with the helm hard down and the ship drawing 11 feet.

1234. And yours is as powerful a ship as any in the trade? As powerful and handy a ship as any in the trade, her engines developing 2,000 horse-power. I pointed out to my officer that she was heading to starboard, and going ahead towards the "Colonist" full speed.

1235. Was that due to the dangerous roll? It was due to the influence of this swirl, which, if it is not altered, will lose our ships.

1236. Was there any flood in the river? No. When you are on the ocean you are dealing with a living sea, a true sea, and if the wind is in a certain direction the wave will go that way, and we know what we are doing. It is a true sea, and the ship is working in what we call living water. But once you get into conditions, such as you find at the end of the breakwater, and find a swirl that makes the sea outside untrue, you come under the influence of what a Chinaman would call "chow-chow" water, and your rudder becomes useless. It is not the same as working in the ocean; you are working with treacherous influences against you. On that Sunday morning I said to my officer "if she does not stop we shall be piled up on top of the "Colonist," and that will be the end of "Namoi." If I had attempted to do what was done by the "Cawarra" I should not have been here to-day. That was to have attempted to turn the ship and go out to sea. Had I put my helm hard apart, I should have lost my ship, but knowing the conditions of the harbour, and having been nearly in the same fix before with another ship I had the honor of commanding, I kept on my course as nearly as I could. We were going right end on to the Stockton beach, but, just as I surmised, immediately we got out of the influence of the Chinaman's "chow-chow" water, though we were nearer to the "Colonist," we were in a true sea, and immediately the rudder asserted itself, and up we came right into the port. I am giving the opinion of many when I say that I would sooner take the port of Newcastle, as it was in 1875, in a gale, than I would take that port in 1895, under the same conditions.

1237. Why? There was no breakwater at that time. The sea then broke close to Nobby's. If I came up with a south-east gale behind me I had a true sea. I used to run up with the "Kembla." The end of the southern breakwater has been washed away. I say that if you wish to protect Newcastle Harbour in a proper manner you should spend your money first on the southern breakwater.

1238. About how far do you think that ought to be extended? I would not carry it out on the same angle as it is now. I would bring it out towards the Big Ben rock. The question has cropped up about wave-traps. The heaviest prevailing gales are from the south-east and east-south-east, and the sea strikes on the southern breakwater; let the breakwater be so constructed that it will be a wave-trap. If you extend the southern breakwater out towards the south-east a wave coming from that direction will split on the end of the breakwater, half of it will go in with minimised force.

1239. Do you wish to see the trend of the breakwater in such a direction that it would catch the wave at an angle? Yes. The great fault of the present breakwater is running it out perfectly straight. You have run the breakwater out in such a way that the south-east seas have dislodged 200 feet of it. If you have it run out square to the point where it is now it cannot stand; no breakwater can stand like that.

1240. You think that the trend of the southern breakwater should be towards the east? To the south-east.

1241. Supposing it had been proposed by other witnesses that the breakwater should trend east by north? I am not in favour of that. I say take your breakwater out towards the Big Ben rock.

1242. I suppose Big Ben is responsible for a great deal of that roll? Yes. Let your breakwater be brought round towards the south-east, and let that be your wave-trap. Let the waves break on the southern side of the breakwater.

1243. It would amount to this, that the waves would strike the breakwater at an angle, and one-half would run up the outside and the other half would cross the entrance? Yes.

1244. What influence do you think the northern breakwater has had upon the sands there? It has had a tendency to shift the bar further out.

1245-6. Has it created a scour? Yes, I should say so.

1247.

- Capt.
R. J. Skinner.
10 April, 1895.
1247. Has it made deeper water there? Yes.
1248. If the northern breakwater were extended to the end of the first section, and the southern breakwater were also extended, what would be the condition of things at the entrance to the port then? I am not in favour of the new northern breakwater, only the old one.
1249. Is that because the southern breakwater would be sufficient to protect the entrance? The evidence that you have already got tends to show that the small length of the existing northern breakwater has helped to scour the port. My opinion is that if you extend the southern breakwater 300 feet towards Big Ben, and extend the old northern breakwater 500 feet, that will have a beneficial effect. Let your wave-trap be the natural beach at Stockton where there is plenty of room for the waves to expend themselves.
- 1249½. If the northern breakwater has helped to scour the channel, then if it is a little further extended in its present position, why should it not help to scour the channel a little more, supposing that the southern breakwater is further extended too? I would go on with the old northern breakwater until you have extended the southern breakwater further and seen what the effect will be.
1250. In your opinion that should be the first work? Yes.
1251. And after that has been done the result can be watched, and, if necessary, the northern breakwater can be further extended? Let your practical men at the port of Newcastle give you the results of their experience.
1252. You think that the northern breakwater is one of those works as to the effect of which there may be some doubt; but there is no doubt in your mind as regards the southern breakwater? Not a bit.
1253. You say that notwithstanding any works that may be constructed at the port of Newcastle, when there is a north-east gale the water will roll into the harbour? Yes.
1254. Can you give any evidence in reference to the navigation of the port in flood time? The flood of 1893 was one of the worst I have ever seen.
1255. Had you any difficulty in entering the port? I entered the port one morning in the height of that flood. I suppose that our steaming power was about 12 knots on the ocean, but the speed of the ship was reduced to 4 knots at Stony Point. The tide was going out at the rate of about 7 or 8 knots, but we got in all right.
1256. I suppose it was just as much as you could do? On the same day I saw four steamers towing one ship in. It would be about a 7-knot current.
1257. Do you think the extension of the southern breakwater would increase that current? No; I do not think it would.
1258. Supposing the proposed northern breakwater were constructed and the channel were contracted, do you think it would increase the velocity of the flood waters? I should not think that it would but I am uncertain about that. If the northern breakwater already increases the scour, I think that the extension would increase the scour.
1259. It is a matter about which you are undecided? Yes.
1260. As to the wave-traps in the harbour you do not care to say much about them? As I said before let the Stockton beach be your wave-trap.
1261. But there is to be one on the southern side? I did not know that.
1262. When a sea is rolling in round the southern breakwater and is partially caught in a northern wave-trap will it not rebound towards the southern wave-trap? We have had no experience with the harbour in its present condition of anything serious happening. As far as the seas are concerned it is only the last dying kick of the wave that gets so far up the harbour.
1263. Has it not made the ships rock at Queen's wharf? Yes; we have had to double our moorings, but nothing more than that. I do not think the southern wave-trap would stop that range. The extension of the southern breakwater would minimise a lot of the trouble that we labour under at present.
1264. Do you think that the construction of the proposed works will interfere with the escape of the flood-waters? I do not think it would.
1265. *Mr. Molesworth.*] You spoke about the disturbed state of the water at the end of the southern breakwater owing to the spread of the stones there? Yes.
1266. You said that if you had followed the plan adopted by the captain of the "Cawarra" when you were entering with the "Namoi" you would have met with the same fate? Yes.
1267. Will you explain to the Committee how it was that the "Cawarra" got into that trouble seeing that the southern breakwater was not made at that time? I was not in the Colony when the "Cawarra" was lost, but I am told that the ship was lost through their attempting to get out of the port again. I suppose she was too far down towards the Oyster Bank, and under the influence of the ground swell. As I have said, the secret of getting into the Newcastle harbour is to keep to the left. The "Cawarra" got too far to the right.
1268. In describing to us the perils that you went through in January last, in entering the Newcastle harbour, you did not explain how you managed to get out of the difficulty? I told you that I kept the rudder hard a starboard. My experience led me to believe that immediately I got out of the influence of that swirl and under-tow, and got into living water the rudder would assert itself, and so it did.
1269. Will you tell the Committee whether the bar was in the same position then as it is marked on the plan? I should not think there is much difference.
1270. Will you tell the Committee how far the bar has shifted since you first knew the port? That is a difficult thing to answer. I can only say that I am of opinion that the Oyster Bank where the "Cawarra" was lost is working right out to the eastward. The "Colonist" lying there is promoting a sand-bank.
1271. Do you know that the bar has shifted a very considerable distance to seaward in the last ten or fifteen years? I have heard that opinion from men who know the port, Captain Newton, and others. I am working with a light draught ship which can go in at any time. The draught of the water, therefore, is of no concern to me.
1272. Were you trading to the port before the northern breakwater was constructed? Yes.
1273. Have you noticed any serious alteration in the formation of the shore line in conjunction with the northern breakwater? No.
1274. Are you of opinion that the construction of the northern breakwater has had the effect of deepening the channel? I am.
1275. Do you think that the extension of the northern breakwater will have the effect of deepening the channel still further? Yes, I do.

1276. What, in your opinion, would be the best way to deepen the water on the bar? The extension of the southern breakwater by three-fourths to every extension of the northern breakwater by one-fourth.
1277. *Mr. Chanter.*] I understand you to say that under any circumstances the north-east roll would go up the harbour? Yes.
1278. Could you make any suggestion as to how that could be minimised? I could not.
1279. Would not the two wave-traps minimise the roll from that point of the compass? They cannot possibly do it.
1280. Do you believe that the wave-traps will be effective? With the north-easterly seas rolling in I cannot see how they will be.
1281. The Departmental opinion is that the waves will enter the port in the shape of a V, and that the waves will be attracted towards the breakwaters, and will ultimately be caught by the wave traps;—could you offer any opinion on that? I would not. I do not care what breakwater you erect, there will be certain conditions under which the port will not be protected.
1282. If the southern breakwater is extended in the way you suggest, do you think it will be beneficial to have that southern wave-trap? I do not think so. I think that all the vice will be taken out of the wave long before it reaches there.
1283. *Mr. Hayes.*] You are speaking now as commander of a vessel drawing about 11 feet of water, and you want to have the entrance of the port made easier in bad weather? Yes.
1284. We have evidence that the bar is shoaling up, and it is proposed to create a scour to carry the sand further out; what is your opinion of the proposed work? I do not think that the proposed northern breakwater will help the scour.
1285. If the effect has been to send the bar further seaward, do you not think that if the breakwater is further extended the bar will go still further out? I do not.
1286. Where do you meet the strongest current of the ebb-tide in coming in? We meet it opposite Stockton.
1287. Is it pretty uniform up to the south-western end of the northern breakwater? Yes.
1288. Therefore, as the current increases the scour increases also? Yes.
1289. Is it not natural to suppose, therefore, that if the northern breakwater were extended, and the current confined, it would send the bar further out? Yes; the old breakwater would.
1290. Will not the new breakwater have the same effect? I do not think so.
1291. When the ebb-tide reaches the north-eastern end of the northern breakwater does it not break off to the north? Not a great deal. Some years ago, when we were leaving the wharf at Newcastle, through some neglect our bow line fouled the paddle wheel, and we had to stop the engines. To show how fairly the current runs out, we were carried by the ebb-tide right out to sea as straight as possible.
1292. Does the current diminish in velocity after leaving the point? Yes.
1293. Does it lose its force as you go out to sea? Yes.
1294. Therefore it loses its scour? Yes.
1295. If the northern breakwater is extended will not that tend to push the bar further out into deep water? Perhaps it would.*
1296. Therefore it would give a better entrance to vessels coming into the port? Yes.
1297. You are of opinion that it is essential that the southern breakwater should be extended? Yes.
1298. Do you think the extension of the southern breakwater would have the effect of increasing the scour? I do.
1299. Without the extension of the northern breakwater? No. Talking about waves, some few years ago when going into Newcastle harbour, before entering the port, we could see the smooth water with the break defining what I may term the actual channel; but we do not get any smooth now. It is all break right across from the Oyster Bank in one line.
1300. Is not that caused by the shoaling up at the entrance? Yes; I am quite sure that the Newcastle harbour is contracting at the entrance.
1301. *Mr. Gormly.*] You see the proposed extension of the northern breakwater, marked red on the plan? I do.
1302. Do you think that if that was constructed it would cause danger to vessels entering the port? Yes; I think it would cause danger.
1303. It would block up the channel between Stockton and the Oyster Bank? Yes.
1304. And that would not cause any danger? Yes, it would.
1305. And the waves that come round the southern breakwater, as it at present stands, would not be likely to be driven on the wall? They would.
1306. You do not think it desirable to construct the southern breakwater in a north-easterly direction? No.
1307. *Mr. Hoskins.*] Do you believe that if the southern breakwater were extended as you suggest, it would make the water on the bar smoother than it is now? I do.
1308. If the water on the bar were smoother, there would be practically a greater depth available for ships? Yes. Vessels of heavy draught are not usually taken out of Newcastle harbour when there is a lift on the bar. They generally wait until the water is fairly smooth. As regards the extension of the southern breakwater, I believe that it would have the effect of making the entrance smoother in a heavy gale. The sea would be truer, and the ships could get in with greater safety.
1309. Have you noticed whether the existing northern breakwater has caused a shoaling up against the breakwater in the channel? I think there is a shoaling up near where the green beacon-light is.
1310. If the northern breakwater were extended, would there not be a probability of a collection of sand forming up against it? I do not think so. I think if the northern breakwater were extended, as I have stated, proportionately with the southern breakwater, it would increase the scour and send the bar further out into the ocean.
1311. That is the extension of the present northern breakwater, not the new one? I am not in favour of the proposed new northern breakwater; neither am I in favour of anything called wave-traps. I say, let the Stockton beach be the wave-trap.
1312. Are you of opinion that if the proposed works tended to contract the width of the channel, it would make it more difficult for vessels to enter, especially in heavy weather? The channel might be narrower, but I do not think the safety of ships entering the port would be endangered.
1313. *Mr. Trickett.*] Your view of the position is mostly confined to the safety of vessels entering and leaving the port? Yes.

Capt.
R. J. Skinner.
10 April, 1895.

* NOTE (on revision):—I understand this question to refer to the old northern breakwater.

- Capt. R. J. Skinner.
10 April, 1895.
1314. The soundings show that the water on the bar is getting shallower; you only propose to take the present northern breakwater out a very short distance;—will that increase the scour on the bar? Past experience tends to show that the present northern breakwater has shifted the bar out.
1315. You prefer to carry it a very short distance? Yes, for this reason—that I am not in favour of extending the present northern breakwater by 100 feet until you see the practical results obtained from the extension of the southern breakwater.
1316. Have you considered the question as affecting the scour? I have. If you add 100 or 200 feet to the present northern breakwater, I think it will tend to shift the bar still further out. It cannot be denied that a sand-spit is forming around the "Colonist."
1317. Then I suppose you think that that vessel ought to be removed? Yes.
1318. Do you think that the bar could be dredged? That would be a very difficult undertaking. The dredge would have to be shifted every night. You may have a calm sea one hour, and a very rough sea the next.
1319. A gentleman told us the other day that the bar ought to be dredged;—do you think that is practicable? I do not. I think it would entail a great expense. The dredge would have to go out when the weather was favourable, and come in when it did not suit.
1320. Do you not think it is almost impossible to do it? It is possible, but it would involve a great deal of trouble and expense. It is next door to impracticable.

WEDNESDAY, 17 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GOERMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain William Adams, master mariner, Sydney, sworn, and examined:—

- Capt. W. Adams.
17 April, 1895.
1321. *Chairman.*] What are you? Master mariner.
1322. Do you know the port of Newcastle? Yes.
1323. What commands have you had to the port of Newcastle? A good many vessels; lately the "Coonanbarra" and the "Newcastle" steamships. I ran the "Coonanbarra" there twenty-three years ago.
1324. Are you at present in the service of the company? No; I have retired.
1325. How long since? About five years ago.
1326. *Mr. Trickett.*] You know the port of Newcastle well? Yes.
1327. After an experience of how many years? I have been running there ever since 1850.
1328. When did you retire from active service? In 1889.
1329. I suppose you have not been there lately? Yes; about a month ago.
1330. Having looked at the Government plan which is before the Committee, do you understand the nature of the proposed alterations? Yes.
1331. As an old trader to the port, will you give the Committee the benefit of your views as to what the effect of the proposed works will be? I understand that the Government propose to run the northern breakwater out with a view of directing the ebb-tide on to the bar to scour it out.
1332. That is what they think the effect will be? From the position of it, I have not the slightest doubt that it will have that effect; but my own opinion is, from a practical point of view, that if the southern breakwater were taken far enough out, it would obviate the necessity for that altogether. I think that then the bar would not lay up. The southern breakwater would prevent the sea from coming on the bar, and would naturally scour it out; or if the breakwater was carried far enough out the bar could be dredged.
1333. Will you explain what causes the bar to form there? In my opinion the bar is formed from the sea rolling in and breaking against the Oyster Bank.
1334. If that breakwater is built up to the Oyster Bank, do you think that will make the bar better or worse? I have no doubt that the northern breakwater will have the effect of sending the current more on to the bar; if that, it will scour it out. In my opinion, it is very doubtful whether the scour alone will do it. I believe it is very hard sand there, nearly as hard as rock, and that it will take a very strong current to scour it.
1335. Then you think that the better course would be to lengthen the southern breakwater, and so prevent the waves from driving up on to the Oyster Bank? That is my opinion. Of course it is a question of money.
1336. In what direction would you continue the southern breakwater? If it was extended in a south easterly direction it would not have the effect of preventing the sea from rolling on to the bar, as it would if you made it in a north-easterly direction. I would continue it straight ahead.
1337. You would extend the present southern breakwater in a straight line? Yes; in a straight line to seaward, as it is going now. The sea would miss the breakwater altogether, and go straight on to the bar if the breakwater were extended in a south-easterly direction.
1338. You say that if the southern breakwater were extended it would prevent the waves from rushing down on to the present bar? Yes.
1339. Would it not have a better effect if the extension went in a northerly direction, and formed an angle, as shown in pencil on the plan? It would be more effectual, but it would contract the entrance.
1340. Would it make it more dangerous for vessels to get round? Yes.
1341. It has been stated by a former witness that it would be desirable, instead of taking the southern breakwater out in a straight line, to take it more in a south-easterly direction;—what do you think of a proposal

Capt.
W. Adams.
17 April, 1895.

proposal of that kind? It would not do any good. The sea will roll past it, even as it is at present. It does not go any distance beyond the reef.

1342. Your answer is that by extending the southern breakwater in a southerly direction instead of going straight out it would make too large an opening, and would not prevent the waves from going on to the Oyster Bank? I do not think it would have the same effect as it would if extended in a north-easterly direction. If you bring it to the south-east, the sea has a clean sweep past it.

1343. Would you tell us how far you think it ought to go? I can hardly give any definite idea. The further it was carried the more effectual it would be.

1344. Would you say a quarter of a mile or half a mile? A quarter of a mile at least.

1345. Do you think it ought to go as far outwards as the length of the existing breakwater? Yes. It is deep water, and the further you can carry the breakwater the more effectual it will be. I am of opinion that if the southern breakwater were carried out far enough, it would obviate the necessity for the northern breakwater altogether. The present northern breakwater has a tendency to throw the ebb tide down on to the bar. The ebb tide sets from Stony Point, on the other side of the port, across to the Oyster Bank. That is the strongest part that there is. If the object is to deepen the bar by scouring, I have not the slightest doubt that the northern breakwater will have that effect. It will prevent the current from going in a northerly direction, and send it across the bar. As for the wave-trap, I am not in a position to give a scientific opinion on the subject. It may prevent the swell from rolling into the harbour.

1346. You say that if the southern breakwater were extended in a north-easterly direction to about double its present length, you think that that, without extending the northern breakwater as proposed, would gradually remove the bar? I am of opinion that it would prevent the sea from rolling down, and laying it up, and I think that in fine weather you would be able to dredge the bar if the breakwater were carried out.

1347. In addition to its having that effect, you think it would make the harbour more easily accessible for vessels of all kinds? It would make it much safer.

1348. The bad weather is from the east-south-east? The heaviest weather is from the east-south-east to east-north-east, and that brings the sea more down on the bar. The south-east sea rolls down the reef, but if the southern breakwater is carried out the sea will pass the end of the breakwater, and there will be no roll on the bar. The sea will not break there as it does at present.

1349. Is not the space between the southern breakwater and the bar quite narrow enough now? It is quite narrow enough.

1350. Is it not the tendency of ships coming in to get over towards the breakwater? They are very bad pilots who will take a ship away to leeward. The way to make the harbour is to keep as close round the southern breakwater as you can.

1351. Coming from the north? Any one coming from the north would go far enough to the south before he attempted to get in.* He would not come in a northerly direction to the entrance, but would keep his head to the wind, and then run round the end of the southern breakwater.

1352. A previous witness has stated that when he has come in close round the southern breakwater, he has got into what he called "chow-chow" water, when his rudder would not act, and until he got clear of the point and into true water his vessel would not steer;—have you ever had that experience? No; I have never had that experience. There is no doubt that the sea curls in round the end of the breakwater, but you would have to be too close in to feel it.

1353. It has been explained that, by keeping in close to the breakwater, you get into this turmoil, which the witness called a "chow-chow," and he had to get well out into the stream before he could steer? When once a sea takes charge of your ship, that sea will take you wherever you are heading for.

1354. You stated that no man of any discretion would allow his ship to go near the breakwater? Yes.

1355. But according to the evidence we had the other day, the ship is between two dangers; if she goes too close to the southern breakwater she gets into a turmoil, and her rudder will not act; and if they go too far to the north they get on the bar? I never found any danger in connection with rounding the breakwater. We always know there is a little eddy coming round the end of the breakwater, but we pass clear of the eddy.

1356. Have you ever seen, in flood time, an inward bound vessel in a gale having any difficulty in getting into port by reason of the tremendous rush of flood-water? Yes; there is a tremendous rush of flood-water there when there is a great flood in the Hunter, and it makes the bar much more dangerous, especially during a gale.

1357. Is it not a fact that in a strong gale from the east steamers towing sometimes stick there by reason of the rush of the flood-waters? Yes.

1358. That being so, if the southern breakwater were extended further, and the northern breakwater were extended further, do you think the rush of water would be made greater, so as to affect vessels going into port? I do not think it would make any great difference.

1359. It would not increase the rush of water very much? In such a case as that, if a steamer is not powerful enough to tow the vessel in, once the vessel was well past the head of the breakwater she could anchor if necessary, but at present it is out of the question to attempt to anchor the vessel there. That would be the effect if the southern breakwater were carried out. They would not attempt to tow a vessel in a heavy gale with a strong flood running out.

1360. Then you do not think the extension of the breakwater would affect the rush of flood-water very much? I do not.

1361. A little while ago you said something about the wave-traps;—do you think that the wave-traps will be effectual? I have no doubt that the wave-traps will stop the swell from the northern breakwater running into the harbour. The water runs across the bar towards the Oyster Bank. It will run you nearly on to the Oyster Bank before the vessel will answer her helm to come up again. If the sea came straight across the bar it would not be so dangerous. If the sea rolls in there it will run into the trap. The trap on the southern side may have the effect of catching it. I do not know that the southern wave-trap will do a great deal of good, but the northern one may prevent the swell from coming into the harbour.

1362. I suppose you have experienced discomfort at the wharfs in heavy weather? Yes, ranging.

1363. A witness suggested that the bar should be dredged away;—do you think it possible to do it? They could not dredge it. They could not keep a dredge there in the smoothest water. There is always a rise and swell. What I said was that if the breakwater was carried out further it would keep the water smoother, and it might enable a dredge to lie there.

Captain

* NOTE (on revision):—This means in a gale and heavy sea.

Captain William Anderson, master mariner, s.s. "Newcastle," sworn, and examined:—

- Capt. W. Anderson. 1364. *Chairman.*] What are you? Master mariner, captain of the steamship "Newcastle," of the N. & H.R.S. Co.
1365. Do you know the port of Newcastle? Yes; I have been running there ever since 1862.
- 17 April, 1895. 1366. *Mr. Davies.*] Have you charge of the vessels at present trading to Newcastle? Yes; the steamer "Newcastle."
1367. What is your opinion of the proposed improvements to Newcastle harbour? I think that by extending the northern breakwater, with all due respect to the wave-trap, you would throw the waves into the harbour.
1368. What is your idea as to the extension of the southern breakwater? In the first place, I should protect the southern breakwater, to keep it from washing away, because a large quantity of the debris from it has been thrown into the channel. In the direction of the "Colonist" wreck there is shallower water by a great deal than there used to be, and a very dangerous sea breaks on the northern side of the extreme end of the southern breakwater. On the northern side of the southern breakwater the debris has washed away into the channel, which causes a dangerous break. I have recently experienced it.
1369. Do you approve of the northern breakwater being carried out? I should not approve of it being carried out at present.
1370. For what reason do you disapprove of it? Because since those wrecks have been there there is a considerable upheaval and very much sea; and also to the south of the bar, owing to the debris washing down from the southern breakwater, and a bank being made up alongside the "Colonist," there is a shoal. It is banked alongside the "Colonist," and the "Colonist" obstructing the scour, the sand is thrown out towards the bar, consequently the channel is very much narrower than it was years ago. I should propose to protect the outer end of the southern breakwater first, because if it is extended in the same line in which it is now built it will all be washed away before the extension is completed.
1371. But supposing heavy material—stones 10 tons in weight—are used, what would be the result? If I were going to make the breakwater I should sink old hulks filled with concrete to form the breakwater.
1372. Where the southern breakwater should be extended? Yes; and also as a means of extending it into very deep water. Old hulks may be filled and sunk at the extreme end of the breakwater, starting 500 feet from Big Ben, and going out 1,000 feet in a northerly direction. Then you would have a smooth sea on the bar. You would protect the extreme end of the breakwater, and you could dredge the bar in calm weather.
1373. Supposing the suggestion you make of extending the southern breakwater were carried out, should anything be done to the northern breakwater? That would remain to be thought over. You would first have to see the result of the extension of the southern breakwater. I do not think the extension of the northern breakwater would be required.
1374. You feel satisfied that if the southern breakwater is lengthened and strengthened in the manner you have described, it will be sufficient, without any extension on the northern side? Yes.
1375. Would it create a scour to keep the channel clear? I do not think so. If the wreck were removed there would be a scour to a certain extent, but as long as that wreck is there there will always be a bank there, and it will have a tendency to spread, and no scour will ever remove it.
1376. Then if the first section of the northern breakwater is carried out, you are of opinion that it would not be of sufficient velocity to clear out the channel? I do not think it would.
1377. Then you believe that by the extension of the southern breakwater vessels would be able to enter the port at all times, and would have a smooth channel? You would lessen the swell on the bar, and enable the bar to be dredged, and by reducing the sea going in from the southward about a foot, you would get, perhaps, 6 inches more water there, it being more still.
1378. *Mr. Hoskins.*] Are you clear about that? No; it is supposition. I have an idea that if my ship pitches a foot with a certain rise of sea, for a much less sea she would only dip 6 inches. I have navigated that bar with a vessel drawing 21 feet 6 inches.
1379. *Mr. Davies.*] How long ago? In 1864. I got in on the northern side near the Oyster Bank, and I had to let go both anchors. If that bar had been as it is now, the "Star of the South" would have been there before the "Cawarra."
1380. *Chairman.*] Was the "Star of the South" your boat? Yes; in 1864, I had to let go both anchors.
1381. Have you found any great advantage accruing to you as a ship-master trading in and out of the port since the southern breakwater was constructed? Yes; but I do not say that the water has deepened much there. It has given a calmer channel.
1382. Is it as easy now to make the port in all weathers as it was before the breakwater was constructed? Just now, with the "Colonist" there, it is far worse.
1383. You say that the wreck of the "Colonist" has been the means of causing the channel to shoal, and that it creates a difficulty there? Yes; the water has shoaled, and the sea breaks much more heavily there away out to the head of the "Colonist."
1384. You strongly advocate the extension of the southern breakwater? Yes.
1385. Because it will give you a calmer channel, and enable the bar to be dredged? Yes.
1386. You do not recommend anything to be done on the northern side? Not at present.
1387. Have you any other suggestions to make? I would suggest that the wave-trap be outside the southern breakwater, so as to protect it whilst you are extending it.
1388. *Mr. Chanter.*] From what point do the average seas strike the bar? With the wind due east, the seas roll in nearly straight up to the bar. The south-east is about the heaviest sea.
1389. When a south-east sea is running, it is very difficult to get into the harbour at all? Yes.
1390. Do you recollect the southern breakwater before the extreme point of it was washed away? Yes.
1391. Was the entrance there any smoother before that breakwater was built? I could not tell you.
1392. How close to the southern breakwater do you go with your ship as a rule? From 300 to 500 feet off it. Of late we have given it a wide berth, because the sea is dangerous there. It spreads far more than it used to do. Therefore, I have drawn the conclusion that the water is much shallower owing to the stuff washed off the end of the breakwater.
1393. A previous witness has said there is a dangerous whirl, what he calls chow-chow water, at the end of the breakwater? It resembles the boiling of a pot. It is a very troublesome irregular sea.

1394. If you get into that troublesome sea, does the rudder cease to act? It is rather too close for us to get into it; we have to keep more towards the bar.

1395. You are in favour of the extension of the breakwater in a south-easterly direction? In about the same direction as that indicated on the plan—north-east.

1396. You propose to extend it in that direction at present? No; not until there is something there to protect it. It is of no use putting stone in there. What was put there has been washed away, and any more stone put there would only follow suit, unless you bind it together and use heavier material than you did before.

1397. You said that the most dangerous sea ran in from the south-east? Yes.

1398. If the extension of the breakwater was curved in a southerly direction, would it not have the effect of splitting the sea and detaining a portion of it? Yes; but it would have the worse effect, in my opinion, of narrowing the entrance.

1399. No; if you extended it to the south-east it would widen the entrance;—would it not meet the south-east seas and break their force? I do not think so.

1400. What effect would those very heavy south-eastern rollers have upon the breakwater if it was continued in the present lines;—would they not wash it away? Yes; decidedly.

1401. Would it not be wise to make the extension in a south-easterly direction? No; I do not think so. In my opinion you want something sunk outside to protect the breakwater before you begin to build. Unless you are prepared to put down 100-ton blocks of concrete that would stand heavy seas.

1402. It is proposed to sink blocks of 10 tons;—would they not be sufficiently heavy? I do not think so.

1403. You recommend blocks of 100 tons? Yes; you could get a hulk and put it in.

1404. I presume you admit that that is not possible? It is possible. You can fill a hulk with concrete, take her out there, and let her sink.

1405. Then, how would you provide for the superstructure? Build it on the top of it, and land the debris at the back of it.

1406. What weight of stone would you put on it? As heavy as you like. They put 80-ton blocks of concrete down for a breakwater in New Zealand, and nothing short of that would do. They had tried 10-ton blocks, but they had to be blown up again. I believe that the 80-ton blocks of concrete are standing now.

1407. If the breakwater were extended in the direction indicated by you, what would be their effect? It would throw one-half of the wave towards the beach in a northerly direction, and the other would come in between Big Ben and the present breakwater. That would be something like a wave-trap with the bend in a northerly direction.

1408. If the northern breakwater is constructed as shown on the plan, it will catch the full force of the southern rollers? Yes.

1409. What would be the effect, then? It would send the waves up the harbour.

1410. Would there be any rebound from that? Yes; enough to shoot out past the trap.

1411. Do you think the northern trap would be sufficient to expend the force of the waves? No; I do not think so.

1412. You do not offer any opinion in regard to wave-traps? No; I never heard of the name until a day or two ago.

1413. When there are floods in the Hunter River, what direction does the current take in going out to sea? The main portion of it runs pretty well direct out to sea, parallel with the southern breakwater. A portion finds its way to the north of the Oyster Bank, and seems to be piling up a sand-bank to the southward and eastward of the Oyster Bank. That is aggravated by the wreck being there.

1414. If the water were confined between the two breakwaters would it not increase the velocity of the current? Certainly it would.

1415. If a current is running out to sea and a south-easterly gale is blowing in, will it not have a tendency to create a bar immediately across from point to point of the breakwaters? If you put the northern breakwater so that the two points are even, certainly.

1416. If the northern breakwater is not constructed you are of opinion that the heavy rollers from the south-east will go still further north and expend themselves on the beach? Yes.

1417. Then what alterations would there be in the current in view of its scouring the bar? It would not have so much effect if the northern breakwater is not extended. If you confine the water between two breakwaters the ebb-tide will have more effect in scouring the bar, but by extending the southern breakwater you smoothen the water, and have far less sea to contend with on the bar.

1418. Is it possible at present, under any circumstances, to dredge the bar? In very fine weather it may be.

1419. I suppose there is always more or less swell there? There is; but sometimes even now a dredge could work there, but you must not have a lot of punts, you must have a dredge which could load itself, and go to sea and deposit its silt. The dredges which you have in the harbour would not do with a lot punts around them—they would block up the channel.

1420. Do you attribute the shore in front of Stockton receding, as shown on the plan, to the construction of the northern breakwater? Yes; I daresay it is owing to that. The sand-bank is not there now.

1421. Can you give any other reason for the construction of the breakwater or its removal? No. Yet I should not like to say that the breakwater did that much.

1422. And you would not like to hazard an opinion as to whether, if the breakwater were continued in the same direction as at present, it would continue that scour further out to sea? I should not. All I say is that the northern breakwater, if extended, will throw the sea into the harbour. If you extended the southern breakwater you might be able to see your way to extend the northern breakwater, and so keep the channel clear. But extending the northern breakwater at the present time would not clear out the sand-bank that is formed in the vicinity of that wreck. That is my opinion.

1423. Then you recommend the extension of the southern breakwater on the ground that it would make the entrance safer for shipping? Yes.

1424. Have you ever had any particular difficulty in entering the port of Newcastle? Yes.

1425. Will you give us some instances? About a month ago I came down there, and went slow until daylight, and the signals were up to stand off. I stood off, and afterwards tried a second time, and again noticed the signals. The heavy break along there ahead off the "Colonist" was a long way further off than I expected to find it in turning round to go out the second time.

Capt.
W. Anderson.
17 April, 1895.

Capt.
W. Anderson.
17 April, 1895.

1426. How long had you to stand off? About two hours. When I entered I went in between the squalls at the back of a very heavy one. When there is a heavy squall going in it leaves a sort of suction that draws the wave after the squall, and if you can catch that suction, you will get smooth water, but if you wait until the waves rise up by the next squall it will be very much more difficult.
1427. Can you indicate the direction you would take to get into the harbour? I keep down the centre of the channel.
1428. Do you find any difficulty in regard to your vessel when she is alongside the wharf? Yes. There is a great run, and you have to be very careful or it will knock your ship to pieces. The run was considerably less before the northern breakwater was put there; hence, I say that if you extend the northern breakwater, you will run a heavy ground swell up the harbour.
1429. Have you ever had to protect your vessel by anything else than the ordinary fenders? No.
1430. Evidence has been given that the port is so rough at times that the fenders are not sufficient, and that bales of hay have to be used? I have only seen bales of hay used in Newcastle harbour on one occasion, and that was during a very severe south-east gale.
1431. Would it be an advantage to extend both the northern and southern breakwaters? I think it would be a disadvantage to extend the northern breakwater.
1432. What is the effect when a flood is coming down the Hunter, and you are entering with a gale behind you? The flood meeting the sea stirs up the water, and makes it much more difficult to get the vessel in. On several occasions I have put oil over each quarter of my ship to keep the sea from breaking over her.
1433. *Mr. Hoskins.*] You say that the extension of the southern breakwater would make the water on the bar smoother? Yes.
1434. And that would give, practically, an additional depth of water to the vessels going out? Yes; because if the water is smooth there is not the same lift of the vessel.
1435. What difference would it make, with the water now available, when it is smoother? I should say that, with a 1-foot sea, there would be 3 or 4 inches more depth of water.
1436. Then by causing the water on the bar to be smoother than it is at present, you would not increase the depth of water on the bar more than 3 or 4 inches? Three or 4 inches per foot on the bar.
1437. What is the average height of the waves on the bar? I could not tell you.

Captain William Adams, master mariner, Sydney, sworn, and further examined:—

Capt.
W. Adams.
17 April, 1895.

1438. *Mr. Davies.*] You have had an opportunity of listening to the evidence of Captain Anderson? Yes.
1439. Are you of opinion that the extension of the southern breakwater on the lines he has indicated, would have the effect of producing a smooth sea within the channel? I understand his answer to be that, if you extend the southern breakwater in the direction in which it is now, it would have the effect of smoothing the water upon the bar, and I am quite of that opinion. I advocate the extension of the southern breakwater if it is possible to do it. I am not of the same opinion as Captain Anderson with reference to the northern breakwater. I think the northern breakwater would cause a scour, and I do not think it would bring such a sea in to the harbour as he anticipates.
1440. You would advocate the construction of the northern breakwater? In case of your being able to carry out the southern breakwater. The only object of the northern breakwater is to deepen the bar. I think it would have that effect.
1441. Do you believe with Captain Anderson that the southern breakwater would have a greater effect upon the channel than the northern breakwater? I think it would have the effect required. I agree with him that if the southern breakwater is extended the bar could be dredged. With regard to the stones from the breakwater going into the channel, I am not of opinion that those stones have gone there. If they have, the engineers ought to be able to ascertain that by sounding.
1442. *Mr. Molesworth.*] The Departmental evidence states that when the northern breakwater was constructed the scour removed the original shore line at Stockton, a distance back to the blue mark on the plan;—if that is so, would not the extension of the breakwater have the effect of further increasing the scour, and deepening the water on the bar? No doubt about it.
1443. In your opinion where has the sand gone to that was washed away? It has gone out over the Oyster Bank towards the north.
1444. You do not think it has gone in the direction of the bar? No.
1445. You are of opinion that the extension of the northern breakwater would have the effect of deepening the bar? Yes.
1446. What is your objection then to the construction of the northern breakwater? I do not object to it.
1447. Would it cause a serious difficulty for ships entering the port by contracting the entrance? No; I do not think it would.
1448. *Mr. Chanter.*] Have you had any experience of the "chow-chow" water? I do not know what that means.
1449. A gentleman of experience gave that name to a dangerous swirl in the water which extends for a considerable distance north of the southern breakwater;—have you experienced any difficulty in entering the port through the rudder not working? Not through a swirl off the southern breakwater.
1450. Have you got into an untrue sea there? Not caused by the breakwater. When you come into shallow water the sea is untrue, and that is why the rudder will not act. If you come down to the bar on the top of the sea the sea will run you along, and the rudder is no use whilst that lasts. But once you drop into the ordinary sea your helm acts directly.
1451. You would enter between the end of the southern breakwater and the bar? Yes.
1452. You would not go north of the bar? You could not go between the bar and the Oyster Bank.
1453. Would you recommend the extension of the southern breakwater in the same line as at present, or would you suggest a deviation to the south? No; I am of opinion that it should go in the direction it is now. If you turn it towards the south you lose the object of the breakwater. If you turn it to the south it splits the sea, and you will get as much on the northern side as you will on the southern side.
1454. Then you do not think it is desirable to split the sea? No; it is no good.
1455. You heard the evidence given by Captain Anderson; what would you suggest as a foundation for the breakwater? I am not prepared to give an opinion in reference to that. It is an engineering question. There

There is no doubt it will take some very heavy blocks to make the southern breakwater, and they should be put in as quickly as possible. There should not be time lost by a vote of £10,000 being granted at one time and refused at another, because if the work were carried on intermittently the breakwater would be destroyed during the intervals when the work was not proceeding. Sinking old vessels is all very well, but I do not think you could get many engineers to agree to the sinking of old vessels to make a breakwater.

Capt.
W. Adams.
17 April, 1895.

1456. You heard the evidence of Captain Anderson, that if the northern breakwater were extended it would increase the range in the harbour? I do not think so. There has been a heavy range in Newcastle harbour ever since I have known it, irrespective of the breakwater being made there. It is only in very extreme weather that there is any range in the harbour.

1457. Looking at the position of the suggested wave-traps, do you think that if the velocity of the current was increased those wave-traps would not have the effect of checking the sea before it could enter the harbour? I think so.

1458. If the flood-water were confined within the two breakwaters, would the velocity of the current be sufficiently increased to scour the bar? I think it would. I do not mean the flood-waters only, but the ordinary flood and ebb tide.

1459. If the northern breakwater was not constructed as proposed, would not the waves have a freer course on the bar, taking it northward? Very likely; but there is as much turmoil there now as there would be then. If the breakwater were carried out there would be very little difference in the turmoil on the bar.

1460. You do not offer any opinion as to what the effect of the northern breakwater would be, but you prefer to see the southern breakwater extended? Yes.

1461. *Mr. Hayes.*] You are aware that the bar is steadily shoaling up? I do not know.

1462. If we have the evidence of the Harbour-Master to that effect, I suppose you would agree with that? It is only he and the engineers who ought to know.

1463. We have evidence that the bar is steadily shoaling from the "Cawarra" buoy down towards the southern breakwater;—are you aware that since the extension of the northern breakwater the bar has been taken seaward about 800 feet? I am not aware of it.

1464. By sending the bar into deeper water the break of the sea would be lessened, would it not? The deeper you make the bar the less break there will be.

1465. Then the bar would be very much easier of access? The depth of water is required for getting out rather than going into the harbour. It is in going out that they find the difficulty.

1466. The object of the northern breakwater was to deepen the channel? It cannot make the entrance to the harbour any safer, but it may have the effect of deepening the channel.

1467. From your experience, since the northern breakwater was extended to its present position, it has confined the flow of the ebb tide at Stony Point? Yes.

1468. From there the tendency of the water is to go to the north? Yes.

1469. And by the time it reaches the bar the strength of the current is lessened? Yes.

THURSDAY, 18 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Edward Fisher Pittman, Esq., Government Geologist, Department of Mines, sworn, and examined:—

1470. *Chairman.*] What are you? Government Geologist.

1471. Have you a knowledge of the coal measures at Newcastle? Yes.

E. F. Pittman,
Esq.
18 April, 1895.

1472. *Mr. Lee.*] I should like to obtain some information as to the probability of the continuance of the output of coal at Newcastle and the surrounding districts;—have you any statement in detailed form? I can give you some information about the Maitland district; but, as regards the Newcastle district, I would suggest that the Committee should examine the Examiner of Coal-fields, because there is a pretty general belief that to a large extent the Newcastle seams have been worked out. I could not say how long they are likely to last. I have made some calculations in connection with the Maitland seams.

1473. I shall be glad if you will confine yourself to the area with which you are acquainted? A good deal of the information which I have here has been derived from the observations of another officer, even as regards Maitland.

1474. But an officer who is in the Department? Not now. Professor David is the gentleman to whom I refer. I understand that he has given evidence before a previous Committee on the same question.

1475. Would the information be on the records of the Department? To a certain extent. I have gone into the matter with Professor David.

1476. Will you give us the information in your own way? I have made a calculation about the area of the coal lands south and north of the Hunter River. The Greta seam varies in thickness from 10 to 40 feet. For the purposes of this calculation I have taken it at an average of 15 feet. That is the mean thickness of the Greta seam in the Maitland District. Taking the specific gravity of the coal, I have calculated that there would be a gross yield of 23,306 tons per acre, or 14,915,840 tons per square mile; but allowing for waste in getting, and also allowing for faults and rolls in the seam—that is to say, deducting one-third—the net yield would be 15,538 tons per acre, or 9,943,893 tons per square mile.

1477. Would that be within the area that has been prospected to prove the coal? Yes; there has been a complete geological survey made of the whole of that district. I find that the area of the Greta seam,

E. F. Pittman, seam, south of the Hunter River, is 73,600 acres, and the gross yield of that area at the rate of 23,306 tons per acre would be 1,715,321,600 tons, or, making an allowance of one-third for waste, and for rolls and heaves, the yield would be 1,143,547,734 tons—that is, above a depth of 3,000 feet. Then there is an area north of the river between Rix's Creek and Ravensworth. There were two bores put down at Ravensworth, and one of them gave a series of coal-seams having an aggregate thickness of 45 feet. The other one gave about 15 feet of workable coal. To be on the safe side, I have taken the mean thickness of those seams at 15 feet also, although in one bore of 45 feet was shown. The area which I have taken, which is certainly regarded as the minimum area, is 10 miles by 5, or 50 square miles, which at 14,915,840 tons gross per square mile would yield 745,792,000 tons of coal, or allowing one-third for waste and rolls and faults, the yield would be 497,194,667 tons of coal. These last yields I speak of would be above 2,000 feet in depth.

Esq.

18 April, 1895.

1478. Would they not be beyond a workable depth at a profit? The Coal Commission that sat in England for some years, composed of the leading experts of England, in making calculations as to the probable duration of the British coal-fields, took in everything at a depth of less than 4,000 feet. The following is the total weight of the coal, allowing for waste—that is two-thirds of the gross weight capable of extraction in the Maitland district, including the area south of the Hunter, and the area between Rix's Creek to Ravensworth, viz., 1,640,742,401 tons, which divided by the average output of the Newcastle and Maitland districts for the last ten years, which I have obtained from the Annual Report of the Department of Mines, namely, 2,362,031 tons, would give a duration of the Maitland coal-seams as 694 years, assuming, of course, that the output would always be the average of the last ten years.

1479. Do you know the direction in which the coal is taken—is it to the port of Newcastle or inland? It is mainly taken to the port of Newcastle.

1480. Therefore, the continuation of these seams of coal would mean the continuation of the port of Newcastle? Yes.

1481. There are other coal measures beyond the points already referred to? Yes.

1482. Possibly they would not come within the influence of the shipping? I think the freight would prevent that.

1483. Could you give the Committee any information with regard to the mineral productions of the north, and their ordinary port of shipment? There is a certain amount of antimony brought down the line to Newcastle; but I do not know what quantity.

1484. The north and north-west country is a large mineral-bearing district, is it not? Yes.

1485. Much of it would find its way to the seaboard? Yes. There is one thing which I think it only fair to mention, and that is that if this coal at Sydney is really opened up, I think it will affect the coal trade of Newcastle very much.

1486. The Cremorne Colliery? Yes.

1487. By the shipment of Cremorne coal to foreign parts? I think it would be largely used for steam purposes.

1488. Yes; but so far as shipment to foreign ports is concerned? I think it would be used for shipment to foreign ports.

1489. You are aware that the largest part of the shipment from Newcastle is to foreign ports? Yes.

1490. Do you think that Cremorne would affect that? I do not think it would affect the shipment of bituminous coal; but it is a better steam coal than the Newcastle coal.

1491. If there are half-a-dozen Cremorne mines at work, would not mining have to go on at Newcastle all the same? No doubt it would to some extent.

1492. I presume that the Cremorne coal is not superior to the Newcastle coal? It is steam coal—the Newcastle coal is bituminous coal, which is used for gas-making.

1493. Considering the name that the Newcastle coal has throughout the world, do you think there is a possibility of further developments interfering with a trade of that character? I do not think it would seriously interfere with it, but it would to some extent.

1494. *Mr. Hayes.*] Does the Greta seam extend on to Newcastle? It dips under Newcastle, and we believe it is continuous under Sydney, but at such an enormous depth that it would not be workable.

1495. Would that apply to Newcastle as well? Yes.

1496. I suppose the depth would be over 3,000 feet? Yes; it dips at an angle of 45 degrees between Maitland and Newcastle.

1497. Professor David points out that the Greta seam runs under Newcastle? Yes.

Hon. Alexander Brown, M.L.C., Managing Director, Dalgety & Co., Limited, Newcastle, sworn, and examined:—

Hon. A. Brown, M.L.C. 1498. *Chairman.*] What are you? Managing Director of Dalgety and Company, Limited, and Member of the Legislative Council.

1499. You are intimately connected with the trade of Newcastle? Yes.

1500. You have come here to-day to give evidence with regard to the commercial aspect of the matter? I have.

1501. Are you prepared to make any statement at all in regard to the engineering aspect of it? I should not like to set up my opinion against the engineers in charge of the work.

1502. *Mr. Molesworth.*] You have been intimately associated with the trade of Newcastle for many years? For a life-time.

1503. You have seen all the improvements that have been made from time to time in the port of Newcastle? Yes.

1504. Are you well acquainted with the difficulties of entering and leaving the port with deep draught vessels? Yes.

1505. Will you state to the Committee what are the principal difficulties to be met with at the present time? With the advanced character of the ships we have now, compared with what existed a few years ago, the bar is a great drawback to the efficient navigation of the port, and it is greatly detrimental to the interests of the port. The best evidence I can give the Committee is the information which has reached me from the commander of a large steamer, one that would naturally visit that port for loading coal, which was detained four or five days. For four or five days she was unable to proceed to sea, and when

when she did go, I am sorry to find that she touched as she went out. That, as you know, is a very serious matter. I have here a letter addressed to the firm with which I am connected. It is from the British-India Steamship Company—the largest steamship company in the world. The commander of this ship writes as follows:—

Hon.
A. Brown,
M.L.C.
18 April, 1895.

To Messrs. Dalgety & Co., Agents, B.I.S.N. Co.,—

Dear Sirs,

S.s. "Vadala," Newcastle, 15 April, 1895.

I regret to have to inform you that the above vessel has now been detained four days owing to the state of the bar or entrance to the port, and in the event of further delay there is every probability of being neaped, thereby involving serious loss to the company unless the vessel is lightened.

I would, therefore, respectfully suggest that some movement be made to remove or improve this obstruction, the vital importance of which must be palpable to the interests of trade.

Yours, &c.,
P. G. WADGE,
Commander.

That letter was written on the 15th April. The ship proceeded to sea on the 16th, and as the pilot was leaving the Captain gave him this letter addressed to the firm:—

Messrs. Dalgety & Co., Agents, B.I.S.N. Co. (Ltd.),—

Dear Sirs,

S.s. "Vadala," Newcastle, 16 April, 1895.

I regret to inform you that while proceeding to sea to-day, in crossing the shallowest part of the bar, three heavy rollers came in succession, and the vessel's heel touched the ground slightly. Apparently no damage has ensued.

Yours, &c.,
P. G. WADGE,
Commander.

I need not tell you that it is a serious drawback that a ship drawing 23 feet of water should be detained four days, and then when going out should strike on the bar, which will necessitate her being repaired, probably at a very great expense. Another thing which I may mention is that when ships are lying at the wool wharf a range comes in there which causes very great anxiety. They have to fender their ships which ride very uneasily and give the commanders a great deal of trouble and anxiety. It is a serious thing to the owners to have ships worth £80,000 or £100,000 each ranging backwards and forward at the wharfs at the imminent risk of being destroyed. It is not surprising that under such circumstances the owners should not care to allow their ships to enter the port. Only recently one of those large steamers—the "Damascus"—grounded in the port with the result that when she went home she had to be docked and repaired at a cost of £1,000. The owners wrote out asking that something should be done to provide deeper water in the harbour.

1506. I understand from your statement that there are two points which require attention, one is the depth of water on the bar, and the other is the range of the sea in port? Yes, and the depth of the water generally in the harbour. That requires attention, because every time there is a flood in the river, a great deposit of silt is the result.

1507. That is merely a question of dredging? Yes.

1508. Will you tell the Committee what your opinion is with regard to this proposal? It appears to me that the scheme proposed by the Government is a very good one. I am not prepared to express any opinion as to the probable effect of the extension of the northern and southern breakwaters.

1509. What has been the effect of the erection of the southern breakwater? It did a great deal of good in regard to the range in the harbour, and it enabled ships to enter the harbour much more safely. Before the southern breakwater was built ships could not enter this port during the night.

1510. The evidence, given by the Department, is that the bar, which you see there marked on the plan, has followed out the extension of the southern breakwater, that from being at one time level with Nobbys, it has shifted out a considerable distance? Yes.

1511. The object is to remove the bar still further seaward? I think the works are likely to have that effect.

1512. The evidence of shipmasters has been to the effect that the extension of the southern breakwater will be more effectual than the extension of the northern breakwater? I should think that the sooner a navigator gets into smooth water, out of a heavy sea, the better for him, and the extension of the southern breakwater would produce that result; but I cannot see that it would make the scour any better. I cannot see how you would improve the scour unless you extended the northern breakwater as well.

1513. You think that to make a scour the northern breakwater ought to be continued as well as the southern breakwater? It appears to me that they ought to be extended almost equally, with the exception that one should be longer than the other, just as they appear on the plan.

1514. What was the state of the weather when the large steamer to which you refer was detained? There was a strong south-east gale, and a heavy sea was running.

1515. Had there been smooth water there would she have been able to go out without difficulty? Yes.

1516. The vessel would not have so much water under her keel as she ought to have had in heavy weather? That was it.

1517. Can you give us any idea as to the extent of the rise and fall of the range at that time? Seven or 8 feet.

1518. If it had been smooth water what would have been the depth on the bar? I suppose about 27 feet at high-water.

1519. The real difficulty is in not being able to get it deep enough for rough weather? Yes.

1520. Have you any idea how much it should be deepened to make the entrance available for all weathers? I should think we should want at least 3 or 4 feet more water under the keel of a large ship. In smooth weather they cannot get more than 23 feet, and they cannot go to sea at all in rough weather. A ship arrived the other Sunday having a draught of 24 feet 6 inches, and the harbour authorities have intimated that she can only load to a depth of 23 feet, so that she will have to go away short of cargo by some hundreds of tons.

1521. *Chairman.*] What ship is that? The "William G. Davis," an American ship.

1522. *Mr. Molesworth.*] The Harbour-Master has given notice that she has only to load to a depth of 23 feet? Yes. It used to be 21 feet 6 inches, until circumstances compelled the authorities to take a little more responsibility than they used to do. I think that most pilots do not take enough responsibility. They get well on the safe side. They do not like to take in charge ships that are likely to touch the bottom. In the

Hon.
A. Brown,
M.L.C.
18 April, 1895.

the case of this ship "Vadala," the pilot said, "I will do the best I can; but if you are going out you must take the risk that she may touch if she goes," and the master had to accept the responsibility, and went out.

1523. What do you consider is a sufficient depth of water at the entrance in smooth weather? I should think about 2 feet under the ship.

1524. You do not think that anything less than that would suffice? No; and they ought to go out at high tide.

1525. Your firm is agent for some large London steamers that visit Newcastle occasionally to take wool—the White Star Line? Yes.

1526. Are any of them in port at present? Yes, the "Australasian." She is in Sydney to-day.

1527. It would be advisable for us to examine the captain? Yes; he will be a very good man to get.

1528. Have you any knowledge of wave-traps? No. It seems to me that if they can catch the waves it will be better than letting them come into the harbour to tear the ships to pieces at the wharfs.

1529. *Mr. Chanter.*] You have had a very large experience of Newcastle? Yes.

1530. Can you say whether the port has been progressing or retrograding? It has been progressing. It could not have been more substantially progressive than it has been. From being a small place thirty years ago it has become an important place for the export of all sorts of commodities.

1531. I suppose coal is the principal article of export? No; the value of the wool exported is greater than that of the coal. Newcastle is the natural outlet for a tract of country, I suppose, 300 miles north and 100 miles west. There is no tract of country similar to it in Australia.

1532. Is it not a fact that a considerable portion of that wool which has to be loaded in these very deep ships is sent to Sydney and loaded here? A large proportion of wool finds its way into the hands of Sydney merchants, so that they can get their charge out of it; because the Sydney merchants control it, and the unfortunate producers are obliged to send it to Sydney. If the producers were independent they would ship their wool at Newcastle.

1533. Under the circumstances, would the vessels to which you have referred go to Newcastle, but for the wool? Of course they would.

1534. What would be the greatest depth of those ships? Twenty-two feet, 23 feet and 24 feet when loaded.

1535. Does the "Vadala" draw 24 feet? Yes; but she loaded coal, not wool.

1536. Will you tell us the different class of products that are exported from Newcastle? Coal, wool, tallow and hides of all kinds, antimony, tin, and frozen meat.

1537. Of all these which would bear the greatest proportion? Coal. I should think that half the export would be coal.

1538. According to the evidence given at Newcastle, the value of the imports and exports has diminished? I suppose that would be owing to the difference in the market price. The price of coal now is 6s. 6d. and 7s. a ton, as against 10s. and 11s. a ton, the price formerly.

1539. Has the tonnage decreased? I should not think so.

1540. Has there been any tendency on the part of your clients to open up a trade with the port with larger vessels? No; the ships they have now are suitable for the trade. The tendency of the mercantile marine is to enlarge the vessels. The building of the "Great Eastern" was considered a piece of madness at one time, but now they have immense ships running across the Atlantic. Ten years ago, 2,000 tons was considered a big cargo at Newcastle, now the ships take 4,000 and 5,000 tons.

1541. You spoke about frozen meat. Is there a tendency to largely increase the export of frozen meat from the port of Newcastle? There is. There is no place better suited for that kind of business than Newcastle.

1542. It would be part of the exports drawing its supplies from a large area of the Colony? Yes, from a large area in which one-third of the wool and the produce of the whole Colony is obtained.

1543. Could you give the names of the persons at present engaged in developing that industry? The Graziers' Meat Export Co., just started. They are looking for suitable land on which to erect warehouses in Newcastle. The Newcastle Australian Chilling Co., send large quantities of frozen meat from Newcastle. The freight from the Aberdeen works to Newcastle is 110 miles less than it is to Sydney.

1544. Then in your opinion that trade is likely to be very largely augmented? My opinion is that Newcastle with its resources at its back, if it were another 100 miles away from Sydney, would be a larger port than Sydney is to-day.

1545. Do you think that the development of the coal industry at Cremorne would affect the trade of Newcastle? I do not.

1546. Even if the mine at Cremorne were opened up, you think it would not interfere with the Newcastle trade? It will not interfere with the foreign trade at Newcastle, but it will take some of the local steam coal trade, if it is developed.

1547. Although you say you do not care about expressing any definite opinion, as to the engineering aspects of the question, you must have had many conversations on the subject with those trading to the port? Yes.

1548. Can you tell the Committee what is the general opinion in regard to the suggested improvements? I think it is generally favourable to these proposals, as a whole.

1549. We have had evidence to the effect that the extension of the southern breakwater alone would be sufficient to give a free entrance to the harbour? I can understand that, it will make the navigation of sea-going vessels trading on the coast more satisfactory, but whether it would scour the bar, is quite another thing.

1550. One witness told us that the extension of the two breakwaters would have the effect of increasing the roll, and would make the sea come with greater force into the harbour? I should not think so.

1551. Do you recollect the port when the Stockton Point was in existence? Yes.

1552. That has been removed since the erection of the northern breakwater? Yes.

1553. Have you heard any opinion as to what effects a further extension of that breakwater would have? I prefer the Departmental scheme.

1554. It has been stated that a meeting of the flood waters and the waves would have the effect of increasing the bar by stopping the current? I do not believe it.

1555.

19 April, 1895.

1555. You say that there is a considerable range when there is a south-easterly gale? Yes.
1556. Has it been of any very serious character? It was at one time, until they took out the southern breakwater, especially along the Queen's wharf. It is now comparatively smooth for ordinary ships, but for those large ships that lie aground there it causes much trouble.
1557. You think the further the breakwater is extended, the more it will decrease the range? Yes.
1558. Do you think the coal seams in the Newcastle district will last for any length of time? It will be a long time before the coal is worked out in the Newcastle district. Mr. Croudace may have said that the first-class coal will not last very long. We have simply been working the very best coal, but there are seams of coal that would be considered first-class that have never been touched. The visible area of first-class coal is not very extensive, but the question of the coal being worked out for years to come is entirely another thing.
1559. The commerce of the district is bound to be maintained? Unquestionably.
1560. And probably increased? Yes. So much so that I had something to do with a Harbour Trust Bill which was advocated some time ago, and we proposed in that Bill to pay the Government back all the money that they had ever spent at Newcastle on their handing over the port to us and allowing us to deal with it ourselves. I should be delighted if that were done to-morrow.
1561. Any scheme that would have the effect of securing the safety of ships entering and leaving the port, would increase the output of coal? There is no doubt about it.
1562. *Mr. Hayes.*] Have you received any intimations from shipping companies that unless the entrance to the harbour is deepened they are not likely to send their vessels? I have.
1563. Then, in your opinion, if the trade of Newcastle is to be carried on, it is absolutely essential to give deeper water at the entrance? Yes; to make the entrance safe.
1564. We have evidence that the bar is now 800 feet further out than it was when the northern breakwater was made? I do not doubt it.
1565. The result of the extension has been to send it out seaward? It must be so. It is not long since a vessel drawing 20 feet of water struck on the bar in going out. A ship called the "Eastern Light," drawing 19 or 20 feet struck on the bar, and had to go into the port of Sydney and discharge.
1566. It has increased the depth of the water there? Yes.
1567. Therefore, it is almost certain that if the northern breakwater is further extended it will carry the bar into deep water? I think so.
1568. If the southern breakwater is extended will it prevent the roll from Big Ben from coming into the harbour? I think so.
1569. And it will generally improve the entrance to the port? Yes.
1570. We have had a deal of evidence from masters of vessels that the extension of the southern breakwater will be sufficient? It is sufficient for purposes of navigation.
1571. And for the deepening of the bar? I do not think so. It will suit masters of light draught ships, because the sooner they are in smooth water the better.
1572. *Mr. Humphery.*] What is the greatest draught of any vessel up to this day that has entered the port of Newcastle? I have heard that vessels have gone out drawing 23 feet 6 inches; but as a rule they do not exceed 23 feet. Even then it is a concession on the part of the authorities. When a shipmaster arrives with a vessel drawing over 23 feet of water he consults the harbour authorities, and they tell him that he can load to a certain depth.
1573. We have been told that if the southern breakwater were extended a few hundred feet the water on the bar during heavy weather will be less disturbed than it is at present, the result being that the smooth water would give 3 feet more under the bottom of the vessel;—what is your opinion? It might do that; but I would rather see the bar deepened by the natural scour.
1574. Assuming the extension to take place and that effect to be the result, would it not enable vessels drawing more than 23 feet to leave the harbour in safety? I would not say anything to the contrary if the extension of the breakwater really lessened the waves. I had a chat with the master of a British India steamer who has been all over the world, and he thought the proposal to get a scour on the bar was the best thing possible, so as to let the water naturally do all the work for itself.
1575. *Mr. Trickett.*] Are you interested in any coal-mines? I am.
1576. Are they profitable? I cannot say that they are; but we hope they will be some day.
1577. Is not that the general experience at present? They are not working at a profit; but not many years ago the Wallsend mine and others used to divide £80,000 a year on a capital of £100,000.
1578. That sort of thing is past, is it not? It will all come back again within the next eighteen months or two years. As soon as the big men have eaten up all the little men, they will put the price of coal up again.
1579. From your long knowledge of Newcastle harbour, does any other means suggest itself to you of deepening the bar than what is now proposed for creating a scour? No.
1580. It has been suggested by one witness that the bar should be dredged; do you think it would be possible for a dredge to work on the bar? It is an absurd proposal whoever made it.
1581. Do you not think that if the southern breakwater were extended to about double its present distance in a north-easterly direction that would afford protection to the bar, and make it safe enough in calm weather for dredging to be carried on? I do not think so.
1582. It would not be safe? I do not think it would.
1583. *Mr. Davies.*] I gather from your answers that you approve of the Departmental scheme? I do.
1584. If the northern breakwater is extended a scour will be created sufficient to remove the bar? Yes.
1585. And give a greater depth of water? Yes.
1586. Suppose the works were carried out and ships of greater draught were able to come into the port, where would you be able to berth those ships? They would have to remain at their loading berths until they could go to sea. They cannot berth all over the harbour.
1587. There is no place in the harbour for mooring large vessels when they are loaded? They could make a place in the Horse Shoe.
1588. So that if the works are carried out they will be able to proceed with the dredging in order to have a proper place to moor vessels when loaded? I am sure of it. I wish we had the local management of the harbour ourselves; it would go ahead quickly enough.
1589. Do you favour the carrying out of the proposed reclamation works along the Stockton side? Certainly. Why they take the silt to sea I cannot understand.

1590.

- Hon. A. Brown, M.L.C.
18 April, 1895.
1590. You are aware that for sixty days in the year they are not able to get out of the harbour with the silt? I do not doubt it.
1591. If they dredged that portion of the harbour, they would be able to work at all times of the year? Yes; and they could reclaim land worth thousands of pounds which would make a splendid asset.
1592. And it would be the means of contracting the channel and making a scour? Certainly.
1593. You advocate that in conjunction with the proposed works that work ought to be carried out? Yes. I have asked how they ascertain when the punts are full of stuff. They work away day and night, and the punt gets full of water, and if a man makes twenty trips, he says he has taken so much stuff away, but he may not have taken half that quantity. If the stuff is used for reclamation work, you can see what he is doing.
1594. And the expense of haulage would be reduced by 1½d. a ton? Unquestionably. I know that the dredge service is one of the most costly things that we have in the public service. The wages bill of one of the dredges is larger than that of one of the Orient Company's big steamers.
1595. You believe that a great saving might be effected if a wall were erected on the Stockton side, and all the silt raised in the harbour were deposited on the proposed reclamation ground? I think it would be a great saving.
1596. And of very great service to the harbour? No doubt.
1597. Do you favour the extension of the southern breakwater beyond what is proposed by the Department? I should not have the slightest objection to the extension of the southern breakwater, because of the valuable service it has rendered already.
1598. You would extend it some 300 or 400 feet further? Yes.
1599. Would you advocate the construction of the whole of the northern breakwater? I should like to see it carried out to the point marked on the plan as an experiment.
1600. You are strong in your conviction that it is necessary to create a scour? Yes.
1601. You are aware of the position in which the old bar was situated before the extension of the present northern breakwater? Yes.
1602. Do you think the Department is correct in saying that the northern breakwater has been the cause of the bar being removed some 800 feet out seaward? I think so.
1603. Then you think that if the northern breakwater is further extended it would remove the bar out to sea? I do. If the bar is so hard that it cannot be removed by the scour, it will have to be blasted the same as Hell's Gate at New York.
1604. You believe that the proposed works are works of necessity for the port of Newcastle? Yes; if we had a harbour trust, and I were a member of it, I should recommend that the proposed works be carried out.

Captain William Austin Knowles, master mariner, Sydney, sworn, and examined:—

- Capt. W. A. Knowles.
18 April, 1895.
1605. *Chairman.*] What are you? A retired master mariner.
1606. Have you had a long experience of the port of Newcastle? Yes; I have traded there for over fifty years.
1607. In various commands? In various capacities.
1608. Do you understand the scheme before the Committee? I do; thoroughly.
1609. *Mr. Chanter.*] What was your latest command? The "Namoi."
1610. How long were you in command of the "Namoi"? Nearly eleven years.
1611. When did you cease to command the "Namoi"? I was in command of steamers of the Hunter River Company for twenty years, until the 27th of last February twelve months.
1612. When did you retire? Twelve months the 1st of last March.
1613. You were in command of vessels running to that port before any improvements were effected in the Newcastle harbour? The first time I went in to the Newcastle harbour I went through the old channel, between Nobbys and the main land. That was on the 1st August, 1838.
1614. Will you explain what the effect of the first improvements there was? At that time no vessels could lie out opposite Stockton in rough weather. The range was so great that they had to go further up the river.
1615. When the breakwater was extended could they lie in the Horse Shoe? The vessels used to roll very much until the southern breakwater was extended from Nobbys seaward. As that extension went out the vessels became easier and easier in the port.
1616. From what point would the seas rolling in create a disturbance in the Horse Shoe? From the south-east.
1617. Then the southern breakwater extending north-east has had the effect of diminishing that roll in the harbour? Yes.
1618. A portion of the southern breakwater has been washed away. Can you tell the Committee whether the disturbance in the harbour has increased since that happened? Not to any extent. What has been washed away has merely consolidated the thing in my opinion.
1619. We have been told that since that portion of the breakwater has been washed away a very great swirl, making what is called "chow-chow" water has been caused;—have you had any experience of that? I have seen no material alteration in it since the end of the breakwater has been flattened out, and I have been running there continually since the first starting of the breakwater. I saw it grow inch by inch, and I found that the further the breakwater was extended the deeper water we got on the bar, and the more easily ships entered the port.
1620. What is your opinion as to the position of the present southern breakwater, and the proposal to extend it still further seaward? The further you extend it seaward, the better shelter you will have for ships in Newcastle harbour.
1621. Will it render the entrance more safe? Yes. In my young days the bar extending from Nobbys was supposed to be rock. We could not get an anchor to hold there. In 1854 we let go an anchor, but the anchor broke and we went away to sea, and we were three weeks before we got back to Newcastle.
1622. How do you account for the bar being removed? It is owing to the scour being increased by the extension of the southern breakwater, which stopped the sea from breaking, and carried the silt back into the channel.

Capt. W. A.
Knowles.
18 April, 1895.

1623. Is that due to the extension of the southern breakwater, or is it partly attributable to the construction of the northern breakwater? There was no sign of the bar altering after the northern breakwater was constructed, until the southern breakwater was commenced. Then it was evident, as every few yards of the breakwater was made, that the original bar was going away.
1624. You attribute that to the construction of the breakwaters north and south of the entrance? I was against the northern breakwater ever being constructed at all.
1625. What is your opinion now as to which has had the greater effect? The southern breakwater has had the greatest effect. If you contract the channel you will have a tidal wave rolling in. At present the seas run across the harbour, not into it. There is a difference in the range at the wharfs now—a material difference at the time of flood and ebb tide. I have had to let go from the steamers' wharf with the "Namoi," and run up the northern channel to save her from being torn to pieces.
1626. Was it an extraordinary gale on that occasion? It was so extraordinary that I would not go to sea.
1627. Will you indicate the direction of the current at present? It crosses from the north-eastern corner of the northern breakwater, and comes in a southerly direction, passing by the lightship towards the boat harbour. That carries the wave, or what we call the run of the wave, along the Queen's wharf, and that is what makes the ships ride so uncomfortably there.
1628. What is the direction of the current from the river, especially during heavy floods? It comes down along the dyke, crosses to the boat harbour, then goes along the walls to seaward.
1629. Does it trend towards the north or towards the south going to seaward? The greater portion of the current towards the end of the breakwater will be about mid-channel.
1630. Will it strike with greater velocity down at the northern point of the northern breakwater? After it rounds Stockton Point, it goes about mid-channel. The debris coming down the river generally lands on the western side of Stockton Point, in the vicinity of the wave-trap.
1631. The current then takes as nearly as possible the mid-channel course? Yes.
1632. You are aware that the position of the bar is now very materially altered from what it was before the construction of the breakwater? Yes.
1633. What is your opinion as to the proposals of the Department;—would it be best to extend the southern breakwater a considerable distance, and not to extend the northern breakwater so much as is proposed? I would extend the southern breakwater as far as I could out in a line with Big Ben. It would be almost useless to extend it beyond Big Ben, because there would be nothing to prevent the sea from carrying away the end of the breakwater in heavy gales. But the work to the south of Big Ben should trend towards the north, and the breakwater running north-east would make a kind of slide for the sea. But if you extend it beyond those rocks, it will get the full force of the ground-rolls.
1634. You will find that the position indicated on the plan is about parallel with the Big Ben Rock? Yes.
1635. Do you say that any further extension beyond that point would not be advantageous? Not beyond Big Ben.
1636. In what direction would you propose the extension of the southern breakwater? In a line with its present position.
1637. You would not give it a curve to meet the heavy rollers from the south-east? No.
1638. If the southern breakwater is extended, so as to be in a line with Big Ben, will that have the effect of breaking the seas, or of increasing the depth of water on the bar? I believe it would.
1639. By how much? That must be decided by the extent to which the southern breakwater has increased the depth at present.
1640. When these heavy south-eastern seas are rolling, is not the water very much disturbed upon the bar? Yes.
1641. If the southern breakwater is extended, would not that disturbance be materially decreased? It would make it smoother.
1642. In a gale of that character what would be the height of the wave-roll over the bar? It looks a great deal; but still it is not what it looks.
1643. If the roll were absent and the water smooth, how much deeper would be the water, and how much more would there be under the vessel? It would be a puzzle for any man to say.
1644. Will you relate shortly your experience of entering the harbour, and tell us the most dangerous position you have ever been in? I have gone in there in some critical positions.
1645. What is the danger in rounding the southern breakwater? I always made it a rule to round the southern breakwater as closely as possible—as closely as prudence would permit.
1646. How closely? Say, within about 150 or 200 feet. I have come round 200 feet off in a heavy gale. I had to haul short up, and the ship had her broadside on, and was driving across towards the Oyster Bank. Many have had very narrow escapes, and just cleared in time. I have been close to it.
1647. If the southern breakwater were extended, would it not have the effect of driving vessels to the northward, and more particularly towards the present bar? If the breakwater were carried further out it would give you more room to haul up.
1648. Would you not have to make a considerable tack to get round again between the present bar and the extended breakwater? No; she would come short round it.
1649. Do you think that if the northern breakwater were extended it would create a scour, and remove the bar further seaward? No doubt it would, but the question is would the bar shoal up. If the northern breakwater is extended it would divert the natural roll of the sea down the channel into the harbour.
1650. What effect would it have on the outgoing current? The sea would break further out, and go across in deeper water. If the northern breakwater was not there as the southern breakwater was extended, there would be deeper water, and you would come into smooth water more quickly.
1651. You see on the plan that provision is made for wave-traps? I have had no experience of wave-traps, and I should not like to express an opinion about them.
1652. Am I to understand that whilst you favour the extension of the southern breakwater, you think that the construction of the northern breakwater would have the effect of diverting the natural roll of the sea? Yes.
1653. Therefore, you recommend that the northern breakwater be not constructed? I would leave it as it is. The bar has shifted and the channel has deepened some 8 or 9 feet since the extension of the southern breakwater.

- Capt. W. A. Knowles.
18 April, 1895.
1654. Do you think that that deepening process would be continued by the still further extension of the southern breakwater? I do.
1655. By the natural force of the current? Yes.
1656. Without the assistance of the northern breakwater? Yes.
1657. *Mr. Hayes.*] The strength of the current now runs from the boat harbour, and down to a point north of Stony Point? Yes.
1658. When it passes that point does not a large portion of the current go away to the north around Stockton Beach? The strength of the current runs about mid-channel. It has a slight tendency after you get to the end of the breakwater to divert itself along the North Stockton Beach.
1659. Does not the current steadily decrease as it goes out seaward, after passing Stony Point? Yes; naturally.
1660. Therefore, it is more likely to deposit the silt at that point? As regards the currents I have been guided by the drift-wood coming down in heavy floods.
1661. Do you not think the scour would be materially increased if the northern breakwater were extended? I do not think so. I am guided by what has been done by the extension of the southern breakwater.

FRIDAY, 19 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
JAMES HAYES, Esq.	EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

- H. McLachlan, Esq.
19 April, 1895.
1662. *Chairman.*] What are you? Secretary to the Railway Commissioners.
1663. You are aware that the works under consideration are for the improvement of the Newcastle harbour? Yes.
1664. Have you a knowledge of the traffic at the Newcastle harbour, and on the railway there? Yes; on the railway.
1665. *Mr. Hayes.*] Do you know the rate which the Commissioners get for the haulage of coal to the cranes at Newcastle? Yes.
1666. What is the amount? The minimum amount is 6d. a ton, for a distance under 1 mile; over 1 mile and not exceeding 4 miles, 9d.; over 4 miles and not exceeding 7 miles, 10d.; over 7 miles, and not exceeding 10 miles, 11d.; over 10 miles, and not exceeding 12 miles, 1s.; over 12 miles, and not exceeding 14 miles, 1s. 1d.; over 14 miles, and not exceeding 17 miles, 1s. 2d.; and so on. That would cover the principal shipments from the collieries.
1667. What does it cost you to ship coal at the cranes;—is that done by contract? The actual movement of the coal into the ships is done by contract.
1668. At what rate per ton? The present price for handling, I think, is, 1½d. per ton. That is merely for moving it to the shipping.
1669. Do the Commissioners keep the cranes in order, and do they supply the water required for the pumping station? Yes, we pay for water.
1670. Can you give any information as to cost of that per ton? Yes. I may say that the total shipments last year at Newcastle—the total quantity of coal carried from the collieries—was, 1,728,000 tons. That may be taken to be the quantity shipped; it was the quantity carried from the different collieries. What we call the terminal charges—that is, the cost of shunting, cost of signalmen, of overseers, the cost of wharfingers, and the cost of handling, the cost of repairs, and interest on the money spent there—was all worked out some time ago, and the terminal charges come to about 5½d. per ton on the whole quantity.
1671. The actual cost to the Commissioners was about 5½d. for the terminal charges, which includes the shipping of the coal? Yes.
1672. *Chairman.*] Is that based upon the interest of the work, and the services rendered? Yes.
1673. Taking into consideration the harbour works? Not the whole of the harbour works; simply the hydraulic cranes, the engine-house, and the sidings that were laid in.
1674. *Mr. Hayes.*] The actual cost came to 5½d. per ton? Yes.
1675. In reference to the haulage, what profit is derived from that? The average earnings of the coal in the Newcastle colliery district last year came to 10½d. per ton, and the actual distance hauled was practically 11 miles; so that if you subtract the terminal charges, amounting to 5½d., it leaves 5d. for an average distance of 11 miles, and as we have to run in and out, running one way empty, you practically get 5d. for 22 miles' running.
1676. Can you say what percentage of profit it gives, after allowing for working expenses and interest on the line? There certainly would be no surplus.
1677. It would not pay anything beyond that? No.
1678. At what rate of interest? We consider 4 per cent. on the cost of the sidings and hydraulic cranes.
1679. Then, practically, your reply would be that the cost of the services you render in taking the coal out for shipment, the terminal charges, gives nothing more than 4 per cent. on the working expenses, and 4 per cent. interest on the capital? I do not know whether it would do that if you consider all things.
1680. Would it not do more? No, it would do less. That 4 per cent. has simply been considered in connection with the terminal charges. That leaves us about 5d. for running expenses. Those running expenses are over the railways which have cost a certain sum, and have to be maintained. We did not fraction it out for the actual coal traffic over the main lines, the cost of station buildings, the cost of the permanent-way, the cost of engine-rooms, and so on. If you worked it out you would find it would not pay 4 per cent. There is no surplus profit on the working.

1681. In your opinion there is no surplus profit on the haulage and shipment of coal at Newcastle? No; the figures will show that.
1682. If the Committee have been informed that there was a very large profit made by the Commissioners, a profit of 4d. or 5d. a ton, after defraying all charges, and the interest on the cost of construction of various works, would that be correct? I cannot see where we should get it. The average earnings per ton of the whole of the coal is only 10½d. for the 1,750,000 tons, and 5½d. goes in terminal expenses. That simply provides for running an average distance of 22 miles in and out.
1683. Your 5d. for running charges would average 11 miles loaded, and 11 miles more running empty? Yes; we run 22 miles for that.
1684. You say that it does not cover working expenses and interest on the cost of the line? It certainly does not leave any surplus profit.
1685. There is no profit beyond the mere interest on the cost of the works, and the expenses you have mentioned? No.
1686. Then the statement made that the Railway Commissioners make a very large profit is not correct? No.
1687. If the statement was made that the average amount received by the Commissioners for the haulage and shipment of coal was 10d. a ton, is that correct? That is fairly correct; it is a little over 10d.
1688. And that, allowing for the whole cost of handling the coal, interest on the cost of the works, and other appliances for shipping, will be fairly covered by 6d. a ton? That is not correct.
1689. If 10d. a ton is charged, how do you account for it? That 10½d. is the earnings. I say that out of that you have to take the terminal charges amounting to 5½d., which will leave about 5d. for an average haulage of 22 miles in and out—11 miles loaded and 11 miles empty.
1690. *Chairman.*] Therefore, you account for the whole of the 10d.? Yes; there would be no surplus profit.
1691. For railway services and railway works alone? Yes.
1692. *Mr. Roberts.*] If I have been under the impression, from the information that would reach me, that the Government make a clear profit of 4d. on every ton of coal shipped at Newcastle, is that correct? In my opinion it is not, on account of the facts which I have stated.
1693. Would it be right at first sight to assume that there was 4d. a ton profit? I do not think so.
1694. Where would a person be in error in assuming that 4d. a ton profit was made, supposing he was in a position to get the figures which were in your office? I do not understand a man imagining that. We have contracted for the shipping of coal at Newcastle, but that contract is a mere matter of labour. You may say that it does not include shunting charges, the cost of shunting engines, overseers, wharfingers, and the working of the hydraulic cranes. That is 1½d. per ton. If you take that off it will leave 4d. That is the difference between the two. A person might imagine that the 1½d. is the whole charge, and in that way he might suppose that we were making a profit of the 4d., but that is eaten up by the other charges.
1695. Then there is no profit at all? In my opinion there is not.
1696. You are reckoning interest at 4 per cent.? Yes.
1697. The charges you have quoted would be for putting the coal on board the vessel alongside the dyke? Yes, from the hydraulic cranes.
1698. Your charges do not include pilotage? No; we have nothing to do with shipping.
1699. *Mr. Levien.*] Whose engines are they with which they draw the coal to the mines? They belong to the Department. We have the whole of the working.
1700. Does it include trucks? No; the trucks belong to the colliery owners.
1701. All that you find are the engines, engine-drivers, guards, and firemen? Yes; and the railway.
1702. Do you have a guard to each train? Yes; we could not work without.
1703. Do you know of any place but Greta the running to and return from which makes up a distance of 20 miles? No; our average is 11 miles, which means 22 miles of running. You must run back empty to get loaded.
1704. All that goes back empty is the engine? The engine and the trucks.
1705. Did the Railway Commissioners ever expect that the colliery owners would pay for the conveyance of the trucks back? We do not charge them.
1706. No; but you are making a charge in your calculation? No; our charge, which is a general one, includes that.
1707. What is the cost of a train conveying 500 or 600 tons of coal travelling from New Lambton? We do not get such trains. The average is not half of that.
1708. You can give no account of what it would cost to carry 500 tons of coal from New Lambton to Newcastle to be put on the ships at the dyke? No; we have not worked the exact sectional detail charges out.
1709. There is no real authentic information that the Committee can get as to what it costs the Commissioners to take so many trucks to the dyke and back again? No; it never has been worked out.
1710. How do you come to the conclusion that you lose by it? In this way: We get for running 22 miles over part of our own lines 5d. a ton, and there can be no profit, as we know, from the cost of working. A rough calculation was made before the Commissioners took office in regard to the cost per ton per mile. I do not know if the calculations were strictly accurate, but I think they must have been approximately accurate. I am not aware the Railway Commissioners have attempted to work out the cost per ton per mile. Some years ago it was worked out at Newcastle, and the net earnings from coal was considered to be ¾d. per ton per mile without interest. Even at that 10d. you would only have 2d. profit, and that would go to pay interest on the cost of construction.
1711. On that 22 miles what does it cost in the first instance, and what has been the amount of expenditure upon it from that day to this? That has not been worked out except some years ago.
1712. What did it cost from New Lambton to the dyke;—what was the cost of the construction of the line, and what have the Government lost upon it until now? It has never been worked out in detail.
1713. Then how can you come to the conclusion that they are losing by it;—is there anything for repairs? We have lots of other charges. The running of the trucks must cost something even when they do not belong to us.
1714. Can you furnish the Committee with any returns as to the cost between New Lambton and the dyke, New and Old Wallsend and the dyke, the A.A. Company's mines and the dyke, what have been the repairs? It would cost pretty well as much as is earned from the coal for the short run to keep the property in repair.

H.
McLachlan,
Esq.

19 April, 1895.

H.
McLachlan,
Esq.
19 April, 1895.

1715. Can you tell us the amount of repairs of any magnitude on those lines from their construction up to now the same as you could on the northern and the western lines? We do not keep the expenses on any section of a line separately.

1716. Supposing you had to repair the northern line from Newcastle to Maitland, could you not inform the Committee what it would cost for the reconstruction of any portion of the line? No; we do not keep an account of any section separately.

1717. Supposing that between Maitland and Newcastle the line was injured by floods, and had been repaired, could you tell what amount the repairs would cost? Yes; I dare say we could work out an account of that.

1718. Supposing the floods injured the line to the amount of £20,000, you would know what the repairs in that case would cost? Yes; from the books.

1719. I want to know if these lines were injured, and any repairs had to be done from one point to another, whether any account would be kept as to what it would cost, as against each of the coal companies? The private coal lines are kept in order by the companies.

1720. That is what I want to know; what distance from the mouth of the pit, or from where they load the coal, to the dyke at Bullock Island, is the Government line repaired? I could not give the average.

1721. You cannot tell if it would cost £1, 1s., or a farthing for the repair of those lines? No.

1722. Supposing that from New Lambton to the dyke the coal passes over private property, except where it crosses the Government line for a distance of 15 or 16 feet, you cannot tell whether the maintenance of that portion of the line would cost the Government 1s. or £1? I have not the details.

1723. Do you include the distance from the mouth of the pit to the dyke;—do you treat it as a charge against the Department for repairs? No; not anything on a private line.

1724. Make this clear: there is no expense to the Department so far as the line is concerned? So far as the private line is concerned.

1725. The line from New Lambton crosses the Government line at the northern junction, going over it a few feet;—what cost would it be to the Government crossing that line? It would be a very small one.

1726. What is the actual expense of running the engine from New Lambton to the dyke and back again? Of course there are one or two other collieries very close to the dyke; 20 per cent. of the coal comes a very short distance, and for that we only get 6d. a ton, and we pay 5½d. a ton for terminal charges, which leaves ½d. for shunting. There is no great profit on that. Two or three collieries give us 20 per cent. of the coal that comes in for shipment.

1727. What is that 5½d.? It is made up by including the interest on the capital cost.

1728. You are charging on the capital cost for the construction of the line? On the cost of our own line.

1729. But it only crosses the line for a few feet? There is a sum of £83,000 which was spent on sidings at the dyke, which the coal has to go over, and of which it is fairly charged with the interest. The whole is debited against the 1,750,000 tons of coal which is shipped.

1730. That is your principal charge? Fivepence-halfpenny out of 10d. is for terminals.

1731. What do they comprise? The interest first of all on the cost of construction. As regards the cost of the dyke we have a number of shunting engines, two or three, which do nothing else practically but shunt about the dyke. We have wharfingers, overseers, men to work the hydraulic cranes, and other detail charges which all come into the terminals. The detail charges alone come to £23,000 at the dyke.

1732. Can you tell me how this 4d. a ton came to be thought by everybody to be a profit to the Department? The only way that I can imagine that it was is that they might have thought that the 1½d. per ton for handling was really the whole charge at Bullock Island.

1733. Has any land been made up at Bullock Island which the Government sold to recoup them? I do not know anything of that.

1734. Was all this reclaimed land going to the credit of the Department? No.

1735. The Government get a profit on the sale of the land, do they not? As far as the railways are concerned we have had no profits from the sale of any land.

1736. Are the railways losing by this business? They are not making 4d. a ton. I do not think they are making more than bare interest. There is no surplus profit.

1737. One would think the more coal they got the greater would be the profit, but if they got 2,000,000 tons of coal, according to you, it would not pay? I do not say there is a loss, but I say there is no profit.

1738. Supposing they got 2,000,000 tons of coal, would they be losers at that? I think they would be in the same position.

1739. And if they got 3,000,000 tons of coal, would they be in the same position? No; we should be in a little better position, because our fixed charges would be spread over a bigger quantity. You might have an engine that would work 1,000 tons a day, and the same engine would work 10,000 tons. In 1892 we had 2,148,000 tons of coal at the dyke.

1740. With 2,000,000 tons you are reticent about whether it will pay? It will be a little better if the conditions are the same as to-day.

1741. So that this 4d. a ton, which the people of Newcastle suppose is a profit, is all moonshine? I think so.

1742. The Department never contradicted the statement? I never heard of it before.

1743. This has been given as the profit made by the Railway Department at Newcastle; it has been a matter of publicity, but you say there is no foundation for it whatever? Not in my opinion.

1744. *Mr. Hoskins.*] It is proposed to spend £140,000 in improving the harbour at Newcastle; in the course of this inquiry it has been ascertained that no wharfage rates are paid in Newcastle, although wharfage rates are paid in Sydney; it has been urged in addition to that that the Government make such a profit on the conveyance of coal and the shipment of it at Newcastle, that it covers the interest on the money expended in improving the harbour;—are you prepared to say whether the profits so made will cover the interest on the expenditure in improving the harbour? The greater part of the wharfs at Newcastle are not connected with the shipping of coal, and I suppose that most of the money has been spent on the township wharfs. At the Bullock Island wharfs which we have to deal with there is no surplus profit over the cost of the terminal accommodation and the cost of working.

1745. There is no surplus profit over the cost incurred in taking the coal from the mines to the dyke and shipping it? No; and paying for the cost of terminal accommodation.

1746. Is the cost of the cranes included in the figures? Yes; we are allowing 4 per cent. interest on the first cost.

H.
McLachlan,
Esq.

19 April, 1895.

1747. You believe that you make a profit of 4 per cent. on the cost of the cranes used in shipping coal, upon all the appliances necessary for working the coal traffic, and conveying the coal from the mines to the shipping? We might do that, but nothing more.
1748. Can you do that? Nobody could say for certain, because the details of the cost of working the lines to the shipping port have not been worked out.
1749. You feel justified in saying that no sufficient profit is left from the haulage and shipment of the coal to provide anything towards paying interest on the large amount of money expended on the harbour improvement works at Newcastle? No.
1750. Therefore the people of Newcastle have the benefit of the outlay of Government money in the construction of wharfs, and the improvement of the harbour, without wharfage rates being imposed? I do not know much about wharfage rates. I do not think anything that is made, so far as the railways are concerned, would give any profit on the whole of moneys spent on the wharfage accommodation for traffic.
1751. *Mr. Davies.*] Am I to understand that the sum of £34,835 represents the profit on the haulage and craneage in connection with the coal at Bullock Island? I do not quite understand the figures.
1752. If it has been sworn by local witnesses at Newcastle that the Railway Commissioners, after having paid the cost of handling coal, and conveying it from different mines to the dyke, make a profit of £34,835 a year; you say that it is not so? It is not, in my opinion.
1753. *Mr. Hoskins.*] Can you say that as a matter of fact? I have given the facts. We earn on an average 10½d. a ton on the coal. Out of that we pay 5½d. for terminal charges, which leaves 5d. for running 22 miles. Anyone knows that there cannot be much profit on that. You cannot run 22 miles, and make a profit at 5d. a ton. The average train-load that we get is about 192 tons.
1754. *Mr. Davies.*] You say that there is practically no profit? There is practically no profit.
1755. And if it has been sworn in Newcastle that the profits, after paying the expenses of handling, hauling, and all incidental charges, left £34,000 profit, that is not correct? No; I think not.
1756. Can you tell what were the total earnings of the railway last year in dealing with coal coming from the several mines to Bullock Island? From the whole of the collieries in the Northern District last year the total earnings amounted to £78,000.
1757. Can you tell us what was the cost of working the trains and running the engines? I have given you the general facts, but I could not give you the exact amount.
1758. Approximately? I could not give it approximately, except that the terminal charges alone come to £37,000.
1759. *Chairman.*] Could it not be done this way: You have stated that there is 10½d. paid; but, in estimating profit and loss, you state that there is no profit? Yes.
1760. You must have something to aid you to come to that conclusion; can you not give us a statement? No; it would be a big sum to work out.
1761. You have come to a conclusion; can you not give us something to enable us to see that your conclusion is a sustainable one? The conclusion is that we have to haul 22 miles for 5d.
1762. *Mr. Davies.*] You say that the total earnings of the haulage and craneage of the coal was £78,000? Yes.
1763. If you have arrived at the conclusion that the earnings are £78,000 you ought to be able to tell the Committee how you arrived at the conclusion that there is no profit on the transaction? That I have told you.
1764. You charge so much a mile for the carriage of goods? Yes.
1765. Could you not apply the same rule to the 2 miles, 3 miles, 12 miles, or whatever it may be, that you have to carry the coal;—there is only one rate? It is according to the mileage. The collieries are all different distances from the port. The charge is from 6d. upwards.
1766. It is in proportion to the length of the mileage? No; it is not.
1767. Is there a higher rate for the short distances? Proportionately.
1768. The Railway Commissioners have a staff employed in connection with the Newcastle coal traffic? We have the dyke for which I have given you the terminal charges which you can allocate to this business. A cost of 5½d. out of 10½d., and there is a balance of 5d. which, according to some, we are to make a profit of 4d. out of.
1769. How do you arrive at the 5½d.? That is the cost of the men employed at the dyke, the cost of working, of shunting engines, the cost of coal overseers, the cost of wharfingers, the cost of working the hydraulic cranes, the cost of shipping the coal, and the interest on the money spent there.
1770. What money have the Railway Commissioners spent? I believe there has been an expenditure of about £300,000 at Newcastle.
1771. By the Railway Commissioners? No; the amount we have spent on railway accommodation is about £80,000.
1772. Can you tell the Committee where you have spent it? £80,000 has gone in laying down sidings and other works. There are miles and miles of sidings there.
1773. Outside and beyond the collieries? The shunting sidings running from Hamilton are used only for the coal traffic.
1774. Do you charge the earnings from the cranes against the outlay you speak of for sidings? We charge interest against that.
1775. On what basis? At the rate of 4 per cent.
1776. If you have the accounts in that form you will be able to give the Committee some idea as to how you arrived at the conclusion that the £78,000 is all swallowed up in expenses? I can say nothing more. I have stated that there was 5½d. for terminal charges.
1777. I should like you to tell the Committee how you arrived at that 5½d.? We have a certain number of shunting engines which cost us £4,000. We have a certain number of shunters, a number of overseers, people working on the dykes connected with the engine-house; we have to pay 1½d. for every ton we ship, which previously came to £14,000; we have to pay interest on a sum of money which comes to about £13,000.
1778. To whom do you pay the 1½d. per ton? To the contractor for the cranes.
1779. All your engine drivers dealing with the coal traffic, and your stokers and guards are men who are permanently employed in that particular industry? Not altogether. Sometimes they are taken away to the goods or stock traffic; they are taken away to other work.

- H. McLachlan, Esq. 1780. How frequently? During the greater part of their time they are working the coal traffic, but they do other work.
1781. How would you be able to separate that? I do not include a single guard or driver, except shunting engine drivers, in the 5½d. Then there is 5d. to cover all the other charges, which it would be very difficult to attempt to allocate, and it never is attempted by railway companies.

- Captain William James Featherstone, master mariner, s.s. "Oonah," sworn, and examined:—
- Capt. W. J. Featherstone. 1782. *Chairman.*] What are you? Master mariner, at present in charge of the steamship "Oonah."
1783. Do you know Newcastle well? Yes.
1784. *Mr. Roberts.*] Have you seen the plan showing the contemplated improvements? I have inspected it since I came in.
1785. How long have you held a master's certificate? About seventeen years.
1786. And how long have you been trading to Newcastle as master of a ship? I have been trading there constantly for the last eight years.
1787. Have you been in command of the "Oonah" all that time? No; I have been in command of the "Oonah" six years.
1788. What draught of water has she? About 17 feet 6 inches; sometimes 18 feet.
1789. I presume that you go to Newcastle for coal after coming from Hobart? Yes.
1790. How much coal do you generally take on board? About 1,100 tons.
1791. Have you ever experienced any difficulty in getting out of Newcastle harbour? No; except in a heavy sea.
1792. That would be in a south-easterly gale? Yes.
1793. Have you ever heard of ships generally experiencing a difficulty in leaving the Newcastle harbour? Yes; vessels of heavy draught.
1794. What would you call a heavy draught? A draught of 22 or 23 feet.
1795. Have you heard it said that something ought to be done to improve the entrance to the harbour? Yes.
1796. Have you heard any opinions as to what ought to be done by the Government to improve it? No; it is only lately that I have heard this scheme spoken about.
1797. It is proposed by the Department to build a northern breakwater, the first section of which will be 3,000 feet long, extending from the Oyster Bank out to the "Cawarra" buoy, and the object of that is to increase the scour, so as to carry the bar out into deep water; the Department state that the existing northern breakwater has caused a scour which carried the bar out 800 feet seaward; having that in view, would you favour the construction of the first section of the northern breakwater? Yes.
1798. You think the scour would be effectual? Decidedly.
1799. Do you think it would be necessary to go further than the "Cawarra" buoy? You might try the first section first.
1800. You think it is desirable to construct the first section and see the effect of that? Yes; I think you would get good results from it.
1801. Then coming to the southern breakwater, it is proposed to restore the eastern end of the southern breakwater—the portion which has been washed down by the sea;—do you think that if that is done it will be effectual in keeping out the roll of the sea from the east or the south-east? I should think it would be a great boon if that breakwater was extended seaward in the present line. There would be far less sea on the bar than there is at present.
1802. You would not alter it? No; I would keep it on in a straight line.
1803. About how far would you recommend its extension? I should think from 500 to 700 feet.
1804. What leads you to the conclusion that the southern breakwater ought to be extended another 500 or 700 feet, in addition to the 200 feet which I have already mentioned? My reason is, that you would get far less sea on the bar in bad weather if that were done.
1805. Your argument is, that the southern breakwater being extended another 500 feet seaward would give calm water on the bar? Yes.
1806. You see the wave-trap near the northern breakwater? Yes.
1807. Are you aware of its object? Yes; it is to prevent the seas from going into the harbour.
1808. Have you had any experience of wave-traps? I have not; but I have heard of them.
1809. Have you seen any in New Zealand? The harbours there have been constructed since I left.
1810. You think they would be a good invention? Yes.
1811. The only other work in connection with this plan is the erection of what is known as the southern guide-wall, which forms another wave-trap on the southern shore;—the object of that is to divert the current so as to assist the scour;—do you think that that would be a desirable work? That would be a decided improvement.
1812. Do you recollect the old northern breakwater being erected? No; I was away from here then.
1813. Are the Committee to understand that, having made yourself thoroughly familiar with the plans of the contemplated improvements in the Newcastle harbour, you view them with very great favour, and that they will be effectual, but that you would recommend the extension of the southern breakwater seaward another 500 feet in a direct line? Yes.
1814. Is there any other information which you wish to give to the Committee? There is one thing which I have always thought that in Newcastle they could do something towards, and they are doing it now—they are building a stone wall on the Stockton side to reclaim the land.
1815. You think that is very desirable? It will make a wonderful difference to the scour down the harbour.
1816. Would you recommend dredging operations with a view of getting a greater depth of water on the bar? Yes; after you have extended your southern breakwater, not before that.
1817. On what ground? I daresay that the silt settles down and becomes very hard, almost as hard as rock.
1818. Then you would not recommend dredging operations? Not until you have extended your breakwater.
1819. Would not the water be too rough? No; very often you get a long run of calm weather there.
1820. Have you ever given any consideration to the question of carrying the silt out to sea after it has been dredged out of the harbour? I do not approve of its being carried out to sea. If you have any land to reclaim it should be utilised for that.
- 1821.

1821. Do you think that it is possible that the shoaling up on the bar would be caused by silt being spilt whilst it is being carried out owing to the rough seas coming on board the punts? Oh, no.
1822. *Mr. Gornly.*] You favour the extension of the southern breakwater? Yes.
1823. Would that be to prevent vessels entering the harbour from being washed on to the Oyster Bank? It would give smoother water. Suppose a vessel of 22 feet or 23 feet draught was going out, and you only had 26 feet of water on the bar, it does not require much of a lift to make the vessel strike.
1824. And if the southern breakwater were extended a vessel entering the port would soon get into smooth water? Yes.
1825. There have been vessels carried over to the Oyster Bank and wrecked? Yes; Newcastle harbour has a very narrow entrance in bad weather.
1826. If the southern breakwater were extended, would vessels be able to come in when they would otherwise be prevented? It would not make much difference in that respect, but it would give smoother water on the bar.
1827. You know by the roll of the sea and the breakers where the shallow water is in coming round the end of the southern breakwater? Yes.
1828. Have you seen the depths on the chart? Yes; I am acquainted with the depths.
1829. Is it much deeper as you go out? Yes; you will have as much sea as ever on the breakwater, but less on the bar, if it is extended.
1830. Therefore, by going into smooth water, you would have, practically, a greater depth? Yes.
1831. *Mr. Levien.*] You have no doubt, in your own mind, that the southern breakwater ought to be extended before the northern breakwater is commenced? Yes; then you would see what result you would get.
1832. You would go in a more easterly direction with the extension? In a straight line.
1833. How far would you carry the breakwater from its present termination, including the part that has been washed away? About 500 feet.
1834. Do you think that the wave-traps in the Newcastle harbour will be of much assistance? Yes; if it was not for the trap the water would rush straight into the harbour.
1835. Of course the "Oonah" can always get into Newcastle harbour? It would have to be very bad weather to prevent the "Oonah" from entering.
1836. *Mr. Hoskins.*] You prefer to have the southern breakwater constructed before the northern breakwater? Yes.
1837. Because you believe that after the construction of the southern breakwater the water on the bar will be smoother than it is now? Yes.
1838. Do you consider that if the water on the bar were made smoother by the construction of the southern breakwater, that would have a tendency, in the absence of rough water, to cause the water on the bar to deepen? No; you would still require your northern breakwater to give you a scour.
1839. *Mr. Lee.*] Have you been trading to any ports where experiments with breakwaters have been tried? No; I have not been out of the colonies for the last twenty-two years.
1840. *Mr. Molesworth.*] You said that you usually take about 1,100 tons of coal from Newcastle with a draught of 17 or 18 feet? Yes.
1841. But that is not the full carrying capacity of your ship? No; that is about 850 tons of cargo, and 250 tons of bunker coal.
1842. Supposing you loaded with coal only, what quantity would you take? About 1,400 tons.
1843. How deep would the ship be with the extra 300 tons of coal on board? She would then be drawing about 19 feet.
1844. The statement has been made that the bar has moved outwards a distance of nearly 800 feet, and that it went out as the breakwater was constructed;—do you think that the further extension of the southern breakwater would have the effect of causing that bar to go out still further? It is bound to make some difference.
1845. Then the bar lodges where it is at present as a result of the action of the scour on one hand and the operation of the sea on the other? The bar is not caused by the scour—it is a permanent bar.
1846. How can it be a permanent bar when it has shifted to sea 800 feet since the construction of the northern breakwater, according to the Departmental evidence? The same bar that is in the Newcastle harbour has been there ever since Newcastle was Newcastle, I understand.
1847. If that bar has been shifted further out owing to the extension of the breakwater, is there not a possibility of it shifting still further to seaward if the breakwater is further extended? I fail to see how a rocky bar can shift.
1848. They say that it is sand, not rock;—you do not appear to know that the bar has shifted? It is news to me.
1849. You are not prepared to dispute the fact? No; decidedly not.
1850. I understand that you advocate the extension of the southern breakwater so as to give smoother water on the bar? Yes.
1851. Which would give you a greater draught for vessels outward bound, and enable dredging operations to be performed with safety? Yes.
1852. *Mr. Hayes.*] If we have evidence before us that that bar is steadily shoaling-up, that it shoaled last year to the extent of 10 inches, and that it is necessary to get a scour to remove it, would you advocate the extension of the northern breakwater or the southern breakwater first? I think that by extending the southern breakwater first, you would have a better chance of blocking out the heavy seas.
1853. The evidence is clear that the extension of the northern breakwater created a scour; and seeing that the bar is shoaling again, would it not be advisable to further extend the northern breakwater, so as to send the bar still further out? I should certainly say, extend the southern breakwater.
1854. The southern breakwater has not had the effect of creating an additional scour, it has only made the water smoother on the bar? I never knew that the bar was where you state.
1855. *Chairman.*] Having seen the "Cawarra" buoy, do you think that the bar, as shown there, is in its correct place? The only place we look for is, the old original bar; when safe over that we are right.
1856. If the channel were dredged out, would not the south-east roll bring back the sand? I do not think so.

TUESDAY, 23 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and further examined:—

H.
McLachlan,
Esq.
23 April, 1895.

1857. *Mr. Davies.*] Have you prepared a statement in reference to the earnings and disbursements in connection with the coal traffic at Newcastle? Since I was before the Committee last Friday I have gone into the details of the cost of the working of the coal traffic. It is very difficult to go fully into the details of the cost, because there are a large number of general charges which it is very difficult to allocate to any particular description of traffic. There are the salaries of the Commissioners and the salaries of all the principal administrative officers, which must be debited to something. The coal traffic is run over so many private sidings and over so much of the Government line, and it would be difficult to separate the actual cost of the working of that traffic. It would be very difficult to find out how much it costs per ton per mile. There are different loads carried over different distances. Mr. Levien said that we only ran from 1 to 2 miles on the Government railways, the greater part of the running of the traffic being over private lines. That is an exceptional instance. On the other hand we carry a quantity of coal from Gretna, about 32 miles; and if you divide the two extremes you get an average of 16 miles, but that is a little high.

1858. How many collieries do you draw coal from the distance from which does not exceed $5\frac{1}{2}$ miles? I will give the number of collieries, and show the actual men working the traffic, and you will see what the figures make up. I will take, first of all, the traffic branch: Coal overseers and staff, debited to the branch, £530 a year; weigh-bridge staff, £360 a year; there are also guards, officers, and signal-men, forming an important item, making a sum of £5,876.

1859. *Mr. Hoskins.*] Do you deduct a portion of that for the main line? On the main line there are fifty signalmen, but if we had not the coal traffic you could knock off twenty-one signalmen. The stores come to £60, making a total of £6,826 per annum for that branch. That is leaving out some general expenses, which would come to something considerable, one of which is the cost of printing. The officers are issuing orders every day with regard to the working of trains, and we have to issue regulations involving a considerable amount of printing, which should be debited to something. I now come to another important branch in connection with the coal traffic—the locomotive branch. The maximum number of engines in use is eighteen for the coal traffic, although that would be too high to charge to the coal traffic solely, because sometimes some of those engines are working at other business, but I am assured by the Superintendent that an average of twelve engines would be a fair thing to allow for the coal traffic. The cost of these would be £34,800, and interest on that at 4 per cent. would be £1,592. Engines have to be repaired and to be renewed. I take about twenty years for the wear of an engine. I went into the matter with the Locomotive Accountant, and he thinks that for renewals and repairs a sum of £400 a year ought to be allowed, which would come to £4,800. To house these engines the Commissioners had to erect a very large shed at Honeysuckle Point. That cost £24,000, with barracks and offices. Allocating one-third of that to the coal traffic, the amount is £8,000, and the interest on that is £320. I allow £100 for renewals and repairs. Then there are running expenses, expense of drivers and firemen, stores, cleaners, and supervision, making a sum of £7,400. For last month the quantity of coal shipped was 176,000 tons, which would make about 2,000,000 tons a year. The cost, based on the actual traffic of last month, comes to £7,400 per year. There are seventeen brake-vans, the capital value of which is £375 each, making a total of £6,375, the interest on which, at 4 per cent., is £250 per annum. Renewals, repairs, and replacements, at £35 per van per annum, come to £600, and there is a sum of £100 a year for examiners. That makes a total of £15,462 a year. In these figures I am not including anything for the renewal of workshops. Those engines at certain times have to go to the workshops, but it would be difficult to say what charge we could put against them for that, so I am leaving that out. Now there is the rather difficult question—the percentage of the permanent-way which should be charged to the coal traffic. Of course you are aware that a very large proportion of the traffic in the Newcastle district is coal traffic. The renewal of the line is to a large extent determined by the traffic passing over it. In that district at least three-fourths of the tonnage is coal traffic. Taking last month again as a guide, I find that the number of miles run by the coal traffic over private lines was 2,375; the number of miles over the Government main lines, 9,479 miles. That is, roughly, in the proportion of 1 to 4. It would seem a fair proportion to charge one-fourth almost, or one-fifth, of the traffic to the permanent-way, but taking it at 6 miles of our permanent-way that the engines run over, then halving that again, making the coal traffic responsible for half, it would bring it down to a capital expenditure on the line of £100,000, giving £4,000 a year interest. This is the main line. We have 12 miles of sidings at Bullock Island. Half the cost of the maintenance on the main line and on the dyke comes to £2,331 a year. Then we have to work an electric light plant, with engine-house and engineers in attendance, and that comes to £3,600 a year, making a total under that head of £9,931. I am not allowing a penny for renewals. Of course, after a certain lapse of time, the lines require renewal, the sleepers require renewal, and the rails require renewal, and many of the Bullock Island dyke sleepers and rails have been down twenty years without renewal. Many are comparatively new sidings, but the originals have been there twenty years, and it would only be reasonable to allow something for renewals. Then we come to the terminal accommodation, and the interest on that is £13,600; the wages of coal overseers, £328; berthing-master and his office, £1,000 a year; twenty-seven shunters, shunting-engines, and engine-men's stores, £7,930. The cost of the shipment of coal I put down at £12,000 a year, making a total of £34,858. The amount of Russell's present contract is less than I have stated; but it has been more in the past, the present rate being a very low one. I may correct a slight misunderstanding. When giving evidence before I believe I implied that Russell had not to pay for repairs. His contract provides for ordinary wear

H.
McLellan,
Esq.
23 April, 1895.

wear and tear; but these cranes require expensive overhaul, almost renewal at times, and we should not ask the contractor to pay for it. The total of all these items is £67,077, that is leaving out many little items of repairs, renewals, &c. Putting the total earnings at £78,000, that would leave £10,000 or £11,000 as a surplus; but you have to debit against that administrative expenses, the cost of renewals, and other items. I think I was fairly within the mark in saying that there was no surplus profit on the coal trade. The expenditure on this particular month works out about 8d. a ton, and the earnings come to about 9d., without those additional charges which I have mentioned. The cost, I think, last month was a little less than what has been the average for some time past, because the Commissioners made a reduction in the rate-book which came into force on the 1st March, allowing a reduction on the coal shipped from 4 to 7 miles to 9d. instead of 10d., and allowing small coal to be carried at a reduction of 20 per cent., which makes a fairly big reduction in a year.

1860. *Mr. Davies.*] There is a great difference between your statement to-day and the statement which you made last Friday? Not the slightest.

1861. Then you say that there is not any profit? I say that there is no surplus profit.

1862. You adhere to that? Yes.

1863. Have you not shown the actual cost, providing for interest on the cost of construction and renewals? I have not provided for renewals. There is a surplus; but nothing for all renewals.

1864. Providing for renewals, and making provision for the running of the coal, and all the different expenses attached to the handling and shipping of the coal, including craneage, you state that there would still be a difference of how many thousands? About £10,000.

1865. And that you do not regard as profit? No; I do not think there is much surplus profit in it. You have to consider the question of extensive renewals of the line, administrative expenses, and general expenses, the cost of printing, and the cost of lighting.

1866. And these are included? No, I have not included them.

1867. *Chairman.*] What are the exemptions? All administrative expenses, a portion of which ought to be charged, if it could be allocated. No business man would go into it. The printing is a fairly big item—each man has to have his general orders printed, and there are rule-books, &c. The renewals also make a big item.

1868. You have based your calculations on the 6 miles of permanent-way at £30,000? I have allowed less than half of that for the coal traffic.

1869. Are you not a long way in advance of actual cost? I do not think so. That is the actual cost that stands on the railway books to-day.

1870. That has been the cost right through to Maitland? Yes; it might have been made at a dear time.

1871. Will you look at the evidence given by Mr. Keightley, President of the Newcastle Chamber of Commerce, and Chairman of the Newcastle Coal-mining Company, and say how that harmonises with the estimate which you have given? I do not think there is any reason for it to harmonise. I speak from facts, he speaks on assumptions. I give costs that have actually occurred, details of working taken from what was paid last month.

1872. Mr. Keightley provides for interest on £400,000 at the rate of 4 per cent.? Probably his estimate is like the prospectus of an undertaking where they are going to make £50,000 in two or three months, but finally lose their money.

1873. You make out a difference of £10,000 in favour of the Department after all the expenses had been defrayed, except the small matters which you have mentioned? One or two of them are rather large ones: The renewal of the track, and the renewal of 12 miles of sidings at Bullock Island. Of course, that would be the heaviest item.

1874. You still arrive at the opinion that there would be very little profit left to the Department in connection with the coal trade? Yes.

1875. And if the President of the Chamber of Commerce stated that he deducted the expense of haulage to the dyke, and interest upon the capital cost of the locomotives, interest upon renewals, provision made for renewals of locomotives, drivers' wages, firemen's wages, cleaners' wages, repairs, oil, and other sundries, together with the expense of guards, and interest on the capital cost of £400,000 at 4 per cent., you still are of opinion that he is altogether in error in saying that it leaves a profit of 4d. a ton? Yes.

1876. The whole of the earnings are absorbed in the expenses? Yes; or very close to it. There is no surplus such as he mentioned.

1877. He must be in error? Yes.

1878. The estimate he made you think wholly unreliable as compared with your own figures? Yes.

1879. *Mr. Chanter.*] The 4 per cent. on the cost of construction is included in your estimate? Yes.

1880. And after that is paid, in your opinion, there is no surplus profit? No.

1881. That £10,000 mentioned by you just now would be practically absorbed? Yes; I think if you could allocate every charge in its fair proportion you would find very little, if any, surplus profit.

1882. The Railway Department are practically working the traffic now just for the interest on the cost of construction and working expenses? Yes; we are getting very little more than a fair interest on the cost.

Captain David Swan, master mariner, s.s. "Gulf of Genoa," sworn, and examined:—

1883. *Chairman.*] What are you? Master mariner, at present in command of the steamship "Gulf of Genoa."

1884. You have been recently at Newcastle, and you know the port? Yes.

1885. *Mr. Levien.*] What is the draught of your vessel? Twenty-four feet six inches when fully loaded.

1886. How often have you travelled to this port? I have been travelling regularly between London and here ever since 1852.

1887. Have you ever had any difficulty in crossing the bar at Newcastle? Yes; I have been several times put back in the harbour when south-easters were blowing. We are only allowed for the utmost draught 23 feet; although the ship's draught is 24 feet 6 inches, we can only load down to 23 feet. I have to come to Sydney and take 500 or 600 tons more after having loaded at Newcastle.

1888. You leave Newcastle 500 or 600 tons short of what you could carry if the entrance to the harbour was deep enough? Yes.

1889. What was the first year that you entered that harbour? About 1882.

Capt.
D. Swan.
23 April, 1895.

Capt.
D. Swan.
23 April, 1895.

1890. Has the bar shifted, in your opinion? Yes; if anything, a little further out. The greatest change, I find, is inside the harbour.

1891. Where? Sometimes you find the channel away to the eastward. Within the last two years it has not been quite so bad as it was previously, but the main channel remains the same. The bar is shifting outwards.

1892. You see on the plan the proposed new breakwater on the northern side of the harbour, and the proposed extension of the southern breakwater;—what is your opinion as to the necessity for extending either of those breakwaters? I would certainly extend the southern breakwater first. The sea breaks right across the end of the breakwater. I entered Newcastle the Sunday before last immediately after a very heavy breeze, and the sea was breaking on the Big Ben Rock, and it hove the sea right across the entrance to the harbour. It first struck on Big Ben, then rebounded sideways. It broke in a north-westerly direction, making it a beam-sea for a vessel going into the harbour, right on the broadside.

1893. *Chairman.*] What wind was there? There was very little wind then, but the sea had not gone down from the wind that blew before that. I think it was about south-south-west or south-south-east. I had come down from Brisbane.

1894. *Mr. Levien.*] Your opinion is, that the southern breakwater ought to be extended before the northern breakwater? Most certainly.

1895. What distance? Sufficiently to allow the waves from Big Ben not to cross the end of the breakwater.

1896. How far do you say it should be extended? It would have to go not less than 500 feet.

1897. I suppose you are aware that 200 feet of the breakwater has been washed away? I understand that that is so. The breakwater wants to be carried out in a straight line, otherwise the same sea that I saw that Sunday would heave the sand right against the northern breakwater.

1898. What do you think of the northern breakwater? It would be very well, but it would require to be overlapped by the southern breakwater.

1899. Do you think there is any necessity for building the northern breakwater at all? My visits to Newcastle are about twice a year, in and out—sometimes three times a year. I should most certainly say that if the southern breakwater were built first you could then judge for yourselves as to the necessity for the other.

1900. Surely you have an opinion about the northern breakwater? It will most certainly help to scour the harbour; but it will require to be very much overlapped by the southern breakwater.

1901. Have you had any experience in reference to wave-traps? I have not.

1902. So you will not express an opinion upon them? No.

1903. What effect would the northern breakwater have in sending the waves over the beach? With both breakwaters in an even line, it would make a very heavy sea there.

1904. You think it would make a heavy sea instead of reducing it? Yes, as represented on the plan.

1905. Your opinion is, that it would reduce the sea coming from the south to the north? I should imagine from the way in which I saw it that Sunday that it would make a very heavy sea between the two ends of the breakwaters. There would be a heavy sea, which would be very apt to heave a vessel on to the extreme end of the northern breakwater, if it is extended as proposed.

1906. Are you in favour of wave-traps? I could not express any opinion upon them.

1907. All your trouble is about the bar? Yes.

1908. The bar has moved out about 800 feet? The only way I see is, if you carry out the northern breakwater, to have it well overlapped by the southern breakwater. I do not think that you will be troubled very much with rough water out there then.

1909. If they adopted your opinion, and extended the southern breakwater, would you then be in favour of building the northern breakwater? To a certain extent I should.

1910. How far? Sufficiently to catch the indraught of sand from the north. With heavy seas there is always a certain amount of scour.

1911. The opinion is, that this northern breakwater would make a great scour, and assist to deepen the channel;—are you of that opinion? Yes; the northern breakwater would assist in making a greater scour, if the southern breakwater were first extended; but it would be useless otherwise.

1912. Have you ever had any severe storms when going in? I would not attempt to go in in a storm. I generally come from Sydney, and I do not leave Sydney for Newcastle unless the weather is favourable.

1913. You have experienced no severe storms in going into the harbour of Newcastle? No. Had I left Brisbane one day earlier than I did I should have been unable to get into Newcastle the last time, and my ship would have had to be hove-to outside.

1914. *Mr. Hoskins.*] Is not the water outside the entrance to Newcastle harbour lumpy? When there is a wind it is lumpy.

1915. If the southern breakwater were extended as far as you suggest, do you not think that such extension would tend to make the water on the bar more settled? I believe it would.

1916. Are you of opinion that if the water on the bar were smoother that would give practically a greater depth of water? Most certainly. My vessel is 350 feet long, and in a slight rise and fall of the sea it means a few feet difference in the draught of water, and if the stern post happens to be over a shallow part of the bar when she rises to a wave forward she may touch.

1917. What is the tonnage of your vessel? Her gross tonnage is 3,400 tons.

1918. Would you hazard an opinion as to how much you think the depth of water would be increased practically if the water on the bar were made smooth? On a smooth day it would make a difference of not less than from 2 to 3 feet.

1919. How much coal would your vessel carry supposing she were taking a cargo of nothing but coal? Bunkers and cargo, 4,800 tons.

1920. Have you ever left Newcastle with 4,800 tons on board? Never. I have had to come to Sydney and take in from 500 to 600 tons. The utmost draught allowed by the harbour-master at Newcastle is 23 feet, and with that on board one might occasionally slightly touch the bar.

1921. If you had smooth water on the bar, as you believe you would have if the southern breakwater were constructed, do you think you would be able safely to leave the harbour with your ship drawing 25 feet of water? Certainly. I should think that at high water I could draw my full draught. The draught of my ship when loaded is 24 feet 6 inches. That is only a moderate draught compared with some of the vessels that are being built.

Capt.
D. Swan.

23 April, 1895.

1922. You are of opinion that if the southern breakwater is extended the water on the bar will be so much smoother that you will have no hesitation in taking out your vessel drawing 24 feet 6 inches of water? I believe it will be smooth. It is the wash from that large rock outside that makes the trouble.

1923. The trouble to navigators in entering the harbour is principally caused through the southern breakwater not being extended far enough? I believe so.

1924. Have you been in the habit of frequenting harbours where they have breakwaters similar to the proposed breakwaters at Newcastle? Yes; I have been at New Orleans, where they have a scour.

1925. What is the greatest depth of water there? It is sixteen years since I have been there. The breakwaters were then being constructed.

1926. Where were they being constructed? On the south-west branch of the mouth of the river.

1927. Have those breakwaters had the effect of causing an increase in the depth of the water on the bar? They have. They did not dredge there; they scoured it with a steamer dragging a grapnel, and allowed the tide to carry the silt away.

1928. Were two breakwaters constructed there? Yes.

1929. The way they deepened the entrance to the river was by constructing two breakwaters, and also having a steamer drawing something which stirred the sand up? Yes; and I think they closed up one of the mouths of the river.

1930. Have you been to any other ports where breakwaters have been made? Not to any extent.

1931. It is not uncommon for you to have to enter ports where the draught of water is not more than it is at Newcastle? I cannot say that. It is the worst port in that way that I have ever been in. I have never had to go to two ports to complete a cargo.

1932. This is one of the most dangerous ports? In certain weather it is.

1933. *Chairman.*] You said that a ship drawing 24 feet 6 inches of water had not a very deep draught in comparison with some vessels which are now being built; to what were you referring? To steamers like the "George Thompson," the "Australasian," the "Thermopylæ," and the "Damascus." When loaded they draw from 26 feet 6 inches to 27 feet. They are cargo-boats, like mine.

1934. *Mr. Davies.*] When your boat was being loaded at Newcastle, had you had any difficulty in finding a place in which to moor her? We have to stay alongside the dyke.

1935. Does that cause any inconvenience? None whatever.

1936. The harbour is too shallow? Yes; for swinging.

1937. Is there sufficient water in the North Harbour? I have never anchored there; I have gone alongside the dyke.

1938. As soon as you have got your cargo you go away to sea? Yes; I have had no occasion to stay except when we were weather-bound.

1939. You have had to stay alongside the dyke then? Yes. It is very inconvenient. I have lost as much as six days.

1940. If you have to be removed you must pay additional charges? Yes.

1941. Where was it that you found a difficulty in mooring your vessel? I say that when my vessel is loaded there is no place where I can swing at anchor in the harbour.

1942. No convenience? No, not for a vessel of the size of mine.

1943. Have you experienced any other difficulty in getting out of the harbour when loaded? Not in ordinary weather.

1944. To what extent can you load? Twenty-three feet draught.

1945. And how many tons short of your full cargo will you be then? 500 or 600 tons.

1946. Do you pay pilotage and other charges? I have been exempt for some years.

1947. You pay harbour and tonnage dues? When I call at Sydney, that makes me exempt; I only pay in one port.

1948. When you come back from Newcastle you have not to pay again? That is good for six months I understand. There are some few local dues that we pay, but they are very small.

1949. Where do you take your cargo to? When I load coal at Newcastle I go to Singapore and Manila.

1950. It has been pointed out that during the time that you have been trading to the port of Newcastle the bar has shifted to seaward 800 or 900 feet? Yes.

1951. Do you know why the bar has been pushed out so far as it is at present? I can form no opinion, unless there has been a heavy flow of water coming out of the river.

1952. Do you think that the construction of the northern breakwater to its present point, and the construction of the southern breakwater, has been the means of forcing the bar to its present position? I should not like to give an opinion upon that. Newcastle harbour is a very peculiar harbour.

1953. Do you think that a scour would be created if the first section of the northern breakwater, 3,000 feet, were constructed? As long as the southern breakwater overlapped it, it would.

1954. The contraction of the outlet would create a scour? Most certainly. The southern breakwater would have to be carried out.

1955. You advocate the construction of both breakwaters as long as the southern breakwater well overlaps the other further on? Yes.

1956. To create a scour and to carry out the bar into deep water? Yes.

1957. Would that be a means of enabling you to take your full cargo? I believe it would; it would bring the bar right out.

1958. What would be the effect? There would be a saving of time. It would mean for a vessel of the size of mine about three days, irrespective of other minor advantages.

1959. What would be the expense of those three days? Not less than £100.

1960. It would make a difference of £100 to your ship if you could take her out fully loaded? Yes. My own vessel is not likely to go into the Singapore trade again, but we have other vessels very similar, with the same draught of water—four of them.

1961. *Mr. Molesworth.*] Had you been into the harbour at Newcastle before there was an extension of the southern breakwater to the eastward of Nobbys? The first time I went there was in 1882. They were constructing it then.

1962. You had no opportunity of judging as to the improvement that the southern breakwater has been to the harbour? It has very much improved it.

1963. You think that the construction of the southern breakwater has been a real improvement? Most certainly it has.

Capt.
D. Swan.
23 April, 1895.

1964. Therefore you advocate the further extension of it? Yes; to avoid the rough water from Big Ben.
1965. I understand that you have an objection to the running out of the northern breakwater until the end is even with the extreme point of the southern breakwater? Certainly.
1966. Your principal objection is that it would create rough water? It would cause very rough water at the ends of the two breakwaters.
1967. And materially contract the entrance? It would. In entering there a heavy current would be apt to heave us on to the northern breakwater.
1968. You believe that if the southern breakwater overlapped the northern breakwater there would be smoother water on the bar? Yes.
1969. *Mr. Chanter.*] In your reply to Mr. Levien, I understood you to say that in your opinion the bar was caused by the sea sand coming round from the north? Yes.
1970. Evidence has already been given to the Committee that on the sand being tested it was found to be sand from the Hunter River;—do you know which way the current sets on leaving the river? In my opinion it sets towards Port Stephens, in an easterly and northerly direction, a very short distance outside the harbour. I have never found much influence from it.
1971. Do you ever find any set current along the southern breakwater? We are never long enough there to go minutely into that matter.
1972. I want you to express your opinion upon this; you are strongly impressed with the necessity for extending the southern breakwater for the purpose of intercepting the heavy rollers from Big Ben? Yes.
1973. Practically ranging from south to north? Yes.
1974. If that is so, would not the extension of the northern breakwater have the effect of intercepting that roll, and prevent it from expending itself upon the beach? Yes; but that would cause a very heavy sea where you once had smooth water.
1975. If the northern breakwater was extended as proposed, it would have the effect of causing a heavy sea at the entrance? Yes; immediately outside the two breakwaters.
1976. If the northern breakwater was not extended that would not be there? You would require to extend it to make a scour to where the bar is or is likely to come to.
1977. Would not the water be more quietened, if the northern breakwater were extended, than it would be by the southern breakwater? The extension of the southern breakwater would make smooth water, but it would not create a scour.
1978. As the current sets to the north, and the northern breakwater is constructed, the current will naturally tend to run along the training-wall? It seems to run in a line with the breakwater, as far as the breakwater goes.
1979. If the current is setting in from the river out to the sea, when you have this cross-roll, will there not then be a disturbance at the end of the breakwater—the heavy seas striking the current from the river? Yes; but you are in deeper water there, and have a better channel. Immediately you round the breakwater now you are on the bar. With the breakwater extended the smooth water would be on the bar. At present it is a short distance inside of the bar.
1980. It has been stated in evidence that a spit of sand extended out near the commencement of the northern breakwater, but the construction of the breakwater has removed it. If the breakwater was extended as shown upon the plan, would it have the effect of shifting the bar from its present position? I should not like to express an opinion upon that.
1981. In one case you have to deal with shallow water, and in the other with deep water? I am inclined to think that the bar, as it remains there, is caused by the wash of sand which comes round the end of the breakwater in gales. It is a sea deposit, or the river deposit, washed back by the action of the waves.
1982. You are of opinion that the wisest thing would be to extend the southern breakwater only? I would certainly extend it, whatever else is done. The southern breakwater is the more important of the two.
1983. If the northern breakwater were extended at all it should not be in anything like the same proportion as the southern breakwater? Certainly not.
1984. Then would it not be wise to see the effect of extending the southern breakwater before extending the other? Yes.
1985. *Chairman.*] You made a remark with regard to a sort of harrow being drawn behind a steamer in the harbour at New Orleans to stir up the silt? Yes; I have seen it done. It was a powerful steamer, and when the water was running out she dragged a grapnel after her.
1986. Was it very heavy? The steamer would be a vessel with engines of 200-horse power, and she dragged the grapnel after her.
1987. Can you give us any idea of the weight of the grapnel? I should say that it was not less than 2 tons.
1988. Was it very effectual? It was.
1989. Would any good result follow operations of that kind at Newcastle? I am afraid that it would fill up again. As the breakwater is now there is not enough scour.
1990. *Mr. Hoskins.*] Is not the bar silt, instead of sand? It is a very heavy mixture of alluvial sand.

Captain John Jones, master mariner, ship "Caradoc," sworn, and examined:—

Capt.
J. Jones.
23 April, 1895.

1991. *Chairman.*] What are you? Master mariner, and captain of the ship "Caradoc."
1992. Is that ship trading to Newcastle? No; I never was there until this trip. I came from Rio to Newcastle, and loaded at Newcastle for Manila. I got into that hurricane on the 31st January, and my ship sprung a leak, and I had to put back to Sydney.
1993. When were you in Newcastle? I arrived in December, and sailed in January.
1994. What is the draught of your ship? 21 feet 6 inches.
1995. What is her tonnage? 2,409 tons. She will carry 3,860 tons of coal.
1996. Is she a sailing ship? Yes.
1997. *Mr. Hoskins.*] When you were at Newcastle, did you notice any peculiarities in the entrance, or experience exceptional difficulty in entering the port? I was kept there for a week before I could get out, owing to the easterly gales and the heavy sea on the bar.
1998. Did you experience any difficulty in getting over the bar? There was a heavy sea for three days after the wind had died away, and I could not get out,

1999.

Capt.
J. Jones.
23 April, 1895.

1999. You could not get out on account of the heavy sea on the bar? No.
2000. Have you noticed the southern breakwater at Newcastle? Yes.
2001. Have you been accustomed to enter a port where there are breakwaters for guiding the sea so as to give a better entrance? Yes, in 1880. I went to Shields where they have breakwaters, and once you get inside you are in smooth water.
2002. What depth of water is there available for a ship loaded with coal to leave the port? My ship was drawing 22 feet.
2003. The depth of the water at Shields, which is a large port, is not greater than the depth of the water at Newcastle? I do not know how deep a vessel could leave there; but there are some very large steamers. Ships of very large draught cannot leave Newcastle fully loaded.
2004. Did you say that the depth of the water at the bar at Shields was 22 feet? No; I said that my ship was drawing 22 feet.
2005. What is the depth of the water on the bar? I do not know.
2006. The construction of the breakwater there has made the bar smooth? Yes.
2007. Have you been to any other ports where breakwaters have been erected? I have been to Portland, Holyhead, and Plymouth.
2008. I suppose you know it is intended to make certain improvements at the entrance of the Newcastle harbour;—would you have the southern breakwater extended further, or would you have the northern breakwater constructed? I would extend the southern breakwater.
2009. Did you, when you were at Newcastle, particularly notice the entrance to the harbour and the difficulty of getting in? When I got round the end of the breakwater my ship rolled and knocked us all about the deck.
2010. Why would you extend the southern breakwater? To prevent the sea from breaking on the bar.
2011. Have you experienced any other special difficulty in the port of Newcastle besides the entrance to the harbour? At low tide there was not much water at the dyke.
2012. *Mr. Davies.*] Did you take a full cargo from Newcastle? Yes. My ship only draws 21 feet 6 inches when loaded.
2013. Then you had plenty of water to take your ship out? No; I was delayed there a week before I could get out. It was blowing a gale from the eastward.
2014. It was because of the heavy sea, not the want of water? It was the heavy sea.
2015. That was your first trip to Newcastle? Yes.
2016. You state that your vessel had sprung a leak? Yes, in a hurricane.
2017. How long ago? On the 30th January.
2018. You do not know much about the port? Very little.
2019. Do you regard it as a safe port? Yes; but it is unsafe when there is a gale from the eastward.
2020. You find no difficulty as far as the port is concerned from the draught of water? Yes; there is hardly water enough to load alongside the dyke.
2021. *Mr. Molesworth.*] You said that when you entered the Newcastle harbour the water was very rough? Yes.
2022. What was the cause of that rough water? There was a south-east wind two days before that, and I suppose that that had got up the heavy sea.
2023. You came in with the assistance of a tug? I reached the end of the breakwater before I got a tug.
2024. Then a tug took you in? Yes.
2025. You were only in ballast? In ballast drawing 12 feet.
2026. And you loaded down to 21 feet 6 inches? Yes.
2027. How long had you to wait? I finished loading on the Thursday, and got out on the following Friday week.
2028. Had the water been smooth you would have got out sooner? I should have been out three days before that had the water been smooth. The sea on the bar kept me there four days.
2029. You were not waiting for the spring-tide? I was waiting for calm water.
2030. *Mr. Chanter.*] You say you were detained inside the harbour? Yes; it was exceptionally bad weather. We could not expect anything else than a nasty sea.
2031. Your vessel was moored alongside the dyke; was she very much disturbed? Not much. On the night when we finished loading we could not get her in close to the crane.
2032. Did the sea range in the harbour during the heavy weather? It ranged on the north side pretty badly, but not so badly at the dyke. At the A.A. Company's wharf a ship was tearing everything to pieces.
2033. You are a man of large experience. Have you entered any harbours where there were wave-traps? No, I never heard of them before.
2034. Then you would not like to express an opinion as to the effect they would have? No, I know nothing about them.
2035. Then your opinion, shortly, is that if the southern breakwater were extended it would quieten the sea on the bar, and give it a greater available depth? Yes.
2036. Under those circumstances you would not be delayed as you were on this occasion? Not so much. Of course, you cannot get out of the port of Newcastle during an easterly gale.
2037. Would you express any opinion as to the effect of the extension of the northern and southern breakwaters in scouring the channel? I cannot say much about that. I have not had much experience of these breakwaters.
2038. *Mr. Hayes.*] In proposing the extension of the southern breakwater only, is not that to give you more certainty of getting into still water? Yes. I think that if the southern breakwater were further extended into deep water, the water on the bar would be smoother.
2039. And would make it easier for ships to get in? Yes.
2040. You do not express any opinion as to the effect of the breakwater in creating a scour? No.
2041. You simply give your opinion as a sea-faring man, that if the southern breakwater is extended it will make the water smoother and make it easier to get into the harbour? Yes.

WEDNESDAY,

WEDNESDAY, 24 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, sworn, and further examined:—

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
24 April, 1895.

2042. *Chairman.*] Have you followed this inquiry? Up till within the last week or so. I am afraid I have not been able to keep in touch with it since then.

2043. Do you know the salient points before the Committee? Yes.

2044. The Department has had an opportunity of making itself conversant with them? Yes.

2045. In evidence previously given before the Committee, in order that we might have an idea of the discharge from the river, and the injury possible from floods, we were given some low water sectional areas? Yes.

2046. Would you like to make a statement with regard to them? Yes.

2047. I presume you grant that a low water sectional area does not fittingly convey what the discharge of the river would be in flood-time? Yes.

2048. Therefore the information ought to be given to us in some different way? Yes.

2049. Perhaps you will give us that information? First of all, I think Mr. Darley supplied those cross-sections of the Hunter more with the object of showing the tidal capacity of the river—that is, the volume of water which would lie between the high and the low water planes, and to point out that if floods were to be kept within bounds, you should deal with the upper portion first where it is more contracted. He showed by those sections that we were able to discharge the whole of the flood-water through the entrance, as it is at present, without flooding the adjoining lands; but if you go further up the river the flood-water spreads out over the ground—the channel is not sufficiently large to carry it. However, I have gone a little further myself into the matter since then, because I thought the Committee considered the question wholly with reference to the discharge of flood-waters, and I have taken a case of an 8-foot flood at Hexham—that is one of the highest. I have assumed a fall of 6 inches in the mile in connection with this flood. The velocities I may give you may not be the actual ones, but they are comparative velocities. I am taking the velocity on two different sections; one at the entrance, and the other at Hexham.

2050. For comparison they will do as well as any other? Yes; they are due to a fall of 6 inches in the mile.

2051. *Mr. Davies.*] What would be the total length of mileage? From Hexham to the entrance, about 12 miles. The width of the channel opposite the outer end of the southern guide-wall is 1,170 feet. The sectional area at low water is 30,980 feet. The sectional area between high water and low water is 6,000 feet, giving a total of 36,980 feet. That corresponds to the flood at that point, because floods raise and maintain the harbour at about high-water mark, when they are running full. As the water of the harbour entrance remains practically at high-water level during a flood, the above total would represent the full discharging area at the entrance, without further scour. The width of the channel at Hexham at low water is 520 feet. The sectional area at low water is 12,512 square feet. I have got some of our own levels and the map of the district, and I find that to get the same sectional area at Hexham, with an 8-foot flood as at the entrance, would require that the water should spread out to a width of 5,500 feet, and have an average depth over the land of 4 feet, in which case the mean velocity would be less than one-half of that at the entrance. The actual width, however, as far as can be ascertained from our plans, is about 1,000 feet less. The average depth would also be less, perhaps one-half, and the velocity slightly more than one-half that at the entrance.

2052. *Chairman.*] Being shallow water the friction is greater? Yes. The discharge in the case I take at Newcastle will be 11,382,444 cubic feet per minute, and at Hexham 5,340,600 cubic feet per minute, or only about one-half of what the Newcastle section is capable of discharging.

2053. You say that the greater depth, and the better formation of the channel at the heads as a discharging channel, renders the discharge therefrom, although the sectional area might be about the same, a very much greater discharge than at the shallow channel which would be formed by a flooded area at Hexham? Yes.

2054. And in addition to that, it has a larger discharging area at the mouth of the heads? Yes; a larger discharging area and a greater velocity.

2055. Are you prepared to grant that you are speaking in general terms, and do not know absolutely the fall of your sectional area? I do. Mr. Darley gave it in his evidence as 6 inches to the mile. We have it on record.

2056. But you do not know the shape of your sectional area at Hexham? I know it as well as anyone. I took the levels all over it seventeen years ago. We have our own plans as well in connection with the survey for the Newcastle water supply.

2057. You say the velocity at the heads will be twice as great as at Hexham? In that particular calculation.

2058. Where do you find the definite difference in the velocity? All I want for the purposes of this calculation is the mean velocity of all the particles passing through the section. Of course it is variable at the entrance. I have heard it said that you get surface velocities there, at points, of 8 miles an hour. Those, however, are only based on steamers known to be able to travel at 8 miles an hour, and they were unable

unable to make headway; but that is no proof of the velocity being 8 miles an hour, because the slip of the screw was enormous in water running like that.

2059. In general terms, your evidence means this: that although the low water sectional areas do not correctly explain the discharging power of the river Hunter at the time of flood, still the real flood discharge is not affected by any works at the heads? No.

2060. The Committee is told that, because low-water sectional areas in the Hunter show a certain sectional area, and the heads show also a sectional area, therefore the question of floods cannot be affected by the work at the heads;—but our contention is this: that inasmuch as we are not dealing with low-water sectional areas at all, they are not pertinent to the question? Exactly.

2061. You grant that? Yes.

2062. You furnish us with a sectional area at Hexham, making it clear that the discharge at the heads will not affect it, inasmuch as it is larger than the flood-water discharged at Hexham? Yes.

2063. There is one more point before we come to the work before us, and that is in reference to the scheme of reclamation which you have shown in red on the maps? Yes; we are not considering that scheme now. The Department has not yet thrashed it out.

2064. It deals vitally with the question of the amount of water which will be over the bar? Yes.

2065. You grant that any interference with the present tide-submerged area inside the Hunter River and estuary will affect the amount of water coming over the bar;—it will affect the volume of tidal water entering, and, therefore, will affect the scour on the bar? Yes.

2066. Therefore, it is a matter to be taken into consideration very seriously in connection with works of this kind? Yes.

2067. You show upon the plans that you are covering up areas which previously have been submerged? A portion of it, but it is very shallow.

2068. What provision are you making to compensate for that? By opening the entrance to Fullerton Cove and letting in a greater volume of tidal water.

2069. You intend to use that as a sluicing dock? Yes; and we shall also increase the volume in the channel itself by deepening it.

2070. Using Fullerton Cove as a sluicing dock will compensate for the embankments you intend to carry out? Yes.

2071. Your Department realises the importance of the question? Yes; it was taken into consideration when Mr. Darley sketched out that scheme.

2072. What is the approximate area of Fullerton Cove? About 2,560 acres.

2073. What is the area of your embankments? About 920 acres.

2074. Therefore, it will give you a sluicing dock twice the area of your reclaimed land? Yes; nearly three times the area.

2075. Might the using of Fullerton Cove as a sluicing dock solve the difficulty of the settlement of silt in the North Harbour? No; I do not think so. We want an area for shipping. If we contracted our channel, and kept it uniform at 1,800 feet width, we would be able then to scour it out, but we have to widen it out to obtain some place for the ships to lie in.

2076. You do not think it will be of much value for scouring purposes, excepting right down at the bar? It will assist us there.

2077. The Committee asked you on a recent occasion where the water, following along the dyke, and on reaching the southern guide-wall, would be projected;—what direction will the current then take? I have not been able to fix that exactly yet. It is too complicated a problem.

2078. But you must have had that in your mind when you made the scheme? Yes.

2079. If the guide-wall is built the northern breakwater must be built; otherwise the current will find its way out between Stockton beach and the Oyster Bank? Yes.

2080. Therefore, your reply, I presume, is this—that that guide-wall will project the current somewhere towards the north-eastern end of the northern breakwater? About the outer end of the northern breakwater.

2081. The construction of the southern wave-trap makes it imperative that the northern breakwater should be built? Yes.

2082. It would give you a worse bar than ever if it were not? Yes; it would direct the current sideways instead of directly out on the bar.

2083. Coming to the question of the northern breakwater, the evidence we have at present is this—that the construction of the southern breakwater and the northern guide-wall have had the effect of moving the worst part of the bar some 800 feet to the north-east;—is that evidence correct? Yes, about that; but this bar is not a point. It extends over a distance of practically 800 feet.

2084. The worst part of the bar is generally regarded as the bar? Yes; but even that is not a line. It has some width in itself.

2085. But the effect has been that the worst part of the bar is 800 feet seaward from where it was? Yes.

2086. That result has been brought about by the scour created by the northern guide-wall, with the aid of the southern breakwater? Yes. Whilst on that point I should like to draw attention to this—that these three sections are taken, one on the line of the old fairway, one 100 feet to the right, and another 100 feet to the left. The point marked "A" on the first longitudinal section corresponds to the end of the northern breakwater—that is, a line taken at right angles with this section would just cut the end of the northern breakwater. Before the northern breakwater was constructed the red line was the bar. As soon as it gets beyond the end of the northern breakwater the scour loses its influence.

2087–8. That little hillock is at the end of a tongue of sand formed from the northern breakwater, running out in an easterly direction? It shows that the northern breakwater's influence has been lost after the current passes beyond its end.

2089. A little further along the plan you will see a sienna mark;—what brought that sand there? It was always there. That is the sand line on the rock.

2090. Has there been no alteration there at all? Yes; it is slightly deeper.

2091. What made it deeper there? The scour.

2092. You tell us that the scour lost its power just outside the northern breakwater? Not the whole of its power. It is not nearly so effective as when confined between the two breakwaters.

2093. But your plan shows that sand has been brought along the northern breakwater and deposited in the fairway? Yes.

2094.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
24 April, 1895.

H. E.
Carleton,
Esq., M.E.,
M.I.C.E.
24 April, 1895.

2094. That has been brought there by the scour? Yes.
2095. From where? All the way up the harbour.
2096. Therefore, the scour has some influence there? Yes.
2097. The influence of that scour is felt 2,400 feet from where the contracting influences cease? Yes.
2098. To have taken it to that position there must have been a scour in existence? Yes.
2099. That is 2,400 feet outside the contracting influences? Yes.
2100. Take the first section of the northern breakwater, and tell us what depth of water there will be 2,000 feet eastward from it? Not less than 50 feet.
2101. If we transfer the termination of the contracting influence from the end of the present northern guide-wall to the end of the proposed first section of that northern breakwater, and it exercises the same influence as the northern guide-wall, the bar will be precipitated north-easterly into the 50 feet of water? It follows from your argument exactly the same law.
2102. Is the argument correct? It is hard to predict exactly what distance anything will be conveyed by a current. Assuming that it pushes it 2,400 feet further that will not be sufficient. We must go out to catch the littoral current.
2103. Do you grant that, in all probability, the scour will transfer the bar 2,000 feet seaward? I will not say what distance. It will put it out further. The end is in 46 feet of water at present.
2104. Therefore the bar in places would be in at least 50 feet of water? Yes.
2105. It is said that the deepest boats likely to come to Newcastle are 26 feet? Yes.
2106. Then you will want 30 feet of water at Newcastle? Yes.
2107. If you have 50 feet of water on the bar you will have 20 feet to come and go upon? Yes.
2108. Before the danger reveals itself again? Exactly. It would only be a temporary relief.
2109. But if the first section of the northern breakwater places your bar in 50 feet of water at least, and the utmost water you require is only 30 feet, your bar has to fill up 20 feet of sediment or sand before you experience any trouble again? Yes; and it will not be long in doing it either.
2110. How long? If you do not carry it out to catch the coastal current—some current which will disperse the sand—it will fill up again.
2111. In time? Yes.
2112. It will take a considerable time to form 20 feet of bank out there in the ocean;—is it reasonable to suppose that the bar will make a foot a year? One flood would do it. It is not reckoned by years. One really good flood would bring down enough to do it.
2113. Are you prepared to state that that does not get out as far as the current? I am.
2114. You believe the current is further out than that? Yes; otherwise we would not have that stuff there now.
2115. How far out is the current? I could not tell you.
2116. You cannot locate it? No.
2117. But you say that the extension of the second section will precipitate it into the current, but stopping at the end of the first section will not? I think it is safer. The further you take it out the more likely you are to catch the current.
2118. Will you grant that the construction of the first section of the northern breakwater will, in all probability, transfer the bar so that it will be situated in 50 feet of water? Yes.
2119. With regard to the removal of the rock in the channel itself, have you any statement to make with regard to that;—the different sections do not seem to be quite clear to us? I think the estimate of cost which was given to you before was in excess of what will actually be required for the work. I think the estimate was an error on my part in supplying the total of the accumulated quantities to Mr. Darley.
2120. Mr. Darley stated in his evidence that the increased scour would give another 2 or 3 feet, and that by small operations in the removal of rock we could get an additional 2 or 3 feet? Yes.
2121. Now you make a statement with regard to the cost of those feet? To remove the bar we hope to scour down to 25 feet at low water. Then we come to the rock, and to remove the rock lying between that and the 26-foot contour will cost £3,242. To remove the 26-foot contour and the 27-foot would cost £15,186; and to remove the 26, 27, and 28-feet—that is, to remove all the rock above the 28-foot level, would cost £34,690.
2122. That is the removal of rock? Yes.
2123. And you wish that statement to stand as a correct estimate for that work? Yes; if it has not already been corrected.
2124. *Mr. Levien.*] Where is this rock? Just where the bar is now.
2125. *Chairman.*] The Committee understand that, in order to get 28 feet of water, you require to remove a certain quantity of rock? Yes.
2126. To give you what fairway? 300 feet.
2127. And you have made a calculation based on a width of 300 feet? Yes.
2128. And the result is, £34,690? Yes; for 17,345 cubic yards. That is the quantity of rock.
2129. *Mr. Davies.*] What is the object of the continuance of the northern breakwater? To scour out the bar. What I said previously, or what I meant to say, was that the influence of the current dies out at a distance of 2,400 feet from the end of the northern breakwater.
2130. What distance will the construction of the first section of the northern breakwater carry the bar seaward? I do not know.
2131. *Chairman.*] What is the length of the existing breakwater? 1,960 feet.
2132. To the end of the first section, north breakwater, is virtually your contracting influence right along? Yes.
2133. What is the length of that? 2,020 feet.
2134. You virtually double what you may regard as your contracting influence? Yes.
2135. Therefore it must have a great benefit upon the bar? Yes.
2136. Will your wave-trap have any effect at all as a contracting influence? Yes; I think there will be less friction. There will be still water outside the line of the breakwater.
2137. If the Committee determine to adopt the first section of the northern breakwater, you have a northern guide-wall continuous in its effect for 4,000 feet? Yes.
2138. With regard to the southern breakwater, the Departmental proposal is to build it up some 200 feet to bring it to its old position? Yes.

2139. Why was that southern breakwater built? With the object of improving the entrance to Newcastle.
2140. In what way? To shelter it from the reef and the sea to the south-east.
2141. Are you sure that the southern breakwater goes sufficiently far to give a reasonable shelter from the south and the south-east? I think it will when we have made up the end, but if you spent what is proposed to be spent on these works in extending the southern breakwater, you would have no appreciable effect in further sheltering the port.
2142. The southern breakwater was built to protect the port of Newcastle from southerly and south-easterly seas? I think it was built with the object of protecting it from every sea.
2143. But the main seas are from the south and south-east? The more frequent gales are; but some of the very worst are what are called "black north-easters."
2144. But nine-tenths of the gales are south of the easterly point? Yes.
2145. How did you come to the conclusion that the exact point at which the Department ceased to construct the breakwater originally was the right point at which to cease? It was governed by the reef. We were just getting off the rock there. We went a little beyond the reef with our breakwater in the first instance, considering that was sufficient to protect the entrance from the seas which, of course, break on the reef, and are carried across the entrance.
- 2146-7. The Department came to the conclusion that the breakwater, as originally completed, was sufficient to protect Newcastle from the southerly and south-easterly seas, and that point of termination happened to fairly coincide with the rock? No; it is not a coincidence.
2148. The Departmental evidence is this—that the southern breakwater as it at present stands gives quite sufficient protection to the port? We think so.
2149. We want to know why you think so? Because we have extended it beyond the rock and reef from which the broken water came.
2150. What sort of end had you upon that breakwater when it was originally completed? It was a good solid end, but it had not been flattened out. The sides were rather steep.
2151. The seas flattened it out for you? Yes.
2152. It is a reasonable inference, therefore, that a heavy sea runs round it? Yes; but we look for something of that kind in the construction of all breakwaters to give us a wide base. We are not able to widen the base ourselves. The stones catch when we push them over, and we look forward to a gale to flatten them out.
2153. Have you seen the end of the southern breakwater? Yes.
2154. Have you noticed how the heavy stones are dragged round in a north-easterly direction into the channel? No; it would be hard to say whether the stones were tipped there or carried round.
2155. The very fact that some very heavy works carried out at the end of the southern breakwater were washed away shows that a very heavy sea rages there? Yes.
2156. That being so, are you quite clear that you have extended that breakwater far enough to intercept the southerly and south-easterly seas? I believe if you extended it another quarter of a mile you would have the same sea on the end of it.
2157. A south-easterly sea, as the breakwater is at present, would find its way upon Stockton beach? Yes.
2158. Supposing you had never started the southern breakwater at all, it would have found its way to the north breakwater? Yes.
2159. Therefore, the further you extend that breakwater out, the more it will throw those easterly seas beyond the port of Newcastle on to the Stockton beach? Yes; I should like to add that the effect on the seas of any extension of the southern breakwater, which we could possibly afford to carry out, would be inappreciable, as far as the entrance is concerned.
2160. Let us take a problematical distance of 300 feet. First of all, what would that cost? I think I ran it out roughly at about £30,000. I have estimates prepared for a quarter of a mile, and I find it a little in excess of the cost of our whole scheme—about £147,000. An extension of the southern breakwater for 710 feet would cost £74,000.
2161. Can you tell us definitely why the Department believe the breakwater as originally constructed was sufficiently long to intercept the southerly and south-easterly seas? I think it was because we had got past the edge of the reef.
2162. Can you give us the Departmental reason for stopping at the present end of the southern breakwater? Because we have reached the end of the reef.
2163. Supposing the reef had gone on another 300 feet;—would the Department have gone on with the southern breakwater 300 feet? I dare say, if we had had the money—if the reef had been further out—because the vessels would have had to go round it in entering.
2164. You state that that breakwater saves you from the easterly and south-easterly seas? Yes.
2165. Supposing the whole of the shipping evidence before us says it does not, how do you stand then? I still hold to my own opinion.
2166. If these people are unanimous that it does not protect the entrance to the port, and it is absolutely proved, how then does your Department stand with regard to affording protection? If it is absolutely proved of course I will withdraw my opinion; but I am not aware that it is absolutely proved.
2167. If captains—whose experience of entering the port extends over a number of years,—give their unanimous opinion that the extension of the southern breakwater is necessary, will you venture your opinion against theirs? Yes, I will, for this reason:—the primary object of our scheme is not so much to obtain smoother water, as to increase the depth on the bar; and we say that our scheme will effect that, and the extension of the southern breakwater will not do so.
2168. It is absolutely proven as a fact by those who are accustomed to go there at all times, that the breakwater will not be extended far enough by your proposal to protect them from the southern and south-easterly weather;—what then do you do? I should ask to see the proof.
2169. Supposing it be proved—taking a problematical case—what then is your remedy;—is it an extension of the southern breakwater? Yes, for the case you put before me.
2170. Is not that the only way you can get the protection required by the continuation of your work, such as you have had in the past? I say we do not require the protection; you cannot mention an instance of a vessel being lost there.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
24 April, 1895.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
24 April, 1895.

2171. If it is a fact that the entrance to Newcastle is not sufficiently protected from the southerly and south-easterly seas, how would you remove it? By extending the southern breakwater.

2172. Then the matter rests upon this: Is it a fact that Newcastle is properly protected from the south and south-east? Those are supposititious questions.

2173. How would you prove Newcastle was not properly protected from the south and south-east—what evidence would you rely upon with regard to the protection of the port? One is, that no vessels have been lost and no damage has occurred since the construction of the southern breakwater. That, I think, is very conclusive proof. I am not aware that passenger boats even are delayed.

2174. Would you consider the evidence of the pilots and harbour-master as valuable in a case of that kind? Yes.

2175. Would you consider the evidence of the traders to the port in all classes of boats has any value? Yes; but I should like to know the class of boat you are referring to. Our object is to make provision for vessels drawing 22 feet and over. The harbour is sufficiently deep for the other vessels, and naturally men with light draft vessels would try to make it as smooth as they possibly could.

2176. *Mr. Levien.*] But you would expect every class of vessel, no matter whether of heavy or light draught, to enter with safety? The rough weather perhaps is only for one or two days in a year.

2177. *Chairman.*] Your contention is that the extension of the southern breakwater would be beneficial to the smaller boats which want smoother water? Yes, if you had the money to take it far enough.

2178. But would it not be beneficial to the large boats which only want additional depth? No.

2179. If it be a fact that the southerly and south-easterly seas do still roll round the end of the breakwater, when made up, as the Department proposes the only cure for that, is an extension? I should like to add that in my opinion it would be better for the Committee to throw out the whole scheme than to go in for a large extension of the southern breakwater.

2180. Why? For the reason I have stated, that our object is to obtain an increased depth on the bar and the most economical means of doing that is by the construction of that scheme which Mr. Darley has already prepared. I think too much has been made of the rough water at Newcastle. There has been very little delay caused to shipping at Newcastle on that account.

2181. How do you prove it to be a fact that the southern breakwater does intercept the seas we have mentioned in the face of the whole of the evidence that it does not intercept them, and that it is not long enough? I do not prove it. I say our breakwater has been extended to the edge of the reef from which the broken water comes, and that if you extend the breakwater, say, a quarter of a mile, you will have the same sea at the end.

2182. Notwithstanding the fact that the whole of the witnesses accustomed to go in and out there, some of them every day of their lives, say that the seas break there in the most furious way, still you contend there will be no benefit at all from extending the breakwater? You must fix upon a length, and I say that an extension of a quarter of a mile would not give you what you anticipate, and that the cost of that would be greater than the total cost of the scheme before the Committee.

2183. Is the end of the breakwater affected by the roll from Big Ben at all? Yes, it strikes it in passing.

2184. If we extended the breakwater 300 feet, would it intercept it? It might intercept a portion; but I say it will not be appreciable.

2185. *Mr. Hoskins.*] What do you say is the width of the entrance to the channel? 1,400 feet.

2186. What width will a vessel drawing 21 feet of water have available at the entrance? 300 or 400 feet. I hear that the point was raised that the silt, after being deposited outside, was carried back and deposited on the bar. We have had some soundings taken at the point where we deposit the sand, and we find there are 15 or 16 feet less water there than there used to be, showing that the sand has gone to the bottom there. We deposit the material about $1\frac{1}{2}$ mile to the south-east, and to show that it could not be carried back and deposited on the bar, I may say that the bar always forms from the northern side.

2187. *Chairman.*] Have you a statement to that effect? No; but I wanted to show how quickly silt and sand precipitate themselves in salt water compared with fresh. Anyone who has spent any length of time in the bush knows that if you come to a clear waterhole, the water will probably be brackish; but in the fresh-water holes it is usually muddy. I will read an extract from the Minutes of Proceedings of the Institution of Civil Engineers on Mr. Vernon Harcourt's paper on the "Training of Rivers":—

The accumulation of sediment (at the bottom of the sea) is helped by the property possessed by sea water, of retaining fine matter for a much shorter time than fresh water does. Thus, according to Mr. Sidell (quoted in Dana's *Manual of Geology*), sea-water clears itself in fifteen times less time than river-water does. By experiments Mr. Sidell proves that precipitation which requires ten to fourteen days to be completed, in fresh water took place in fourteen to eighteen hours in saline solutions. This principle accounts, to a great extent, for the very beneficial effects of training-jetties at the mouths of rivers, because by keeping the river-water separate from the sea-water for a greater length of time and space, they prevented the matter in suspension from being precipitated close to the mouth of the river.

2188. Does that prove that the stuff you deposited $1\frac{1}{2}$ mile to the south-east goes to the bottom at once? Yes.

THURSDAY, 25 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, sworn, and further examined:—

2189. *Chairman.*] The Departmental view is that no good results will follow the extension of the southern breakwater? Not with any reasonable expenditure of money.

2190. The 200 feet of making up will be useful? We have always looked upon that as re-forming work and strengthening.

2191. Will you show the Committee, from the plan, the direction a south-easterly sea would strike the end of the southern breakwater, and where it would proceed after going beyond it? Just outside the end of the outer extension of the northern breakwater. It would just clear it. The southern breakwater would protect the northern breakwater from the south-easterly sea.

2192. You have your breakwater up to a certain point;—if you extend that point does it not give you 500 feet more of still water? I do not know that it would. It would curve inward, but the sea upon the bar is independent of that; it is a breaker on the bar itself.

2193. You tell us that your southern breakwater protects the port, and a south-easterly sea, passing outside it, goes in a certain direction;—if you extend that southern breakwater 500 feet, will it not give you 500 feet more smooth water than is given at present? I suppose it would.

2194. Therefore, it would extend that smooth water into what depth of water? Into 29, 31, and 26 feet. An extension of 800 feet would give a depth of about 60 feet.

2195. Your north-east line from the end of the 500-foot extension passes between a sounding showing 30 feet, and a sounding showing 60 feet? It actually passes through 31 feet.

2196. And immediately outside that you show a sounding of 60 feet? There is a considerable distance between the two—about 450 feet.

2197. The north-easterly sea at present passes over a bar showing as low as 20 ft. 6 in. of water? Yes.

2198. If you go 500 feet further out by extending the south breakwater, your rollers, going in the same direction, forced by the same sea, pass over a depth of 31 feet? Not 31 feet. The sounding on this map is 22 feet. If the waves go in the same direction after the present breakwater has been extended 500 feet, they will pass over an additional depth of 10 feet, and 400 feet further than that we have a depth of 60 feet of water.

2199. If you extend the southern breakwater, and the same results follow, fresh water coming out of the river will meet the heavy rollers in 10 feet greater depth? You would have to arrange to have heavy rollers at the same time as the flood to make them meet anywhere.

2200. But a heavy sea and a flood frequently occurs? I have seen it very calm during floods.

2201. A current coming out of the river is very much the same as a "roost"? I think the term "roost" applies to the very rapid tidal currents which occur upon the coast of Norway and the upper parts of Scotland.

2202. How fast do these "roosts" or races run on the coast? From 6 to 11 miles an hour.

2203. At what rate in flood-time would the water run out of Newcastle Harbour? You are not comparing like quantities. The other is a tidal-water; this is a flood. To make a comparison you must have like quantities. The rate of an ordinary tide at Newcastle would be about $3\frac{1}{2}$ knots.

2204. At what rate does it run out of Newcastle when there is a heavy flood in the Hunter? I have taken most of the flood velocities of the harbours along the coast, and I know that the greatest flood velocity at the Richmond, when the flood was 71 feet at Irvington wharf, in 1887, was $4\frac{1}{2}$ knots an hour at the entrance. That would be a fair index of what it would be at Newcastle. At Belmore Bridge, on the Hunter, on a base line of about a mile, I took the greatest velocity I have ever seen on any of the coastal rivers here in flood-time, and it came to about 6 miles an hour.

2205. Will you make a definite reply with regard to the flood-water going over the Newcastle bar at flood-time;—at what rate do you think it runs? I should say between 5 and 6 miles an hour at one particular part. That is the maximum velocity, but the mean velocity of the whole section would not be anything like that. In the centre of the current you might get between 5 and 6 miles.

2206. We will take it at about 6 miles an hour, although we have evidence that it is more than that? I do not know where you can get that evidence. I have taken more current velocities on this coast than any man in the country.

2207. Did you ever take them here? No; I have not. I have taken them on the Hunter and on nearly all the rivers on the coast between here and Queensland.

2208. If you grant that it runs 6 miles an hour it is enough for my purpose; it then becomes a "roost" or race of 6 miles an hour going out to meet the open sea? Yes.

2209. Compare its meeting the open sea in shallow water and also in deep water; what would be the difference? In very shallow water you would have it all broken up and boiling.

2210. What would be the result upon the sea if the "roost" from the Hunter River met it in 30 feet of water instead of in 20 feet? I do not think there would be any appreciable difference.

2211. Is there no difference between the "roosts" which run on the coast of England in shallow and deep water? Yes; but you are not comparing like quantities. You have the fresh water here running out in a flood which beats the sea down. There it is all salt water. The "roost" is caused by the running tide there. Here the fresh water runs out on the top of the salt water and keeps the sea down.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.

25 April, 1895.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
25 April, 1895.

2212. Stevenson, one of the authorities you brought before the Committee, likens the discharge of a tidal river exactly to one of those "roosts" which you find on the English coast? Yes. Most of his works refer to places where they have very much greater tides than we have. Ours is a comparatively small tide. The highest we get is 6 feet, and our neap-tides at Newcastle are only 2 feet 6 inches.

2213. He speaks of them forming "roosts" and races when they are running under 3 miles an hour, and he points out that if they meet the sea in shallow water where the translation process is going on, it is different to meeting it in deep water? There is no "roost" at Newcastle. Stevenson does not say there are "roosts" in every river, and I have certainly never seen one at Newcastle.

2214. How would you describe the discharge of the Hunter into the sea at flood time? As flood-waters.

2215. What form does it take; it is an intrusion of fresh water, is it not;—have you any technical term by which to describe it—the English engineers describe it as a sort of miniature "roost"? Not that I am aware of. A "roost," as I understand it, is the breaking up of the water consequent on the meeting of two currents—perhaps not meeting directly. I may add that the sea has nothing whatever to do with the forming of a "roost," as I understand it. You have a "roost" on a perfectly calm day on the coast of Norway.

2216. Supposing the river is running out into a smooth sea, will it preserve its shape and go further into the smooth sea than it would into a heavy sea? No doubt. If there were a heavy sea running directly in, parallel with the breakwaters, I should say it would hold the flood-water up to a certain extent, and spread it out; but its effect would not reach far. I have been at Newcastle at flood-time, and on all the other rivers. The fresh water, of course, is very marked. It works its way out on the ebb-tide, and is again pushed backwards towards the entrance on the flood. The clear water comes up towards the mouth of the bar during flood-tide.

2217. If the river runs into the rough sea, the stream or current will be broken up more readily than if it runs into the smooth water? Yes.

2218. If you extend the southern breakwater 500 feet, and get 500 feet more of smooth water, you prevent your current for a further distance of 500 feet from being broken up? Yes.

2219. Therefore, you aid in extending the power of your scour another 500 feet? No; because you have not got it. You want a breakwater on the other side to hold it up. It leaks out.

2220. I take it that there is some value in having a quiet bar? Yes; but in reply to that I say that, for no reasonable amount of money, will you be able to produce an effect on the smoothness of the bar.

2221. If you get smooth water for 500 feet beyond what you have at present, would not that smoothness be a benefit in aiding your scour? Not unless you construct a northern breakwater to hold up the current. If you extend the southern breakwater (say) half a mile, you will create no further scour on the bar.

2222. If the breaking process does not take place until you get 500 feet more seawards, it aids the effectiveness of the scour? To a very slight extent it may do so. I do not think we would be able to detect it by any soundings we could take.

2223. You have granted that an extension of 500 feet gives you 500 feet more of calm water? Yes; on calm days. Newcastle is a comparatively safe port.

2224. *Mr. Hoskins.*] We have evidence quite to the contrary? I can give you particulars of every wreck which has occurred there, and I can also obtain the days during the year on which our little tug steamers and punts have been delayed.

2225. *Chairman.*] You grant that you get 500 feet more smooth water by extending the south breakwater? Yes.

2226. You grant, also, that it will take you into 30 feet of water? Yes.

2227. Therefore, you have transferred the breaking point of your scour 500 feet seaward? Yes.

2228. If you grant that how can you contend it is not valuable? Simply because it will not last for any time. It is merely a temporary measure. It will silt up there in the 30-feet depth, just the same.

2229. Your contention is that it will again fill up? Yes.

2230. The construction of the northern breakwater without the wave-trap would accentuate the range into the Newcastle harbour? Yes; but I think too much has been made of that range.

2231. But still, the smoother a harbour is the better? Yes.

2232. Therefore, you put a northern wave-trap in to intercept the roll? Yes.

2233. Supposing that you transfer, by extending the southern breakwater—what you might call the range point—where the waves run across the mouth of the harbour, 500 feet eastward;—it will have 500 feet more to go before it reduces the range in the harbour? Yes.

2234. Therefore, the extension of the south breakwater is likely to lessen the range in the harbour? I think the wave-traps will be most effective in that direction.

2235. Was the southern breakwater built in the first instance to give you smoother water over the bar and on the approach to the river? Yes.

2236. If there were no southern breakwater would there be a heavy range at Newcastle harbour? I do not know that there would be in the present harbour.

2237. If you extended your southern breakwater 500 feet you would have the waves 500 feet further away from the port itself, and they would have a further distance of 500 feet to run before you felt their influence? Yes.

2238. Do you believe the extension of the southern breakwater would be useful to any class of boats? Yes, slightly, to the smaller light draught ones.

2239. But a smooth bar is of no value to the bigger boats? The difference in smoothness which you would be able to create by the extension would be of no value to them. Of course if you can make it always perfectly calm, no doubt it would be of value to everything passing in and out; but you cannot do that.

2240. A smooth bar will be valuable to light draught boats? Slightly better.

2241. Is not a ground swell a dangerous thing for a port? I do not think so. I think it is the breaking waves which are dangerous. As long as it is a roll it does not matter.

2242. Supposing one port has an entrance of 30 feet deep and another has an entrance of 20 feet deep, which is the better? The one with 30 feet.

2243. Virtually the worst part of the entrance to Newcastle, if the southern breakwater were extended, would be under the lee of the south breakwater? No.

2244. What depth of water are you in when you get under the lee of the south breakwater? About 27 feet.

2245.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.

25 April, 1895.

2245. At 22 feet you find the benefit of the south breakwater? No; I do not think so, because it sweeps round up there. There is not a hard and fast line between the rough and the smooth waters.
2246. Supposing you could get under the lee of the breakwater in 30 feet, would it be a better port to approach for a deep-sea boat? Yes.
- 2246½. With the southern breakwater as it is at present, you do not get under the lee until you are in 22 feet of water;—how is it that that will not be of benefit to the deep-sea boats? My contention is that it will fill up there.
2247. Yesterday we came to this conclusion—that if the first section of the breakwater were built, and the result which has followed from the construction of the northern guide-wall occurred in that instance, the bar would be projected seaward into from 40 to 50 feet of water? Yes; into that water, but that would be filled up.
2248. Supposing the first section of the northern breakwater is constructed, and the southern breakwater is extended 500 feet, will that force the bar into 40 or 50 feet of water? Yes; I think it will.
2249. Therefore, if we extend the southern breakwater 500 feet, it will give you 500 feet more smooth water? Yes; perhaps so, but not in the place you want it to.
2250. With the construction of the first section of the northern breakwater the bar will be likely to commence to form again in some 40 feet of water? I think it is probable.
2251. And the extension of the south breakwater will give you 500 feet more smooth water in that direction? Yes; but at the same time you will carry it further by putting 500 feet on the northern breakwater.
2252. The extension of the northern breakwater means that you will carry the bar into more than 40 feet of water? Yes.
2253. An extension of the southern breakwater 300 feet beyond the point at which the Department intend to build it up, and the construction of the first section of the northern breakwater, would have this effect—it would propel the bar to 40 feet of water, give you 500 feet more smooth water than you have at present in the direction of the bar, and the entrance to the port would be in deeper water? Yes; but the same result can be arrived at at less cost by the extension of the northern breakwater.
2254. *Mr. Trickett.*] Can you tell us at what depth of water a scour will be effective? In the entrance to Newcastle harbour I see it has been scoured out in one part 41 feet at low-water, and I do not know that it is done yet. If we could get our bar down I believe it would scour deeper still.
2255. If that is the case, why should it silt up again at the end of the northern breakwater if it is extended out? That is due to the action of breakwaters. That 41 feet is opposite the middle portion of the northern breakwater. The current having passed a certain point has lost its effect in consequence of there being no northern breakwater beyond that point.
2256. I understand the tenor of your evidence is more in the direction of deepening the entrance than in regard to safety for the port? Our primary object was to produce deep water by the most economical means. If in doing that we made it any smoother we should be only too delighted, but I do not think any reasonable expenditure there will alter the sea much. If you do not have it exactly where it is now you will have it a little further out.
2257. The primary object is to get rid of the sand-bank or bar? Yes.
2258. We had evidence a few days ago, from a captain who had travelled a great deal, to the effect that in certain ports heavy weights or dredges had been dragged over places of this kind, and that the outgoing tide had had the effect of removing very large quantities of sand? We have done that ourselves, and I think it was tried at Newcastle also.
2259. With what result? It is only a temporary measure. It is just the same as dredging. We also tried to harrow the bar on the Richmond River.
2260. But was it not too light for this work;—did it not almost float after the steamer? No.
2261. Did it not lift up? No. We had iron-work at Lake Macquarie, I did not see the Richmond one. I do not think it would be effective in such water as we have at Newcastle at 22 feet. It is merely on small or shallow bars where it is tried.
2262. You do not think it would be effective in this case? I think not. It might toss the sand about a little.
2263. Have you thoroughly thought out the effect of narrowing the neck of the entrance to this port, as proposed by the first section of the northern breakwater and its subsequent extension? Yes. This scheme does not narrow it. The new scheme does not make it any narrower than it is at present, and the old scheme has made it 600 feet wider than it was in its natural state.
2264. It prolongs the neck at the entrance? Yes.
2265. The entrance for deep vessels is confined to about 300 feet wide at Nobbys? Yes; but there are very few heavy vessels coming inwards.
2266. Your new breakwater, carried out to its ultimate extent, must make the neck of the entrance to Newcastle harbour longer than it is at present?
2267. And as you are going to prolong that breakwater you must create a neck there which does not exist at the present time? Yes, that is our object.
- 2267½. Is not the effect of a work of that character, as on other rivers, to cause the sea-waves to roll for miles upon miles right into the effect? I will read this case from Stevenson on the design and construction of harbours:—
- Propagation of ground-swell in narrow channels at Dunoon in the Firth of Clyde the ground-swell, after coming through the narrow passage at the Cumbræ is still from 7 to 9 feet high. It therefore passes through a neck of only 1 mile broad, and is propagated through a channel 1 mile broad for a distance of 14 miles.
2268. Is not there a possibility of this happening at Newcastle? Not the slightest.
2269. Why not? Because a portion of it would be caught in the wave-trap, and what did not would lose itself in the wider area beyond. If any passed the wave-trap, which I doubt, it would not be noticeable.
- 2269½. This wave-trap business is not very much practised at the present time? Every design on this coast has been designed with a wave-trap by Sir John Coode. At the Selina mouth of the Danube one was constructed.
2270. In this wave-trap are you going to retain a part of the original ocean beach for the wave to spend itself upon? Yes. We expect that the northern wave-trap may fill itself up to a certain extent. We look for something of the kind. The longer and the flatter the slope the better for us. 2271.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
25 April, 1895.

2271. Do you propose to retain in that wave-trap the present beach formation for the waves to spend themselves upon? Yes; we say that when our works are carried out sand will probably be deposited on the portion marked pink on the plan, and it will be all the better for us if it does so.
2272. What data do you go upon with regard to the extent of the places required for the waves to spend themselves upon? Mr. Darley spent many days considering it.
2273. Have you gone into it yourself? Yes; I went into it with Mr. Darley.
2274. What space of opening to your northern wave-trap have you? Five hundred and fifty feet.
2275. Do you stake your professional reputation that such a wave-trap as that will have the effect of preventing the waves running up the Newcastle harbour? Yes, I do.
2276. You say that by degrees it will silt up;—how will you deal with it then? We want it to silt up.
2277. If it silts up no water can come in? The sea will run up. It will be a long, flat, sloping beach. At present the beach slopes at about 1 in 5. The flatter we can get it the better.
2278. Will the wave-trap on the southern side also be an assistance? Yes. That is a very useful and effective beach at the present time—of course, not so effective as it will be with a wave-trap in addition to it, but it has always been retained as a wave-trap, and has proved useful to the port. Several applications have been made for the construction of wharfs along there, and Mr. Moriarty and Mr. Darley have always strongly opposed them on that ground.
2279. Several witnesses have stated that carrying out this northern breakwater as intended by the Department, will so narrow the neck of the entrance to the port, that when there is a strong flood on in the Hunter River it will be absolutely a menace to the port, and that vessels will not be able to sail in or even be towed in against such a fearful rush of water as will occur there? Our object is to increase it, but I do not think we shall reach a velocity which will—I am sorry to say—prevent vessels of ordinary power from coming in. I should like to see it reach such a velocity for a short time so as to deepen the bar. These are occurrences which take place so rarely that you must neglect them. Such a velocity as that described may not occur more than once perhaps in four or five years.
2280. There have been cases in which ships under full sail have not been able with two or three tugs ahead of them to get in against the outward rush of water—I have seen that myself; will not that be very much intensified? We undoubtedly hope that the scour will be increased. I do not think we shall get too much increase in it. We should get a longer period of scouring, but whether it will be much stronger I am not prepared to say. It is a temporary thing. It only could have occurred when the highest part of the flood was coming down, and the tide was ebbing.
2281. The Chairman has asked you questions as to extending the southern breakwater 500 feet? Yes.
- 2282-3. The Sectional Committee recommend that the southern breakwater be made up to the 200 feet which has been washed away, and be extended for a further distance of 300 feet;—do you think that would be an effectual means of scouring this part without the construction of the northern breakwater? No.
2284. Many people have contended that by doing that the action of the sea on the present bar there would be done away with, and that this stuff would go away to sea;—do you think that would be the case? I do not think so; I am pretty sure it would not.
2285. You were asked several questions yesterday as to filling up certain portions of the harbour at Newcastle, and part of the river;—that work has not yet been determined upon? It is not part of the present scheme.
2286. I asked that question because the authorities are so strong as to the risk of interfering with the surface space of water inside the bar harbours, that it seems to be very necessary that that work should be very cautiously considered before it is gone on with to any extent? As far as the harbour is concerned we are increasing the shipping area from day to day.
2287. What I mean is that there is no great embankment at present in consideration which might interfere with the big space of water, and so reduce the output of the water at the fall of the tide? No; I think it would be the reverse. We shall enable a greater volume of tidal water to enter the port than enters at present.
2288. You recognise the principle not to reduce the outrush of water which is so necessary for creating a scour? Certainly; it is never lost sight of in designing harbours.
2289. *Mr. Davies.*] You are familiar with the Departmental scheme? Yes.
2290. And have had to do with the drafting and settling of the different points under Mr. Darley? Yes.
2291. What is the object of the construction of the northern breakwater to the termination of the first section, and the building up of the old southern breakwater? To obtain 3 feet extra depth upon the bar. That is the primary object.
2292. By means of the scour? Yes.
2293. It has not been a question with the Department as to the safety of the entrance to the harbour for shipping? That has not been lost sight of.
2294. But that is not a question which has entered largely into the project before the Committee? Yes; I think it has.
2295. Do you regard the port of Newcastle at present as an unsafe port? No; but if in carrying out our scheme we can make it better still we should endeavour to do so.
2296. But the primary object of the Department is to secure a greater depth of water in the channel? Yes; and a slighter increase, if it requires it, of safety.
2297. By the extension of your southern breakwater up to the point of your old formation you propose to secure also greater calmness of water, and additional depth, giving greater facilities for navigation? Yes.
2298. You do not advocate the extension of the southern breakwater beyond the point of its old formation? No; I think any money expended upon that could be more usefully employed elsewhere.
2299. What are the reasons which actuate your Department in spending £7,000 to make good the southern breakwater? Because it has been knocked down, and will be knocked down more still. It is a thing which you must constantly repair. That sum was first put down under the heading of repairs. The ends get battered about, and there is an annual expenditure upon them. The sea levels them out, and you have to reform them from time to time.
2300. But if you are correct in your opinion that it will serve no good purpose to extend the southern breakwater, why spend £7,000 in making it good? Because it will keep on washing away, and it will be shortened. If we do not put a head upon it, the sea will wash it away further still.

H. B.
Carleton,
Esq., M.E.,
M.I.C.E.

25 April, 1895.

2301. The southern breakwater will gradually crumble away and shorten itself? Yes.
2302. And you recommend that it should be made up to its old bearings? Yes.
2303. If it is necessary to prevent the crumbling away and shortening of the southern breakwater, would it not be a greater advantage to continue it out, say 500 feet further than the old line? I think it would be cheaper to make it up from time to time, and I will give my reasons. It is now practically at the end of the reef. We drop over then into deep water of 32, 35, 36, 38, 40, 42, and 43 feet.
- 2303½. What water is it in now? Twenty-nine or 30 feet.
2304. What are the soundings, 300 or 400 feet beyond the southern breakwater? That brings us into 35 feet of water on sand. We do not know what depth it is to the rock.
2305. If £7,000 will make good the 200 feet of the old breakwater, what will it cost to make an additional extension of 300 feet? Very considerably more; but you cannot draw any comparison from the building up of the breakwater, because the base of it is formed. That is why our estimate is so small. I have not made a calculation for an extension of the southern breakwater 300 feet, but I have made a calculation for the extension of 710 feet under Mr. Hall's scheme, and I find that that will cost about £74,000. The inner portion, of course, will not cost so much as the outer, so that your suggested extension would be under £30,000.
2306. Three thousand feet is the length of the first section of the northern breakwater. The second section is 750 feet. That is estimated to cost £32,000. In answer to my question you state that in addition to the proposal of the Department, the carrying out of the southern breakwater 300 feet could be done for something under £30,000? I think so.
2307. If the southern breakwater is extended practically 500 feet beyond its present limits, it would give 500 feet greater extension than at present exists, and you would have your northern breakwater completed up to the end of the first section for the same estimate which you are now submitting for the carrying out of the whole work? That is correct. You would have that much work done, but you would not have the desired effect.
2308. But the Department itself have a doubt as to whether it is necessary to carry out the second section of the northern breakwater? Not that I am aware of.
2309. Has not Mr. Darley fixed the first section of the northern breakwater at 3,000 feet as being absolutely necessary? But he thought it would be necessary to construct the two.
2310. Is not there a possibility, if you get out 3,000 feet, that the second section may not be necessary? No doubt.
2311. You have been connected with the Department for seventeen years? Yes.
2312. Do you know the action of the northern breakwater when it was constructed upon the channel? Yes.
2313. When the northern breakwater was constructed, prior to the southern breakwater being completed, did it not create a deal of trouble in the harbour? I do not think so. I think it has been magnified with age.
2314. But what if Mr. Darley himself states that? He said there was a slight range at the end of the Queen's wharf, but all the shipping is practically moved away from there now. The greater portion of the shipping is now a mile or more up the harbour.
2315. Is it not a fact that there was trouble in the harbour until the southern breakwater was completed? I believe there was some range.
2316. Was there not a great deal? No.
2317. Were there not many complaints? I never saw a ship taken from the wharf in consequence of it. I have heard it said that lines were broken, but I never saw a ship taken from the Queen's wharf in consequence of the range.
2318. Were there not many complaints about vessels and steamers breaking away from their moorings, and as a consequence double moorings had to be used? Not many complaints. There have been complaints, and lines have been broken too.
2319. Would the complaints come to you or go to the shipping authorities of the port? They would go the harbour-master I suppose. Whatever he saw of that kind we generally saw.
2320. But you would not be so well informed as the harbour-master? Not officially.
2321. But you are aware from your own observation that there has been trouble in that respect? Yes; I have noticed a range there myself, but as I say, it has been magnified with age.
2322. What is the object of constructing the southern breakwater from Nobbys to its present point? Because there is a big flat reef over which the seas used to pass.
2323. But what has been the object of the building of that? To protect the port from the southern and south-eastern seas. It is a part of the scheme to obtain a scour.
2324. Has not the construction of the southern breakwater from its old point been a means of quietening the sea in the channel? Yes.
2325. And giving a great deal of ease to navigation compared with what it was before the construction of the southern breakwater? The only difference is that ships had no shelter until they came to the point of the old bar.
2326. You have a full knowledge of the construction of the northern breakwater? Yes; a portion of it.
2327. Have you any knowledge as to the influence the construction of that breakwater has had upon the scour in the channel? Yes; it has taken away the original spit; it has deepened a portion of the harbour between the inner and the outer end of the fairway to as much as 41 to 42 feet in places opposite the breakwater; and it has, in conjunction with the inner portion of the southern breakwater, pushed the bar some 800 feet seaward.
2328. Then, you are of opinion that the construction of the northern with the extension of the southern breakwater has created and maintained a scour up to a certain point? Yes.
2329. Where does this scour lose its velocity? I could not tell you exactly; it gradually dies out.
2330. Where do you think it terminates? I cannot say, but I know where it begins to weaken.
2331. Where? After it has passed the outer end of the northern breakwater. It diminishes from there until it falls away to nothing. It does not stop directly, but gradually decreases.
2332. You account for the bar being 20 ft. 6 in. in depth at the present time, from the fact of the scour being lost by reason of the want of the extension of the northern breakwater? Yes; in consequence of the water leaking out of the harbour sideways.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
25 April, 1895.

2333. Do the tidal waters come across from the southern breakwater broadside upon the harbour? They come in from all sides, and when confined between the two breakwaters, they run parallel with the fore-shores.
2334. You maintain, on behalf of the Department, that unless you continue the northern breakwater, you will lose a large portion of the scour, which will be created by the construction of the southern breakwater to its present termination? Yes.
2335. How do you arrive at that conclusion? I thought I had given one conclusive proof. I showed that, as long as the water was confined between the northern breakwater and the inner portion of the southern breakwater, we had a much more effective scour. Everyone knows that if water is confined to a channel its scouring power is greater than if it is allowed to spread itself out laterally.
2336. So that if the northern breakwater is constructed, you not only narrow the channel, but you maintain the scour you have already generated by the construction of your present northern breakwater? Yes.
2337. Why has your Department not proposed to continue your northern breakwater parallel, instead of taking it in a semi-circular direction? In order to form a wave-trap, and it is a more convenient means of bringing stone for the construction of the breakwater. I think the cost of forming the curve will be cheaper than the prolongation of the northern breakwater upon its present line.
2338. Would not the continuation of the northern breakwater in a straight line be shorter? Yes; but it will be in deeper water, and there is a scour alongside.
2339. *Mr. Lee.*] Supposing the northern breakwater were extended in a straight line, would it not knock your wave-trap theory into a cocked hat? Of course it would. Our wave-trap would be gone.
2340. *Mr. Davies.*] There are several reasons which operate with the Department in proposing the construction of a northern breakwater? Yes.
2341. You state there will be an easier and more economical way of getting material from the quarries for the purpose of constructing the breakwater? Yes; but the primary object was the construction of the wave-trap.
2342. If the southern breakwater is extended 500 feet beyond its present termination, would the wave-trap be as necessary as it will be without the extension of the southern breakwater? I think so.
2343. You believe the wave-trap will have a good influence upon the seas which come into the channel? Yes; I think it will intercept all the northern part of the wave if I may so call it.
2344. You have a space of 10 acres for the waves to spend themselves upon? Yes.
2345. And you have an opening of between 500 and 600 feet? Yes.
2346. What do you propose to do with the termination of your existing northern breakwater? We should, if necessary, put stone upon it from time to time.
2347. Would not the very fact of your wave-trap being there indicate that that would be a weak point in your northern breakwater? No doubt. If a big wave enters a portion of it it may strike the end, but I do not think that by the time it has reached there it will be powerful enough to do any damage to the northern breakwater. All breakwaters require a certain amount of maintenance. You cannot complete a breakwater and leave it.
2348. On the southern side you also propose a wave-trap? Yes.
2349. What seas is that proposed to catch? The southern part of any wave entering the harbour.
2350. At present you have a small wave-trap? Yes; we have a beach there which is another name for a wave-trap, excepting that we have no artificial means of enclosing it.
2351. You propose to construct a wall which will secure the wave-trap on the southern side? Yes.
2352. Is that an expensive job? £11,000; but it has a double object. Not only does it form the wave-trap, but it directs the ebb current over to the northern side of the entrance where the rock is at a deeper level where we propose to form our new channel. It helps to assist us in scouring the bar.
2353. You propose also to shift the fairway more to the northern side? Slightly.
2354. Which will give you 25 or 30 feet of water? We hope to get 25 feet at low water.
2355. And that will be without the removal of rock? Yes.
2356. How far would you be, taking the extreme end of your northern breakwater, from the line of your proposed fairway? 400 feet.
2357. Then you will be within 400 feet of the northern breakwater? Yes.
2358. What do you estimate the depth close to the breakwater? At that point there are 17 feet of water, but it is 35 to the rock, and it will scour down there to at least 30 feet I think.

FRIDAY, 26 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, sworn, and further examined:—

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
26 April, 1895.

2359. *Mr. Davies.*] Have you prepared information as to cost of the extension of the southern breakwater? Yes; extending the southern breakwater 300 feet beyond the 200 feet of repairs, as proposed by the Department, 105,330 tons, at 5s., £26,332 9s. 1d.
2360. The cost of the final extension of the northern breakwater beyond the 3,000 feet, a distance of 750 feet, is estimated by the Department at £32,000? Yes.
2361. Do you think practical results would be obtained by carrying out the southern breakwater a distance of 500 feet, or 300 feet in addition to what is proposed, and stopping the northern breakwater at 3,000 feet?

fect? No; if we cut the northern breakwater short we should not get the same scour, and we should have a repetition, on perhaps a somewhat smaller scale, of what we have had before, namely, a lobsided harbour. The further we extend the breakwaters, of course, the further the scour will assist us.

2362. Your contention is, that the breakwaters must be brought out so as to stand opposite to each other? Yes; I think that the end of one should be at right angles with the other.

2363. How is it that the Department have not carried out the northern breakwater to a greater length than it is at present? Mr. Moriarty recommended it on several occasions, but he had not the money for it, and he was not allowed to do it.

2364. Can you quote from any paper of his to show that he strongly recommended it? Yes; I can read from a letter of his, published in the *Newcastle Chronicle*, in 1872, in which he stated, "Those changes are due to the operation of the northern breakwater," referring to the deepening of the bar and the scouring out.

2365. Mr. Moriarty was evidently in favour of the extension of the northern breakwater out to the Oyster Bank? He has not fixed a limit to it. There is nothing to show whether he would stop beyond it or on the inner side of it.

2366. He did not advocate any provision being made for a southern breakwater to overlap the northern one? No.

2367. In the event of the northern breakwater being extended 300 feet and the southern breakwater 500 feet, would it be possible, later on, to further extend the northern breakwater 750 feet, and would the results be such as to justify the expenditure of £40,000 upon those works? I think you will get a better result by putting the money into the extension of the northern breakwater.

2368. Why does the Department propose only to extend the southern breakwater by building it up to the old workings? It is not an extension—it is only a repair.

2369. But if it renders no service to the harbour why spend £7,000 upon it in building it up? Because if we do not build it up it will cut back further still, and eventually we shall have no top to it at all.

2370. If it is of no service why should you trouble about it? It is of service, and will be of much more service. Half of its effectiveness is lying idle in consequence of the northern breakwater not being extended. Now it is a shelter to some extent, and to show that no further shelter is required I may state that Mr. Thomas, the Manager of the Newcastle and Hunter River Company, says that during a year, two or at most three days only have the company's steamers been prevented by rough seas from crossing the Newcastle bar.

2371. Supposing the southern breakwater had been carried out 300 feet, would it not have assisted the Company's steamers in getting in on those days? No; not on those days. A quarter of a mile would not make any difference, and that would cost more than the whole of the scheme before the Committee.

2372. Supposing the southern and northern breakwaters were carried further out, would it not facilitate steamers getting in on the days on which they are prevented entering? Yes; the northern breakwater will assist them.

2373. How? Because it would scour out the bar, and they would have a greater width of channel. At present they have to keep on the line of the fairway; but if the northern breakwater and the outer extension of it are carried out, we should obtain a greater scour. The part between the line of the fairway and the northern breakwater will be scoured out. At present, if they leave the line of fairway very much, they are carried on to the Oyster Bank. When our works are carried out, and the results we expect are arrived at, they will be able to go closer to the breakwater, because we should have deeper water.

2374. You will get from 25 to 26 feet of water, without having to take out the rock? We hope so. We should probably have 25 feet of water, in places where there is only 17 feet.

2375. That will be produced by the construction of the northern breakwater so as to create a scour? Yes; by concentrating the outflow of the tide.

2376. Do you admit that if the southern breakwater were extended for 300 feet it would be of service in securing calm water for the purpose of navigation? It would be inappreciable.

2377. Your Department have in hand the reclamation of some works at Stockton, and are now erecting a training-wall for the purpose of depositing silt? Yes; but it is not included in this scheme.

2378. Have you heard shipping captains state that when their vessels draw 24 and 26 feet of water there is no place to moor? No.

2379. Is there sufficient water for loading modern vessels in the harbour? That depends on the draught of the vessels.

2380. If you have all these improvements made, and they attain the expectation of the Department, you have not any really safe place in which to moor vessels in the harbour? Yes; there will be plenty of them before that time.

2381. Where? In the northern harbour.

2382. After you have dredged out the northern harbour? Yes.

2383. How many years will it take to do that? It is impossible to say. It all depends on the frequency of floods.

2384. Where is most of your silt deposited? A mile and a half to the south-east of the breakwater.

2385. If you carry out these works at Stockton, you will be able to work the whole of the year round with these dredges, and deposit the whole of your silt on reclamation work? Yes.

2386. Would it not save many thousands of pounds per year if that course were adopted, instead of punting the silt outside the heads? I do not think it would.

2387. Would it not save you 1d. or 2d. a ton? No; the saving would be really in time.

2388. What does dredging cost per ton? Twopence.

2389. What does it cost to punt the silt out to sea, a distance of 1 mile? Three farthings a ton.

2390. You would be able to save three farthings a ton if you could dump it down at a spot where you propose to reclaim a portion of land? But it would cost us more than three farthings a ton.

2391. Then you would have the benefit of your reclamation, and the land which would be resumed, as an asset against the loss you are incurring by punting out to sea the dredging of the North Harbour? Yes.

2392. In view of the state of the harbour, and the requirements of the port for space to moor large vessels, it is necessary that that work should be proceeded with? Yes.

2393. *Mr. Lee.* In the early part of your evidence you stated it would be better for the Committee to reject the whole scheme rather than recommend a large addition to the southern breakwater? Yes.

2394. Do you, after reflection, wish to qualify that statement? No.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
April, 1895.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
26 April, 1895.

2395. Supposing the northern breakwater were extended to the end of the first section only, and you found then that you would obtain all the scour you required to move the bar, and give you the necessary depth of water? Then there would be no necessity for going any further if we had a depth of 25 feet.
2396. If you attained that end before you got to the terminal point you would leave off? I think it is highly improbable that we should attain that end.
2397. What would happen in the event of your attaining it? No doubt we should stop the works and watch the changes. If we have 25 feet on the bar, and it will remain permanently at that depth, there will be no necessity to go further.
2398. If that were the case, and an extension of 300 feet were made to the southern breakwater, that extension would not lessen the scouring power at the end of the first section, or at the end of the northern breakwater? No.
2399. Would it not diminish the scouring-power at the end of the first section of the northern breakwater if we extended the southern one? No.
2400. If the southern breakwater were extended, and there was an influence at all, it must be for good? It would not exercise any influence.
2401. Do you mean to say it would be so many tons in the sea? Yes.
2402. But surely it would cause the water to be smoother inside? Any such extension as proposed, or any extension which might be carried out for a reasonable sum would not affect the water appreciably.
2403. We have the fact before us that the extension from Nobbys to the present point has caused the water to be much calmer? Yes; but we have got off the reef now. That is where the bad water came from.
2404. Is it not a fact that if the southern breakwater were extended it would cause the water to be calmer inside its influence? Nothing to speak of; not worth noticing.
2405. If the necessary scour were obtained at the end of the first section of the northern breakwater, and if the extension of the southern breakwater 300 feet gave calm water for a distance of 300 feet, could you in the face of that say that the whole scheme would be better rejected, than that that 300 feet should be added? Yes; because I say that that will not be attained. You are putting a supposititious question.
2406. You say the primary object of the scheme is not so much to obtain smooth water as to obtain deeper water? Yes; if in obtaining deep water we obtain smooth water also we should be much more pleased.
2407. Supposing you found your primary object met by the construction of the first section of the northern breakwater, it might leave a balance of money which might be expended in extending the southern breakwater; if you maintain deep and calm water at the same time would not that be better than rejecting the whole scheme? But you would have to wait until you built the first section of the northern breakwater, in order to know whether you got deep water before you commenced to spend money in extending the southern breakwater.
2408. *Mr. Molesworth.*] I understand that this design is Mr. Darley's? Yes.
2409. And you have assisted him in drawing up the details? Yes.
2410. And you fully concur in all the suggestions which the design conveys? Yes.
2411. Have you had any practical experience as to construction of wave-traps? No; we have not completed one yet; but I have seen the result of it on this beach, and on some of the northern rivers also.
2412. To a certain extent these wave-traps will be experimental? No; I think Mr. Hickson read a statement to the Committee in which he showed that one was constructed about 1842.
2413. Do you know of any wave-traps in existence in Australia? No; but in every one of our designs we have provided for them.
2414. Then, as far as New South Wales is concerned, wave-traps are a new thing? Yes.
2415. You have said that a certain quantity of sand will necessarily be brought into the wave-traps, and that they will shoal to a considerable extent? We hope they will.
2416. If they do that what is to prevent them being blocked? They cannot do that.
2417. Do not the waves of the sea build up banks of sand? Yes; long, flat, sloping banks.
2418. Is it not a fact that sandy shores are continually being built up rather than being washed away? They change. They are built up with some winds and storms and are taken away with others.
2419. Then, although the shoaling which you desire will take place, it will not affect the utility of the wave-trap? No; it will improve them. It will give a flatter slope for the water to run up.
2420. You say you can scour down to 25 feet at low water on the inside of the bar before you reach the rock? Yes.
2421. What is the rise and the fall of the tide there? At high-water spring, 6 feet. The worst neap tides are about 2 feet.
2422. To remove the rock to a depth of 27 feet would cost about £15,186? Yes; but that is not included in the scheme. That is a question which has cropped up since.
2423. You do not propose then to touch the rock at all? No.
2424. Then 25 feet is the least you will have at low water? Yes.
2425. If there is rough water on the bar when you have only 25 feet, would not the removal of the rock give vessels a very much better way out? Yes; but a vessel would not go out at low water. The mean of the tide would be 4 feet, which would give them a total of 29 feet.
2426. But the neap tides will only give them 27 feet? Yes; our scheme will provide for 3 feet more than they have at present. An increase of 3 feet in depth at Newcastle will increase the commercial efficiency of the harbour by fully 50 per cent.
2427. Is it not of great importance that, in order to secure the best possible depth of water on the bar, the water should be kept as smooth as possible? Yes.
2428. Is it not admitted that the extension of the southern breakwater for 300 feet will be likely to bring that about? I think not.
2429. *Mr. Chanter.*] As the heaviest gales comes from the south-east, about what point of the northern breakwater would they strike? A north-west line from the end of the southern breakwater would just strike the end of the outer extension of our proposed northern breakwater.
2430. Would no portion of the northern extension intercept the roll going on to the beach? No.
2431. Then in your opinion the extension of the northern breakwater would not divert that roll down the channel into the port? No; that is the reason for cutting it short at that point.
2432. The roll would be across the end and not in the entrance? Yes.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.

26 April, 1895.

2433. Supposing the roll did come within the channel? Then we have made provision for that by putting wave-traps in the design. If any south-easterly sea caught the northern breakwater it would run along it, be drawn into the wave-trap, and dispersed.

2434. Would there not be a possible overflow from the northern wave-trap which would be diverted across the channel towards the southern wave-trap? I think the wave would cling to the side of the northern breakwater. A great portion would be dispersed in the northern wave-trap. Another large portion would be caught in the southern wave-trap, and the quantity, if any, which passed along, would do no harm.

2435. Would not the opposing currents from the Hunter River, when in flood, have an effect upon the currents crossing, so as to prevent the rolling into the wave-traps? The fresh water would beat the salt water down and make it calmer and smoother.

2436. Would the wave-traps be effective under those circumstances? Yes; you cannot have water running in opposite directions;—one will overcome the other.

2437. But you will have two currents meeting? Yes; and one will neutralise the other if they are both equally powerful.

2438. Would some of the current turn round Nobbys? Yes.

2439. Then the southern breakwater intercepts that and gives it a more northerly trend? Yes.

2440. If the southern breakwater were extended another 300 feet would it not still have the effect of diverting the current to the north? Of course, it would have to go on the end before it could come round it.

2441. Would it go to the end, or be diverted to the north? It would spread out like a fan.

2442. In your opinion the extension of the southern breakwater will have no appreciable effect in increasing the velocity of the current along the northern breakwater? We shall get no more scour.

2443. You say that the southern breakwater is based upon the rock? Yes; it goes just over the rock.

2444. And your soundings are up to 35 feet to the sand? Yes; 35 feet to the sand at 300 feet. We have a sounding of 75 feet on the line of the southern breakwater.

2445. Within that distance? No; at a distance of 1,000 feet from our proposed end.

2446. If the southern breakwater were extended 300 feet, would it be absolutely necessary for you to find a base on the rock there? It depends on what depth the rock was. If the rock were not found at 3, 4, or 5 feet, a considerable quantity of sand would be scoured away.

2447. About what number of feet would you allow for that scour? The breakwater would be cut by the seas breaking on the end of it, and the sand would be stirred up. The seas would constantly agitate the stone until it sunk 5 or 6 feet into the sand. I daresay we should get a firm base at that depth.

2448. You anticipate that the construction of the northern breakwater will give you such a scour as to remove the bar? Yes.

2449. How far seaward will it remove it? We do not know the exact position of the littoral or coastal current; but we are in hopes of reaching it, and that it will not be deposited at all, but that it will be dispersed.

2450. Is there no danger, when the sand is being taken out with the scour, of the south-easterly roll intercepting it and forming a bar immediately at the end of your breakwater? I think not.

2451. That is the question you have taken into consideration? Yes, we have. We expect we shall have such a current as will carry the silt and sand in suspension until we reach the coastal current, and of course if we bring it to that point it will be carried along and dispersed.

2452. You hope that the constant action of the waves going into the wave-traps will cause silting up? Yes; We have shown in our design a silting up of nearly 10 acres.

2453. If the basin keeps silting up, will not the silt get so high that there will be no flow over it? No; I do not think it will silt up beyond what is shown on our plan.

2454. *Mr. Hayes.*] You say it would be impossible, with the scour created by the formation of the breakwater, for a wave-trap to silt up? Even if a bank of sand were formed there, the next ebb tide would cut it away.

2455. Are not wave-traps used under the name of stilling-basins in harbours in other parts of the world? Yes.

2456. What height do you propose to take the northern breakwater? Fifteen feet above high water, or 20 feet above low water.

2457. That is to prevent the current flowing away and confining it within the channel? Yes.

2458. Would not that have the same effect if the breakwater were only carried up to high water? We could not build it. I do not say it is an absolute impossibility; but it would not be a wise thing to attempt to do it. I may mention that at Trial Bay we carried the breakwater out at 20 feet above high water. We have found since that it has been necessary to raise it 4 feet.

2459. You tell us that your object is to increase the scour to remove the bar and deepen the channel? Yes.

2460. You do not consider the question of providing easier means of access and egress in connection with the port? We did consider it fully.

2461. But that has not been your primary consideration? No; the primary consideration was to obtain 3 feet more water on the bar.

2462. And that, you are satisfied, will be carried out by constructing the works proposed by you? Yes; our scheme is the most economical means of obtaining that result.

2463. *Mr. Roberts.*] Will you explain why the end of the breakwater should be at right angles with the current? The best form of an ideal harbour is two parallel breakwaters of the same length, with their outer ends at right angles to one another, with a wave-trap on either side, to catch the sea. In this case Mr. Darley stopped the northern breakwater at the point shown on the plan, so that it would not intercept any portion of the south-eastern sea passing the end of the southern breakwater.

2464. Are you acquainted with Captain Henry Newton, Harbour-Master, Newcastle? Yes.

2465. I will read you a portion of a report he prepared:—

During this time the original bar has gradually scoured to the bare rock, giving a depth of 23 feet 6 inches. The shoaling that has taken place is the cause of a most treacherous sea running across the channel from Big Ben Rock on to the tail of the Oyster Bank, and is a source of danger to navigation, also causing a great range in the harbour.

—? Shoaling is not due to the south-eastern sea, and the proof of that is that the bar always grows from the northern side. That could not be caused by a force which was running directly against it, namely, the south-east sea.

2466.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
26 April, 1895.

2466. Mr. Newton continues:—

thus compelling the vessels along the Queen's wharf and at the buoys to strain heavily at their moorings, parting their cables, and in several instances breaking the mooring-posts on the wharf. The bar at present in the fairway carries 20 feet 6 inches, having decreased from 22 feet during the flood of January last. I have on several occasions reported the state of the entrance to the local Marine Board, strongly urging the necessity of further extending the southern breakwater, not that it would cause much greater scour, as the tidal influence is greater on the north side, but with a view to preventing the seas from Big Ben breaking in the channel, thus affording a greater amount of safety to vessels entering and leaving the port. This was fully endorsed by the local Marine Board and forwarded on to the Government.

? A south-east sea from the most northern portion of Big Ben would strike nearer to Nobbys than the middle of the southern breakwater.

2467. Then if the harbour-master at Newcastle states that the southern breakwater will keep seas from coming into the harbour, you reply that he is in error? I say that the southern breakwater is sufficiently extended at present to intercept the south-east sea from Big Ben.

2468. In other words, you disagree with the harbour-master? I do.

2469. *Mr. Gormly.*] The last 750 feet of the northern breakwater, as proposed, will be partly on the top of the Oyster Bank? Yes.

2470. The sea now breaks over that Oyster Bank? In bad weather.

2471. The wind comes from the east at times? Yes.

2472. And if the wind came from the north-east, and the northern breakwater were complete, it would strike it? Yes; the only way to protect it against a north-easterly sea would be to put a breakwater across the entrance.

2473. *Mr. Levien.*] How long have you been in the Service in this country? About seventeen years.

2474. Where did you serve before you came here? I first obtained my B.A. and Bachelor of Engineering degrees in Trinity College, Dublin.

2475. Had you any experience before taking those degrees, or was it obtained by education itself? Yes; I was employed two years on the Canadian-Pacific Railway, in Canada. I was also employed under Mr. James Dillon, member of the institution of Civil Engineers in Ireland and England, on railway and drainage works in Ireland. I was also employed in France and Spain.

2476. All on railways? No; on engineering works generally.

2477. Can you tell me of any experience you have had with reference to harbour works for the building of breakwaters? Yes; I was in charge of the whole of the works at Lake Macquarie, and I have had to deal with the Clarence from time to time. I made the surveys and watched the progress of nearly all the works.

2478. Your experience, so far as harbours and rivers is concerned, is entirely what you have obtained in this Colony? No; I have kept in touch with harbour works elsewhere.

2479. But have you ever been under any engineer for the construction of harbours or rivers in any other part of the world? No.

2480. I suppose such men as Captains Adams, Skinner, Anderson, Featherstone, Knowles, Swan, Hacking, and Newton, are men of large experience? Not in the construction of harbour works; none whatever.

2481. They are men of experience so far as the navigation of vessels is concerned, and entering and coming out of harbours? Yes.

2482. Have you any experience of entering and going out of harbours during heavy storms? I have had experience of going in and out of harbours during heavy storms.

2483. Have you been captain of a vessel? No; but I have been on vessels.

2484. What knowledge have you of passing in and out of harbours? I have been in numerous harbours.

2485. The evidence of those who have had years of experience of entering the harbour ought to have some weight? Yes.

2486. You have had no knowledge as to building-up breakwaters and as to the entrance of harbours? I have had knowledge as to entrance into harbours.

2487. And as to building-up breakwaters? Yes.

2488. But not until you came to this Colony? I was able to watch the progress of many breakwaters just in the same way as the gentlemen you speak of.

2489. But you had no knowledge as to building them? Yes, I have. I watched the progress of the Kingstown breakwater, Dublin Harbour, harbours in France, and other ports. I know how they were built; I can tell you where they got the stone from. I watched the progress of its being brought down and placed in the breakwaters.

2490. If all these captains say it is necessary to extend the southern breakwater, not alone for the protection of the harbour, but to allow of a safer means of ingress and egress,—will you stake your professional reputation against theirs that they are wrong? I say that the gentlemen you have mentioned are all men capable of saying what is required for the port of Newcastle; but they are not able to say how that result is to be obtained as well as Mr. Darley and other engineers.

2491. Then no matter what experience or knowledge these gentlemen may have of entering a harbour or of the southern breakwater, you would entirely disregard their evidence? I would not; I would weigh it most carefully.

2492. But would you regard it as being of any worth at all? Yes; I should consider it, because I look upon them as gentlemen who have had large experience at that bar. They have been over it in all weathers, and they know what is required on it. They know they want smoother and deeper water; but I say they do not know as well as Mr. Darley and the other engineers how that result is to be obtained.

2493. What do you say as to their opinion of the extension of the southern breakwater? I would like to ask what length they propose to extend it.

2494. Three hundred or 400 feet, after building-up the 200 feet? And do they know the cost.

2495. That is nothing to do with the question;—do you say their opinion is wrong? I will not say they are wrong. I say that the result obtained by the extension of the southern breakwater, 300 feet beyond the point proposed by the Department, will have an inappreciable effect on the port.

2496. If the southern breakwater is of no use at all, what is the use of expending one farthing more upon it, and in building it up? It is to repair it.

2497. What is the good of repairing it if it is to be of no more benefit than it is now? If we do not repair it it will wash back further still, and eventually we should have no breakwater at all.

2498. Then you admit that the southern breakwater is of great importance? Yes; but it will be of still further importance when the northern breakwater is extended. We are only deriving half of its usefulness

at

at the present time. I look upon more than one-half of the money spent on the southern breakwater as lying idle.

2499. Has the shifting of the bar all been occasioned by building the northern breakwater? Yes; in conjunction with the southern breakwater.

2500. You say the southern breakwater will have no effect in carrying the bar further out? Not with- 26 April, 1895.

out the northern breakwater.

2501. What is the depth at the point where you think the bar will be taken by the construction of the northern breakwater? Thirty-four feet.

2502. What is the bottom there? We have made no borings.

2503. Will it not fill up with sand? Some might be deposited there, but it would not fill above a line 25 feet below low water.

2504. Of course Mr. Darley has been a good many years in this Colony? About thirty.

2505. He has had no practical experience of wave-traps? I could not say. Of course he has had practice in other parts of the world.

2506. You have had no actual knowledge of these wave-traps beyond what you have read? No.

2507. *Mr. Hoskins.*] Are you aware that the commander of the "Gulf of Genoa" steamship, which will carry 4,400 tons of coal, has stated that if the southern breakwater were extended 500 feet, it would still be lumpy water at the entrance to the harbour, and tend to deepen the water; are you also aware that Mr. Ellis, M.L.A., who has been largely engaged in shipping, expressed a similar opinion? I am not aware of any of that evidence.

2508. Do you think if the southern breakwater were extended, and the extension of it caused the water on the bar to be smoother than it is now, it would tend to deepen the available water 2 feet? I do not believe it would.

2509. Do you think it would increase it a depth of 1 foot? I do not.

2510. Are you aware that witnesses of great experience have said that if the roll of the sea from Big Ben were reduced, and the water on the bar were made smooth, there would be no difficulty in dredging the bar at the mouth of the river? Whoever said that cannot have understood the case. I say you could not dredge on that bar after any reasonable extension of the southern breakwater.

2511. You will admit that Mr. Newton, the harbour-master at Newcastle, is an officer of experience? Yes.

2512. Mr. Newton said in his evidence that the recent shoaling of the bar was the cause of a treacherous sea running across the channel from Big Ben Rock to the tail of the Oyster Bank; do you agree with that? I do not see, in the first instance, how a sea could run from Big Ben Rock to the tail of the Oyster Bank without passing over the southern breakwater. I say that whatever silting takes place on the bar comes from the northern beach, and we have ample evidence to show that it always grows from that side. If it came from the south-east, as is stated—and I do not know where the sand is to be obtained to do it with—it would grow from the other side.

2513. Has not Mr. Newton been a pilot and harbour-master for close on thirty years? Yes.

2514. Is he not on the harbour every day, and does he not frequently take soundings? Yes.

2515. Is it not fair to presume that he has seen the sand which has been brought to the bar? I do not know that Captain Newton's soundings, although they may have been taken more frequently than ours, extend over any great area. His soundings would be along the fairway only, and he could not tell by a single line of soundings where the sand was coming from. He could not predict where the sand which had accumulated there had come from by such an observation as that.

2516. Are not the strongest gales which blow into the entrance to the harbour from the south and south-east? The southerly gales are not so bad, but those from south-east round to east are the worst.

2517. Do you not think that heavy seas breaking on to the entrance to the harbour would tend to bring sand with them, and tend to shoal up the entrance with them? No.

2518. Would they not carry sand across to where you propose to extend the northern breakwater? I do not think so, because a wave has no effect on the bottom when the water reaches a certain effect—that is, in moving the sand.

2519. If an experienced officer says that the entrance to the harbour has been shoaled up by sand carried by east and south-east gales on to the Oyster Bank, do you think it is correct? There is some correctness in that; because, when it gets into the shallow water to the north of the bar it stirs up the sand shortly before reaching the Oyster Bank, and some of it might be carried round in the wave which the bar always forms from the northern beach, but it is not brought there directly by any wave from the south-east.

2520. You admit that sand may be carried by an east-south-east gale across the mouth of the harbour to the Oyster Bank? I have not admitted that—the reverse.

2521. Do you think if you had the northern breakwater extended, and did not have the southern breakwater extended further than you propose, the effect would be that the gales I have described would cause a drift of sand against the new breakwater, and thereby diminish the fairway of the harbour? I do not think it would.

2522. On what grounds? First of all, I say there is no sand in suspension carried by a south-east sea to place there, and secondly, if there was our scheme provides for a south-east sea passing the end of the northern breakwater.

2523. That is at the end of both extensions? Yes.

2524. Mr. Newton was asked:—

If the northern breakwater is extended, do you think there will be greater difficulty in breaking into the harbour during the south-east gales than there is at present? Yes; unless the southern breakwater overlaps the northern breakwater. That is essential.

The proposed extension does not overlap? No.

I say it does. I say that our proposed extension overlaps the extension of the proposed new northern breakwater.

2525. *Mr. Humphery.*] Do you remember the recent flood in the Hunter? Yes.

2526. Is it a fact that as the result of that flood the bar increased in height about 1 foot 6 inches? I know that the bar at present is the depth you state, but I say that whatever silting took place was not due to the flood, but to the bar forming in its ordinary way, as bars do on every one of our coastal rivers.

2527. Is it correct that the sudden shoaling took place during or after the recent flood, or that it simply formed in a natural way? I think it formed in the ordinary way from the northern beach. As a proof of that Mr. Walsh tells me that the material on the bar is sea-sand, and not silt which is brought down by flood.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
26 April, 1895.

2528. Is it your opinion that any evidence we may have had to that effect is incorrect? It is hardly fair to say that. Perhaps a portion is caused by flood, but it is a very small portion.
2529. Do you say the increase of sand on the bar has no relation to the flood which occurred in the Hunter, and the prevalence of south-easterly weather? I could not answer that question unless I were given the dates the soundings were taken before and after the flood.
2530. We want to know what the effect of the southerly weather during floods has upon the bar;—you say the shoal grows from the north beach? I say the floods do not diminish the depth on the bar, generally speaking. The decrease in depth on the bar is caused by sand carried from the Stockton beach.
2531. *Chairman.*] Is there a tendency for a current to follow a wall? Not a straight one. You must make it slightly concave. In this instance there would be a tendency to leave it.
2532. If you took away one side of the port, you contend it would be a lopsided port? Yes.
2533. Would not the water lose its scour more rapidly if you took out both sides? Yes; the tendency would be to spread both ways, but not at Newcastle as there is a reef on one side.

TUESDAY, 30 APRIL, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	JAMES HAYES, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	ROBERT HENRY LEVIEN, Esq.
The Hon. JAMES HOSKINS.	JOHN MOORE CHANTER, Esq.
The Hon. JOHN DAVIES, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JAMES GORMLY, Esq.
EDMUND WILLIAM MOLESWORTH, Esq.	

The Committee further considered the proposed Harbour Improvements at Newcastle.

Captain Richard Magrath, master mariner, s.s. "Phœbe," sworn, and examined:—

- Capt.
R. Magrath.
26 April, 1895.
2534. *Chairman.*] What are you? Master mariner, in charge of the steamer "Phœbe."
2535. Have you any knowledge of the improvements proposed to be carried out by the Government at the port of Newcastle? The first intimation I had of them was after reading the *Sydney Mail* on Sunday.
2536. *Mr. Davies.*] How long have you been trading to Newcastle? Since 1877. My exemption dates from 1878.
2537. What steamers or vessels have you had under your command? Nearly all J. and A. Browns' steamers. I was also in the employ of Mr. Ellis, in a sailing-ship. I have also been on nearly all the tug-boats.
2538. Are you at present engaged in towing vessels in and out? Yes.
2539. What is the largest vessel you ever had under your charge trading to the port after you took to the towing of tugs? 1,283 tons register.
2540. What would be the draught? Twenty-one feet 6 inches.
2541. Have you ever experienced any difficulty in getting in or out of the harbour? Sometimes we could not get out; also, I have had to stand off, and could not get in. I came from New Caledonia on one occasion with a vessel drawing 14 feet, and it had to stand off for four days.
2542. Were you in ballast? Partly.
2543. When did this occur? In March or April, 1883 or 1884.
2544. Who were you employed by then? Mr. Ellis.
2545. In what state was the southern breakwater at that time? It was not so far out as it is now. There were 40 feet of water at the end of the breakwater at that time.
2546. Notwithstanding the breakwater being constructed to the point you speak of, you found it very difficult to approach the harbour? We could not get in.
2547. Have you experienced any difficulty in approaching the harbour since then? I have seen a nasty sea on, but we got in, although it was pretty dangerous.
2548. Were the vessels of greater draught than the one you have spoken of? Yes.
2549. What was the draught? The ship "Altcar" drew 17 feet; going out she drew 21 feet.
- 2549½. Have you noticed much improvement to the approach to the harbour? Whilst the southern breakwater was going on the harbour seemed to be improving the whole of the time. It has not, however, been made wide enough to break the force of the sea.
2550. You are familiar with the work which has been carried out in connection with the northern breakwater? Yes.
2551. Has that improved the channel? A piece was put on, and since then there has not been as much water, uniformly, on the bar as formerly. In my opinion there is more sand on the bar, however, than there used to be, and there is less water on the bar than there was before the northern breakwater was extended 300 or 400 feet.
2552. Are you aware that the Departmental evidence is to the effect that before that extension took place the bar was in a certain position? Yes.
2553. And you say that that extension has left less water on the bar? In my opinion there is less water as a whole. You will get 21 feet. The water is shallower now on the old site of the bar than it was before that extension took place, and there is more scend in the harbour—more range.
2554. Are the Committee to understand that you are of opinion that with the extension of the northern breakwater the harbour has been caused to shoal up, and that it has been the means of creating less water on the site of the old bar? I am of that opinion. It is the same bar still, only it has spread out into deeper water.
2555. If it is the same bar, how is it that it has been removed 800 or 900 feet further to sea? It has only spread out. I do not believe the bar has shifted a bit, because the bottom remains the same.
2556. Are you speaking about the rock? Yes; the rock is there, 4 or 5 feet under the sand.
2557. Will you admit that the bar has been forced out 900 feet? It has been spread out; it has been made bigger than it was before. It used to be a narrow ridge and now it is a wide one.
2558. But there is a greater depth of water where the bar used to be? There used to be 19 feet 6 inches; now there are 21 feet.
2559. Do you think there should be an extension of the northern breakwater? Those who live the longest will see that if it is extended it will block the bar up altogether.
- 2560.

2560. Why have you come to that conclusion? The ebb-tide comes down the harbour towards the pilot-station and sets away to the end of the northern breakwater on to the northern beach. When it gets there it must have the beach to expend itself upon, because as far as the Oyster Bank the tide is done and there is no current of importance felt; but the ebb-tide, running longer than the flood, must carry silt further out than the action of the flood would carry silt in.

2561. You do not approve of the contraction of the channel to create a scour? No, because when a south-east to east gale is blowing the sea must have some place upon which to expend itself, and if you put a wall there it will block the beach up.

2562. It is necessary for the tide to have a means of exhausting itself, and you state that it exhausts itself at present on the beach? Yes.

2563. Supposing the Department has made provision for what are known as wave-traps, what then? In a few days they will be blocked up. If the northern breakwater is carried out as suggested, the wave-trap will fill up in a year or so, I think. I would point out that no range comes into Newcastle harbour, excepting when a southerly round to south-easterly wind is blowing. If it comes in at the present time it has the beach to expend itself upon. At present you have to put double moorings at Queen's wharf, and for the first time in my life, last Easter, owing to range, I put double moorings out at the dyke, which I have never had to do before the northern breakwater was extended. It was the first time I ever felt the range at the dyke. If the northern breakwater is carried out, there will be no chance whatever of the sea expending itself. It must all come in, and the wave-trap might as well be a mouse-trap. It will be no use in stopping the sea in my opinion.

2564. You strongly advocate the building up and strengthening of the southern breakwater? Yes; carry it out as far as you can towards the reef and back it up. Boulders are required at the back in order to break the sea before it strikes the breakwater.

2565. How far do you think it ought to be extended? As near to the reef as you can get it.

2566. How far out? About 100 yards further than it was originally.

2567. At the back of the southern breakwater alongside Big Ben, in a shoal of rocks, is there not practically a wave-trap where the sea expends itself? It is not shoal enough; there are too many gaps, and the whole of the ocean is in full force there.

2568. Is there anything else you would like to suggest? I have had a ship touch off No. 5 crane; there is a piece of rock there which should be cleared away; it is of the greatest danger to shipping inside the harbour. There is another bad place at the Market wharf, off the end of the dyke.

2569. What effect would the extension of the southern breakwater have upon the water on the bar? It will tend to scour it until it gets down to the bed-rock.

2570. If all the professional men of the Department state that the construction of the northern breakwater, coupled with the southern breakwater, has been the means of creating a scour which has cleared away the sand, and also the bar, some 800 or 900 feet, you think they are under a misapprehension? I do. It has scoured one part, but it has left it in another.

2571. But it is 800 or 900 feet from where it was originally? The bar is there still, only it has spread out, and has gone into deeper water. The bar has never been shifted; it is where it always was, and will be till the end of time.

2572. Where does the scour come in? From the inside.

2573. Do you admit that there has been a scour which has taken away the sand from Scott's Point? Yes; it has deposited it further on, so that it has not improved the bar at all, and there is a range in the harbour now which, it is my opinion, was not there before the last extension on the north side.

2574. Your opinion is, that the last extension of the northern breakwater has been the means of preventing the scour which originally existed? Yes; from clearing the harbour.

2575. Is there anything else you have to state? Yes; there are rocks at Stony Point which want removing.

2576. Has not the rock already been removed from where it is proposed to put the lightship? Only a little.

2577. You would not approve of a wave-trap being constructed from the guide-wall, as shown on the plan, by the southern side? No; there is a sort of natural wave-trap now, a small beach, where the tide expends itself. If you put a guide-wall there you will never hold a ship at the wharf. Judging from what I have seen during the last seventeen years, I say that the southern breakwater wants extending and strengthening, and I believe that will cure all the defects in connection with the bar.

2578. Do you know anything of the punting out to sea of the silt raised in the harbour? Yes; I have met the punts thousands of times going in and out.

2579. Do those punts contribute in any way to the silting up of the bar? I think so. When there is a breeze they cannot go out, and they lie there. When they go out they meet the sea; there must be a lot of the stuff washed off the punt and lost. If you watch a punt near the entrance you will see it leave a muddy mark the whole of the way to where it deposits the silt.

2580. Do you think that has contributed towards the silting up of the bar? Yes. I do not think it should go out at all, if they want to reclaim the land inside.

2581. You advocate that it should be used in reclaiming Stockton Point? Yes, and on the dyke as well.

2582. Would you regard it as a great saving to deposit the silt on the proposed reclamations rather than take it out to sea? Yes; I think it would lessen the danger of the bar being blocked up. The sand-drift behind Shepherd's Hill has all come out of Newcastle. It washes back again. The bed of the ocean outside is all rock. I have sounded it.

2583. *Mr. Hayes.*] You mentioned that you were on one occasion four days off the entrance to the harbour with a vessel drawing 14 feet? Yes.

2584. Was a heavy gale blowing? Yes. The signals were at "stand off"; I was on a brig called the "Restless."

2585. You say that since the northern breakwater has been extended the bar has become shallower? I believe it has.

2586. The northern breakwater has created a scour on the original bar; if it is extended still further will not that scour be carried out to a greater extent? I do not think so.

2587. You say that after a gale, when the silt-punts go out to sea, the water is discoloured? Yes; it washes from the top of them, or from the underneath.

2588.

Capt.
R. Magrath:
30 April, 1895.

- Capt. R. Magrath.
30 April, 1895.
2588. Does not the muddy water lie on the top of the punts when they go out? The heavy sediment certainly goes to the bottom.
2589. When a sea breaks upon the punt it washes the light material from the top and discolours the water? Yes.
2590. *Mr. Levien.*] You have never seen those in charge of the punts let the silt out from the bottom? No.
2591. You do not impute that it has been let out? I am not going to say whether I do or not.
2592. Do you think it has been let out wilfully? I would not say. I believe a good deal of stuff dredged from the harbour is left on the bar.
2593. *Chairman.*] Does the tide run hard along the southern breakwater? No, not very.
2594. Is there any current along the southern breakwater? Yes; there is more ebb than there is flood.
2595. In flood-time is there a good run along the southern breakwater? Not very hard.
2596. At what rate would you say it ran? From half a knot up to 3 knots. It runs 3 knots at Stony Point, and tapers off to half a knot.
2597. When there is flood in the river, does it run out very fast near the black buoy? Near the end of the southern breakwater you do not feel much ebb there. It sets away to the north beach.

Captain Charles Adams, master mariner and tug-master, Harbours and Rivers Branch, Department of Public Works, Newcastle, sworn, and examined:—

- Capt. C. Adams.
30 April, 1895.
2598. *Chairman.*] What are you? Master mariner and tug-master at Newcastle.
2599. *Mr. Lee.*] How long have you been stationed at Newcastle? Eight years.
2600. What are your daily duties? Towing punts to sea, and shifting dredges occasionally. My chief business is tugging the barges full of silt, and emptying them.
2601. You have seen the bar, under all conditions? Yes.
2602. What do you think would be the effect on the water at the entrance to the port, and the water in the port, and the state of the bar, if the proposed Government works were carried out? My experience of the rivers of New South Wales, and of the breakwaters and sea-walls which I have seen built, tells me that if the northern breakwater is carried out it will confine the waters, and we cannot scour sand or silt unless we do that. At present there is no tide over by Stockton; it is on the dyke side. There is a slight current on the Newcastle side, of no force to shift anything. On the Stockton side there is dead water; in fact, it is eddying water. In a time of flood the eddy there shallows the water up several feet. Three or four years ago the North Harbour was shallowed up 3 or 4 feet. After a tide has struck the dyke, and after it comes to No. 6 crane, there is no tide whatever to cause a scour. It comes down very strongly about the middle of the harbour, and strikes on the lightship rock. A great deal runs across over by the northern breakwater and the Oyster Bank.
2603. Between the existing breakwater and the Oyster Bank? Yes; and over the Oyster Bank. I have seen the buoy at the Oyster Bank kept under water owing to the force of the tide.
2604. Are you speaking of the tide under ordinary conditions or with flood-water at the back of it? With flood-water at the back of it.
2605. And that would be the worst condition we could have? The buoy will run under at strong spring tides.
2606. Describe the outward course of the current from the light-ship point? It runs very strongly and follows the line of fairway. There is not much tide on the south side. It strikes Stony Point and it turns it off in a northerly direction.
2607. You know the existing state of the tides? Yes.
2608. What would be the result if you have that wall built on the northern side? It will confine the current and cut the sand right away.
2609. What about the current then? The breakwater will confine the current so that it cannot get over the Oyster Bank. It must go out and cut the bar clean to the rock, I should imagine. There would be nothing allowed to remain on the rock when the water was confined.
2610. Do you think it will set up sufficient scour to clear the bar? Clean to the rock; that is my experience.
2611. Do you think it will set up a current so strong that you would have difficulty in navigating inwards? Yes, except with a powerful steamer. Of course the sailing ship does not attempt to go in without a strong fair wind.
2612. If the proposals of the Government were carried out, what would be the position of a deep ship being towed into port? She would require a powerful tug. I have seen them stuck up with the present tides, and they have had to get a second, or even a third tug, to take them in; but the usual way would be, if there was any bad weather, to wait for a flood-tide.
2613. Would not a deeply-laden ship, with a gale of wind from the south-east to south, have to be extremely careful in taking the entrance to avoid getting on to the breakwater? No more so than at present. The dangers are still there. If you get on to the Oyster Bank you will be in trouble.
2614. But if the Government proposal be carried out, the breakwater will go over it? Yes; and you will have a better chance of there being more deep water than there is now.
2615. If the works are carried out as proposed, do you think that the Oyster Bank, under any circumstances, a danger to the port? I do not. I do not think myself that I would extend the northern breakwater beyond the first section, and I would build the southern breakwater up to the 200 feet which have been washed away.
2616. Supposing the southern breakwater were extended another 300 feet? It would be still better.
2617. What would be the peculiar advantage derived from having that extended? It would drive the sea further out, and it would be so many hundred feet further from the Oyster Bank. The further you carry it out, the further you will drive the broken water to the north. If you extended the northern breakwater right out to the second section, and did not extend the southern section, the sea would run upon it, and probably bring a ship with it. The sea breaks more across there now towards the "Cawarra" buoy than it used to do.
2618. Therefore you think the proper thing to do is to build up the southern breakwater to its original height and length, and then extend it some 300 feet? Yes; to protect the bar from the sea.

Capt.
C. Adams.

30 April, 1895.

2619. By doing that you will get calmer water inside the entrance, and you will take the diagonal roll off the immediate entrance to the port? There will always be a roll, but the further you run the southern breakwater out the more it will protect the bar or the inner harbour from it.

2620. Should it be extended to the north-east, or should it trend more to the southward? I think it should be carried a little more to the east than it is at present. I would not carry it any more to the northward, because a ship would have more difficulty in rounding up going in during a heavy sea.

2621. If the northern breakwater were carried out to its full limit, and the southern breakwater were left in its present position, it would be no protection to the port at all? I believe it would be worse than it is at present.

2622. Then, whatever may be done with the northern breakwater, will it be absolutely necessary to extend the southern breakwater beyond it, so as to protect it from the seas? Yes. If I had to spend my own money upon it, that is what I should do; but to deepen the bar, I should carry out the northern breakwater.

2623. Supposing the northern breakwater is carried to the first section, and the southern breakwater is extended 300 feet, the latter will overlap it? Yes; and the more the better, because of the sea. The greater the distance the greater the protection.

2624. Do you think, if the first section of the northern breakwater were constructed, and the southern breakwater were also extended, it would create sufficient scour to drive the existing bar? If the northern breakwater were constructed, and the southern breakwater were built up and extended 300 feet, it would deepen the bar.

2625. *Mr. Chanter.*] Have you experienced any difficulty inside the harbour from the range of the sea coming in? Yes; I have had to shift away from the Queen's wharf up towards the dyke to get out of the range.

2626. If the northern breakwater is extended as proposed, and it intercepts any of the south-easterly roll, must not that range go right into the harbour? I think it will be a difficult matter to prevent the range entirely. I do not think it will cause a great deal of range, particularly as the southern wave-trap will intercept the waves continually.

2627. In reply to Mr. Lee you indicated clearly the trend of the waves from the south-easterly roll;—they will expend themselves on the Stockton beach? Yes.

2628. If the northern breakwater is constructed, must not it intercept that roll? The first section of the northern breakwater does not go out beyond the edge of the break. It undoubtedly will check the waves.

2629. Do you think if it does that, the northern wave-trap will have the effect of preventing the roll into the harbour? It will assist it.

2630. Do you think it will prevent it? I do not; but by extending the southern breakwater you will still drive the sea which breaks across to the "Cawarra" buoy further out.

2631. Then, really, for the safety of the harbour, you lay great stress upon the extension of the southern breakwater? Yes.

2632. And the only object you would have in extending the northern breakwater would be to create a scour and remove the bar further out to sea? Yes.

2633. And you are of opinion it might possibly increase the range of the harbour? Yes.

2634. If the southern breakwater is extended, and results in smoothness on the bar, would not that give existing currents a better opportunity of removing the bar? No; I think you will have to confine the waters.

2635. If the southern breakwater is extended, and the proposed northern breakwater is not constructed, what effect will that have upon the current? I do not believe it will deepen the bar.

2636. If the southern breakwater is extended as you suggest, will it not put the roll further out to sea? Yes.

2637. And consequently smooth the water on the bar? Yes.

2638. Then, if the water on the bar is made smooth, how much greater depth will it give you there—that is, in comparison with the bar under rough water? There are different rough waters.

2639. Take the ordinary range? Some seas might be 4 or 5 feet, and you would take the sounding from the hollow of the sea.

2640. What would be the average increase in depth, then, comparing the smooth water with the rough? If I were going out in rough weather I should want 6 feet of water, and nothing less.

2641. How many feet difference would you require in ordinary weather? Three feet.

2642. If, by any means of construction, the water on the bar can be made continuously smooth, it will increase the depth, so far as ships going in and out are concerned, by 3 feet? Yes, if you can always keep it smooth; but it is not possible to do that.

2643. *Mr. Hayes.*] If you extend the southern breakwater 500 feet, will the result be a smoother sea on the bar in heavy gales? It will lessen the roughness, but there will always be a sea in very bad weather unless you run the breakwater out beyond the limits altogether. Thirty-one years ago, when I went to Newcastle, you could not attempt to go in under circumstances under which you can now go in safely.

2644. In heavy weather you have a treacherous sea across the harbour? Yes.

2645. And it has been increasing during the last three or four years? Since the floods of 1892—since the "Federal" went ashore. I think that has had something to do with it. She lay there some days, and caused a spit to form.

2646. If the northern breakwater were extended, and it swept the bar into deeper water, would it not ease the sea very much? Yes; wherever deep water is you are safer than in broken water.

2647. You also believe that by extending the southern breakwater 300 feet the port will be made more easy of access? The more the southern breakwater is carried out the better. It will be much easier and safer for vessels entering. I should like to state that at present a tremendous quantity of sand comes in from the north in a flood tide. In a spring tide the water is quite yellow with sand. If the northern breakwater is extended it will stop it.

2648. *Mr. Roberts.*] Where did the steamer "Federal" go ashore? 400 or 500 feet south of the "Cawarra" buoy.

2649. *Mr. Gormly.*] Were you trading to Newcastle when the southern breakwater was washed down? Yes.

- Capt. C. Adams. 2650. What was the effect of it being washed down? Very considerable. I cannot say exactly whether it is on account of the breakwater being washed down, although it no doubt has a great deal to do with it, but certain parts of the fairway have been shallow since the "Federal" went ashore.
- 30 April, 1895. 2651. The sea washing in goes from the end of the southern breakwater on to the Oyster Bank? Yes.
2652. Do you think that has any effect in keeping the bar in its present position? No; I think it is the continual scour out, and when it comes near the bar its strength is gone, and it spreads out.
2653. Do you think it is important that the southern breakwater should be built up again? Yes.
2654. It will be a protection to vessels coming in? Yes; but I do not think it will have any effect in deepening the water.
2655. *Mr. Humphery.*] Are you in charge of the tug of the port? Yes.
2656. Where are the dredges? The one I am working for is operating opposite No. 15 crane.
2657. Where do you deposit the silt? About $1\frac{1}{2}$ mile from the end of the breakwater, in a south-south-easterly direction.
2658. How many punts do you tow at a time? I have taken seven punts out in the eight hours. It all depends on the distance.
2659. What is the average number per day? Six.
2660. Do you work night and day? Yes, a treble shift.
2661. How many tons a day do you deposit? From 7,000 to 8,000.
2662. Is that the average? That will be a high average, because in bad weather we cannot go out at all. I think last year we took out about 1,800,000 tons. We had a fine year last year.
2663. How many men do you employ? Fifteen—five on each shift. There are two men on each punt, and we tow one punt only at a time.
2664. What would be the difference in the quantity of silt deposited if, instead of going outside beyond the southern breakwater, you deposited it at Stockton? They are pumping it ashore there now; but that of course will not take all the stuff at Newcastle. That will be filled up in a year or two.
2665. Can you suggest any better way of getting rid of the silt than that which is now adopted? Yes; by depositing it on the waste lands.
2666. How far from where the dredges are now working? One and a half mile. The great advantage of that would be that you could work in all weathers, and there would be no broken time.
2667. Then, instead of towing 7,000 tons a day, how many tons do you think you would be able to deposit? You would be able to maintain your average of 7,000 tons.
2668. Can you say that the bar was worse after the last flood than before it? I cannot; but I have noticed that the big steamers and ships hug the southern breakwater. The reason is because of the bar being where it is now.
2669. *Mr. Hayes.*] When you go out to sea with mud-punts in heavy weather, is the water apt to wash the silt out of the punts as you cross the bar? That is the cry of people who know nothing about the matter. There is a wash certainly. When the ebb-tide is going out, and a north-easter is coming in, the water is in a state of commotion, and naturally gets into the punts, levels the stuff down, and washes dirty water out. You can always trail our punts from the time they leave the dredge until they deposit the stuff. It is a moral impossibility to have the doors of a punt so tight that water will not get through them.
2670. Have you ever seen the men in punts easing the doors when crossing the bar in heavy weather? It is an impossibility. If a man eases the break the silt must run right away down. During my time I have seen the doors slip once. If a man did that with me I would do my level best to displace him. It would be criminal to lift the stuff and deposit it on the bar. I am not afraid of it shallowing the bar out.

James Cole Ellis, Esq., M.P., sworn, and further examined:—

- J. C. Ellis, Esq., M.P. 2671. *Chairman.*] You have expressed a desire to give further evidence on this subject? There seemed to be a certain amount of uncertainty as to what the Newcastle harbour was in early years, what it was a few years ago, and what it is to-day. I have thought I could clear the matter up. Mr. Darley says he went to Newcastle in 1867. Without speaking positively, I believe the so-called northern breakwater was then commenced—that is to say, it was at that time a ballast jetty. There was one in the harbour at the southern extremity of the northern breakwater. I am under the impression that it existed when Mr. Darley went there. They went on placing ships' ballast along the northern breakwater. The seas broke up against that wall of stone and sand on the south side of it, and ran up the harbour until the ships on the Newcastle side danced about alongside the wharf to such an extent that their fenders were of no use at all, and at last they had recourse to bales of hay to keep them off the wharf. We have heard a great deal of talk about seas running across the harbour, as if they ran like billiard balls. The seas which ran along the northern breakwater came round Nobbys, and the seas ran from north-east into the harbour. Witnesses of twenty years' experience have been called. I have had forty years' experience. In giving evidence the other day I forgot a most important matter which fixed this bar business on my mind more than any other circumstance, and it was this: that the ship which struck on the bar and which created the agitation, ending in the southern breakwater being carried out, was consigned to myself. The northern breakwater was finished to the end of the first extension in 1873. A ship called the "Eastern Light" was consigned to me in Newcastle, in October, 1873. She was a good-sized ship, but owing to the bar being in a bad state the captain did not load her to her full draught, being recommended not to do so by the harbour authorities. Notwithstanding that fact, in towing out, she struck on the bar.
2672. *Mr. Hayes.*] What draught of water was she drawing? I could not tell you, but if loaded, she would draw 23 feet at least.
2673. *Mr. Lee.*] Was the bar off Stony Point then? Off Nobby's. That led to an agitation, in which the then harbour-master, Captain Allan, took great interest, and the result was that the southern breakwater was approved of in 1874, and in that year the breakwater was commenced. Every foot which that breakwater went out stopped the range from coming into the harbour, until the range alongside the wharfs stopped altogether. As the southern breakwater went out the bar followed it out.
2674. The Harbour Department says that it is of no use extending the southern breakwater, that it cannot create a scour, and that it cannot have any effect upon the bar, but how comes it that it had an effect on the bar before—because the northern breakwater was up to the end of the first extension then? It proves conclusively that the southern breakwater did have the effect of carrying the bar further out into deeper water, because

because that occurred during its construction, and whilst the northern breakwater was standing still. I say without fear of contradiction that the second extension of the northern breakwater did not move the bar 1 inch. That can be easily proved by the records of the Department. The facts as to when this work was carried out, and the record of the bar, and its position, are in the possession of the Department. I am very anxious, as a representative of the district, not to have a shilling wasted on the northern breakwater if I can help it, but to have all the money spent in carrying out the southern breakwater as far as possible. It is impossible to carry it out too far, because if you carry it out you must get smoother water at the entrance, and if you get that you must also get a greater draught. If you run the northern breakwater out, you must make the sea so much rougher for ships coming in. An officer of the Department the other day gave evidence as to the enormous expense of extending the southern breakwater. The last witness, however, did not say it would be a waste of money, but that the further it was carried out the smoother the water on the bar. It is proposed to construct a so-called northern breakwater 3,000 feet, with an additional 750 feet, and it is proposed to bring all the stone from Waratah. It would have to come to Newcastle, to be taken out of the railway trucks and placed in the lighters, to be taken across to Stockton in the lighters, and then taken out again, and a tramway would have to be constructed before it could be brought into use. If the southern extension is carried out it will come along in the railway. There is an old railway along the breakwater, and it only requires repairing. You would run your stone right out until you pitched it into the sea. Of course, there would be a good deal greater depth at the end of the southern breakwater; but we are asked on the score of expense to say that the southern breakwater is impracticable, and that it will cost so much more than the northern one, although there are 3,750 feet of it, as against 500 feet on the southern side. I am perfectly certain that if tenders were obtained for extending the southern breakwater 500 feet it would be found that it would only cost half the expenditure of extending the northern breakwater 3,750 feet. If the southern breakwater is continued, I am sure it will have the effect of still carrying out the bar, because the Oyster Bank is still a natural breakwater. You have heard evidence as to the strong current which goes over the top of it. That shows there is a scour all the time. I am convinced that if the southern breakwater is extended the bar will extend with it to deeper water. It only has to go 400 feet to get into considerably deeper water, and, if it did not go another foot it would have the effect of giving smooth water, and would create the additional draught for ships which is required. An officer of the Department a day or two ago said there could not be any sand-bank formed at the end of the northern breakwater—the water is too deep; but he is perfectly certain the wave-trap will fill up, as they wish it to do. If there is no sand to make a sand-bank there, where is the sand to come from to fill up the wave-trap? The map before the Committee is not correct, because it does not show the bank which was formed at the north-eastern extremity of the northern breakwater. There is a bank at the commencement of the northern breakwater so dangerous that the authorities have considered it necessary to put a beacon there with a light. It must be patent that if a stone wall is built where proposed, a bank must form outside.

J. C. Ellis,
Esq., M.P.
30 April, 1895

2675. *Mr. Hoskins.*] What, in your opinion, caused the bank to form inside the northern breakwater? The heavy sea coming up the harbour and meeting the ebb-tide.

WEDNESDAY, 1 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Robert R. P. Hickson, Esq., Engineer-in-Chief for Public Works, sworn, and further examined:—

2676. *Chairman.*] There are one or two points upon which the Committee desire information from you as the head of the Department;—you have already informed the Committee that the northern guide-wall, in conjunction with the southern breakwater, has moved the bar a distance of 800 feet seaward? Yes.

2677. Do you apprehend a similar result from the construction of the third section of the northern breakwater? I do not think it will move it so far. It will move it out a good way beyond the end of the first section, but I do not think it will move it as far as 800 feet, because you get into deeper water there.

2678. Are we justified in supposing it will move it 600 feet? It is very hard to state the exact length, but my opinion is that the first section will probably do all that is required—for many years to come, at all events.

2679. You say, then, that the construction of the first section will do as much as is required at present, and may do enough for many years to come? I think so.

2680. What was the reason the southern breakwater was built in the first instance? Mainly to protect the entrance from the side seas which vessels would be exposed to if it were not there.

2681. Supposing the breakwater as it at present exists, or as made up as you propose to make it up, did not protect the port from the side seas, would you then have any objection to its extension, the end in view being the protection of the port? No; not if that is a fact.

2682. You say the object of the southern breakwater is to protect the port from the south-easterly seas? Mainly to do that.

2683. Would the extension be far enough if the southern breakwater were made up to its old position? I think so.

2684. Supposing another 300 feet were put on to that extension, would it not have the result of giving you 300 feet more calm water seaward? It would certainly give you a greater length of calm water seaward; but whether it would be exactly in proportion to the length of the breakwater I am not prepared to say. I do not think it would.

2685. That would take you out into deeper water on the bar? Yes.

2686.

R. R. P.
Hickson, Esq.
1 May, 1895.

R. R. P.
Hickson, Esq.
1 May, 1895.

2686. Therefore you would have your break, if it were outside that 300 feet, in deeper water than you would have it if it were not extended 300 feet? Yes.
2687. Is it an advantage to the port to have the break in deep water rather than shallow water? I do not think so, because you cannot navigate the port when there is a break there.
2688. I am not speaking of extreme weather? You mean a roll—I think so.
2689. You think it is better for your bar to be where your waves are virtually waves of oscillation, instead of waves of translation? A roll.
2690. And if your breakwater is far enough extended to give you shelter, or rather, if you pass in under shelter, before you get into shallow water, it is of benefit to the port? It is of benefit to light-class vessels.
2691. Therefore you say it is an advantage to pass out of the smooth water before you get to shallow water? Undoubtedly.
2692. The extension of the southern breakwater would aid in bringing about a result of that kind? It would go towards it.
2693. Would a scour be broken up more rapidly in a rough sea than it would in smooth water? The scour which deepens the bar is not the surface scour, and it does not get broken up at all. It goes underneath the waves. The surface scour is the one which is broken up by the waves, and, of course, that has no power in deepening the bar at all.
2694. You created a scour by contracting works at the entrance to the river? Yes.
2695. If it meets a storm outside it has a tendency to break up sooner than it would in smooth water? Yes; that is the surface scour; but the scour which is deepening the bar is some 20 feet below the surface, and it is not broken up or affected by the sea.
2696. The tendency of a south-easterly sea running into Newcastle would be in the absence of a wave-trap, after striking the northern breakwater, to disturb the waters of the harbour? Yes.
2697. Therefore it follows that if you extend the southern breakwater 300 feet, so that it fairly protects from south-easterly weather, the end of the first extension, you are not likely to have the water inside disturbed? No.
2698. In other words, you may altogether move some of the seas, by forcing them beyond contact with the northern breakwater, and you remove them at least 300 to 500 feet away? You would move them some little distance out.
2699. Therefore you grant that the extension of the southern breakwater is likely to have an influence in keeping the water in the port calm? No; I do not think so; because the sea you speak of is caught in the wave-trap on the northern side.
2700. But supposing there is no wave-trap? You would be right if there were no wave-trap.
2701. The extension of the southern breakwater would keep the port smoother? No doubt it would.
2702. We should have a benefit also in that you would extend the area of smooth water seaward, and a boat entering the port would pass out of the roll into smooth water? Yes.
2703. Do you think there is no benefit in bringing about those results? I do not think they are wanted.
2704. Would the extension of the southern breakwater, bringing about those results, be more convenient for any class of boats going into Newcastle? It would be more convenient, but like every other convenience, you can purchase it too dearly. I do not suppose there is one boat in a hundred prevented going in and out at all times. They use it at night, and there has never been one lost whilst I have been there, so that it cannot be a very dangerous port. I do not think the money you would have to spend in extending the southern breakwater 300 or 500 feet would be worth the advantage you would gain, because you would not get an extra inch of deeper water on the bar by it. Again, you would be protecting the port for, we will say, one vessel in one hundred at a very great cost.
2705. The bar being situated, by the extension of the southern breakwater, in smooth instead of rough water virtually gives additional depth? Very slight. It would give some additional depth, but it would be really of no use, because the deep draught vessels would not attempt to go out at all, if there was anything of a heavy sea outside.
2706. Although you will not define the amount of extra depth given by a smooth bar, will you grant that there is some extra depth? Yes; there is something gained, no doubt.
2707. Will you grant that the extension of the southern breakwater will give you a further area of smooth water seaward? Yes. I do not think, however, it will have any effect in this case, because we are meeting that difficulty by putting in a wave-trap.
2708. Do you grant that it will be more convenient for boats to enter in smooth water? I think it will be a little more convenient.
2709. What would be the cost of extending the southern breakwater 300 feet? I have not gone into the matter myself, but I understand the cost has been given as £26,000.
2710. *Mr. Molesworth.*] You have recently taken charge of the Harbours and Rivers Department? Yes.
2711. And these plans were prepared prior to your taking that position? Yes.
2712. Had you any opportunity of criticising them before your acceptance of that position? Yes; when Mr. Darley was getting them out in the first instance he asked my opinion about them.
2713. Then the matter does not come upon you as an entirely new one? No.
2714. You have gone into all the details? Yes; except as regards the estimate.
2715. And, generally speaking, you approve of the proposed scheme? I do. I think it is a good scheme, and it will meet what is required.
2716. Have you had the opportunity of reading any of the evidence given by the practical nautical men who have been visiting the port for many years? Only in the morning papers.
2717. Are you aware that they are unanimous in their opinion that the extension of the southern breakwater is the first work which should be proceeded with? It would appear so from the newspapers.
2718. That being so is the matter not one which necessarily calls for very grave consideration on the part of those who are in charge of the proposed scheme? Unquestionably.
2719. You are of opinion that the extension of the southern breakwater would tend to increase the area of smooth water inside? Certainly.
2720. Would not that area of increased smooth water give a greater available depth upon the bar? Nothing worth speaking of for a deeply laden vessel.
2721. Would not that depth be in proportion to the rise and fall of the wave;—supposing it was absolutely smooth water would you then get an actual depth? Yes; if it were absolutely smooth.
2722. But if it were rough water the available depth would be reduced in proportion to the height of the sea? Yes; somewhat so,

2723. Therefore, in obtaining absolutely smooth water you would obtain additional depth? You might; but that would be really no advantage to a deeply laden vessel, because it will not go out at all if there is a heavy sea outside. Supposing there is a medium sea with a medium swell on the bar, the vessel is of such length that the swell will have no practical effect upon her. She will rise and fall very little. Therefore, I think, the extension of the southern breakwater will have very little practical effect as regards giving greater depth for deep laden vessels.

R. R. P.
Hickson, Esq.
1 May, 1895.

2724. Then you are not aware that the evidence of ship-masters is contrary to what you are stating? I am not.

2725. We have had the evidence of ship-masters that they have been detained in the harbour not on account of the rough weather simply, but on account of the rough weather giving them less available depth on the bar? I do not know of that.

2726. I presume you have not had much experience of nautical matters? I have been twenty-eight years on harbour works.

2727. But you have had no practical experience in regard to nautical matters? I had seven years experience as harbour-master, and I had the whole of the pilots and management of the port under my jurisdiction.

2728. What class of port was it with regard to depth of entrance? Fifteen feet when I went there, and when I left it was 28 feet.

2729. By what means was the additional depth secured? By dredging entirely.

2730. There is no possibility of dredging to that extent here? No.

2731. The evidence we have before us is that the removal of the bar seaward has been almost simultaneous with the extension of the southern breakwater. Give us your opinion with regard to that evidence? I could not, because, as a matter of fact, I was not there when that southern breakwater was extended.

2732. You are not prepared to dispute it? Certainly not.

2733. Referring back to the additional draught of water on the bar, when the water is smooth, are you aware that the pilots of the port state that the difference between smooth and rough water means 3 feet? No.

2734. You can conceive that that is an important matter? Very—if it is a fact.

2734½. We have the evidence, not only of ship-masters and of the pilots, but of the harbour-master, who, in his official capacity, has had something like nineteen years' experience at Newcastle. He strongly advocates the extension of the southern breakwater? I did not know that he did.

2735. You are not prepared, I suppose, to controvert the evidence of men of that description? I should be very sorry to contradict Captain Newton, who is a very capable officer.

2736. Do you think their opinions are correct? I do not think they are. I cannot possibly see how it will make a difference of 3 feet.

2737. You think, however, it would make an important difference? It would make some difference.

2738. We have evidence to show that the extension of the northern breakwater would have the effect of causing the range of sea to travel right up the harbour? I say it cannot do it, because it is caught in the wave trap.

2739. We have evidence to the effect that it would conduct the sea right into the harbour and that it would be almost impossible to find a mooring strong enough in an easterly gale to hold the vessels at the dyke or Queen's wharf? I entirely differ from that evidence.

2740. Another opinion is that the construction of the northern breakwater will contract the entrance, and make it difficult of access except in very fine weather? As a matter of fact, it does not contract the entrance. The narrowest part is still in existence between the end of the present breakwater and Stony Point.

2741. But that is sheltered, whilst the entrance will be open to the sea? There can be no difficulty whatever for any vessel to get in between the two breakwaters, and they would get the extra depth of water.

2742. How are we going to get that extra depth of water? When the current is running out to sea from the harbour it is confined as far as the end of the present northern breakwater, and it acts as a scour. When it gets past that point it spreads out in the shape of a fan, and goes over the "Cawarra" bank out to sea. If you continue that breakwater you continue the scouring effect which is going on, and you deepen the water.

2743. But according to the plan the bar has been removed far away from the operation of the present northern breakwater? To some extent.

2744. More than the length of the breakwater itself? Yes.

2745. Therefore, the operation of the scour must have been guided by something besides the northern breakwater? I do not mean that the action of the current immediately ceases when it leaves the end of the present northern breakwater. It still has its effect for a certain distance, but it loses it in time. That is why I say I believe you will find that if the first section of the northern breakwater is carried out it will scour not only as far as the breakwater itself goes, but a considerable distance beyond it into deep water.

2746. But we have the evidence of the Departmental witnesses that when the tide passes beyond the north-east corner of the northern breakwater it has a tendency to go direct northward? It goes in the shape of a fan.

2747. Therefore, the strength of it must be expended before it reaches the present site of the bar? Of course it is, and that is what forms the bar.

2748. Is it not generally understood that bars are formed by the meeting of the two waters? That is generally where they are formed.

2749. Where the rough water meets the tide? It is where the current from the harbour or river, as the case may be, is neutralised by the sea current.

2750. But is not the fact of the bar being nearly opposite the present southern breakwater an indication that that breakwater has had some effect upon its position? None whatsoever.

2751. Will you explain why? Because you cannot have a channel with only one side. You want two sides to scour. You must contract the water between two walls.

2752. Do you say that the bar is caused by the meeting of the ebb-tide with the sea? No; the bar is formed there because that is the point where the outward current loses its effect.

R. R. P. 2753. Does the outer current lose its effect when it meets the sea? Not always. It happens in this case to be where the sea is. That, I presume, is the point where the two currents practically meet, and neutralise each other.

Hickson, Esq. 2754. That is the ebb-tide and the sea current? Yes.

1 May, 1895.

2755. Has not the southern breakwater had the effect of creating that as the point by the sheltering influence it has had against the sea current? I do not think so. As I said before, the current coming down the harbour is confined for a certain distance between two walls. When it gets beyond that point it loses all that confining influence, and gradually dies away, until it gets to a point where it is neutralised.

2756. How does that fit in with the evidence we have had that the bar began and continued shifting outwards with the construction of the southern breakwater? I can hardly credit that. I was not in Newcastle when the southern breakwater was built, so I cannot say.

2757. However, you are still of opinion that the southern breakwater has not had the influence upon the bar which others have stated it has had? I do not see how it possibly can.

2758. We had the sworn testimony that if the northern breakwater is constructed as designed, without any alteration of the southern breakwater beyond the making up of the 200 feet, and that if a vessel attempts to approach in a south-east gale she will be rendered almost unmanageable at the entrance, and that if anything goes wrong there is a certainty that she will be driven on the northern breakwater, not having room in which to work;—can you give any information in regard to that point? I cannot understand such a statement being made. My opinion of that is that the extension of the northern breakwater will make it much better. If a vessel comes in now from the south, with a southerly gale, there is nothing to prevent her being driven upon the bank upon which we propose to put the northern breakwater. If that breakwater is built there will be a current formed between the two walls, the tendency of which will be to get a vessel into that current, and bring her up into deep water in the harbour.

2759. Another statement has been made that the effect of the construction of the northern breakwater will be that the sea will come with great force against it, and will be carried right up into the harbour;—what is your answer to that? My answer is that we trap it by means of the wave-trap.

2760. It has been stated that the northern wave-trap will in a short time be silted up with sand? You have only to go to an ordinary beach and see what takes place there. The beach forms a certain angle, and the waves expend themselves upon it. The same thing will happen here. The sand in the wave-trap will form a certain angle, and the waves will run up the beach and expend themselves upon it. It will never silt up beyond that point, whatever it may be.

2761. You are strongly of opinion that the statements made with regard to the northern breakwater are not called for? I am satisfied they were incorrect.

2762. Are you prepared to admit that the southern breakwater might be constructed with advantage another 300 feet? It would be a slight advantage to some vessels, but I do not think those vessels want that advantage. Vessels have been going in and out even in the dark for many years, and I think I am right in saying that none of them have been lost.

2763. But you are referring to light coasting vessels? Those are the vessels for which the extension of the southern breakwater would be of any use.

2764. You admit it would give you smoother water inside? To a slight extent.

2765. And that would have the effect of giving more available depth on the bar? Slightly; and beyond that I do not think it would be of much use to the deep laden vessels, because they will not go out in a heavy sea, no matter what the bar is.

2766. Is it not a fact that since you have left Newcastle the tonnage of the vessels has largely increased? Yes; and that is the reason we want deeper water.

2767. *Mr. Chanter.*] The northern breakwater was constructed in two sections? Yes.

2768. It has been stated by a gentleman who has been in Newcastle a long time that it was only in consequence of the construction of the first section of the present northern breakwater, which is practically a guide-wall, that the scour took place which removed the original shore line, and it has absolutely ceased since? I was not there when the first portion of the breakwater was built, but I was there when 300 feet of it were put on, and I know it had the effect of increasing the scour.

2769. Do not the soundings indicate that the bar itself is shallow—that there is a lesser depth now than there was a year ago? It is pushed further out, but I am not aware there is less depth than there was.

2770. We have had the evidence of one navigator, who states that the effect of the scour has simply been to remove the ridge of sand, and flatten it out;—when the ridge is gone, and the scour has a flat surface to run over, what effect can it have? There never was a ridge in that sense, and there will not be a flat surface in that sense. There is deeper water inside, opposite the pilot station, and there is a gradual rise from that to the shallow water on the bar, and as we contract the channel by putting a breakwater on the northern side we make the scour extend further down, and it throws that which may be called a ridge further out to sea, until, when we get to the end of the first section, it may throw it into deep water altogether.

2771. It has been stated that the Department hope that the sea will have the effect of filling up the wave-trap? It will fill it up to a certain extent.

2772. Then it must get the sand from the sea to do that? Not necessarily. The sand going along with the outgoing current may be caught by the incoming current, and driven back into the wave-trap.

2773. Is not the object of the northern wave-trap to receive a certain volume of water? Yes.

2774. If that cavity is filled up to any extent, it will receive less water, will it not? I do not think so. A shelving beach will be formed from low-water up to 5 or 6 feet above high-water.

2775. We have it in evidence that it will fill up absolutely? It is proved beyond all doubt by the experience of other wave-traps that that is not correct.

2776. Is not there a sand-bank now at the north-east end of the northern breakwater? Yes.

2777. What is the cause of the formation there now? There is no formation there now; it is going away. That was the main reason why I recommended Mr. Moriarty to extend the then breakwater. When I put up the beacon there it was dry. When I left there was 7 feet of water upon it.

2778. If it is asserted that the sand-bank and the beacon are still there can you, from your Departmental knowledge, disprove the assertion? The sand-bank undoubtedly is there; but I say that there are 6 or 7 feet

feet of sand which have gone away from it. That is due entirely to the extension of the northern breakwater. R. R. P. Hickson, Esq.

2779. If the northern breakwater is extended still further it will not increase the power of the current at that particular point? No; we do not want it to do so either. 1 May, 1895.

2780. There is evidently something requiring explanation, with regard to this matter, because we have evidence that when the first portion of the northern breakwater was constructed, it removed the shore line? Yes.

2781. But since then the sand-bank of which I have spoken has been formed;—it was not there before the existence of the breakwater? I cannot tell when it got there. All I can tell you is, as to what was there when I went there. The sand-bank was formed to a considerable distance close to the end of the northern breakwater, as it then existed, and upon that we put a beacon. I then recommended Mr. Moriarty to extend the northern breakwater, and the effect of that extension was to take 6 or 7 feet of sand away from the bank. The bank was situated at the end of the first portion of the old breakwater.

2782. The greatest danger to be feared is from the heavy seas from the south-east? Yes.

2783. Running across at an angle from the terminal point of the southern breakwater on to the Stockton beach? Yes; across the "Cawarra" bank.

2784. If the southern breakwater is not extended, and the northern breakwater is extended even to the end of the first section, will not those seas strike a considerable portion at the end of that breakwater, which if it were not there, would expend themselves on the beach? Yes.

2785. And their course must then be diverted up the channel? Yes.

2786. If the northern wave-trap does not have the effect you anticipate, what would be the result? It is hardly a case of anticipation, because wave-traps are not experiments. They have been proved all over the world. If there were no wave-trap there a heavier sea would run to the harbour.

2787. You have said that a south-easterly roll would strike a certain portion of the northern breakwater;—would it not be wise to extend the southern breakwater sufficiently far to prevent the south-easterly sea striking it at all? I do not think you could possibly do that.

2788. Supposing it is lengthened 500 feet? It will still strike it. No matter how it is extended a certain portion of the sea is bound to come within the channel, and the wave-traps will be sufficiently effective to prevent the roll going into the port.

2789. *Mr. Hayes.*] Assuming, in heavy gales, the sand is brought in and fills up the wave-trap, will not the effect of the current be to take it out afterwards, and form a natural beach there? There can never be anything else but a natural beach there. It could never fill up in the sense of being a wall of sand.

2790. *Mr. Roberts.*] No matter how far you carry the southern breakwater out, in your opinion, it is absolutely necessary to construct, at any rate, the first section of the northern breakwater? Undoubtedly.

2791. And the object of that is to concentrate the ebb-tide, so as to get the desired scour? Yes.

2792. You state that if the southern breakwater is carried out a considerable distance, it will have no effect whatever in giving deeper water at the entrance, unless the northern breakwater is also extended? That is so.

2793. *Mr. Trickett.*] When did you take possession of the works at the northern breakwater? I was in charge from 1881.

2794. Will you show me on the plan how far the northern breakwater was then extended? The shore line had not quite made up to the end of the breakwater then; but it made up very shortly afterwards. When I went to Newcastle to take possession of the works, the northern breakwater was extended as far as the point between the black letters "K" and "W" of the word breakwater.

2795. That being so, where was the bar then located? I cannot say from memory.

2796. *Mr. Davies.*] What is the primary object of the Department in carrying out the construction of the northern breakwater, and of the making good of the southern breakwater? To create a scour in order to gain a greater depth of water into the harbour.

2797. It is not because of any danger attached to approaching, or leaving the port, that you propose to carry out the works? No.

2798. Are you of opinion that your scheme will be successful? I think so. I hope to attain the object sought with the first section of the northern breakwater only.

2799. *Chairman.*] The tendency of the breakwater is to hold up the current? Yes; to confine it.

2800. The moment you pass the north end of the northern breakwater, the current commences to spread out towards the north? It goes out in the shape of a fan.

2801. With the northern breakwater in existence, there will be a current along the southern breakwater? Very little; that is all shallow water.

2802. The further you extend the northern or southern breakwater, the more certainty there is of holding up your scour? Yes.

2803. Therefore the extension of the southern breakwater 500 feet, will have a tendency to hold up the scour on the southern side? Not unless you take the northern breakwater with it.

2804. If you construct the first section? No; you would have to go further than the first section.

2805. The end attained by the erection of a guide-wall or breakwater is the creation of a scour? Yes.

2806. Therefore the extension of a breakwater means the holding up of the scour? You cannot apply it to every case, but as a general principle it does.

2807. You contend that the shallowness of the water on the southern breakwater will render an extension of that breakwater inefficient for that purpose? Yes; the southern breakwater has had very little to do with the scour which has taken place, and which has deepened the bar, and that is borne out by old charts. The deep water is not in any case near the southern breakwater. It spreads to the north, and I believe when the northern breakwater is made the deep-water channel will leave the southern breakwater still further away, and will go closer to the northern breakwater.

2808. Will the construction of the northern breakwater as far as the first section, and the extension of the southern breakwater 300 feet beyond its original limits, be detrimental to the port? No.

2809. Would it be a vast improvement? It would be a vast improvement to extend the northern breakwater to the first section. It will be of no use whatever, as far as the deep-water vessels are concerned, to extend the southern breakwater, although it will, perhaps, make the harbour a little better for light craft.

R. R. P. 2810. *Mr. Humphery.*] You are not in accord with Mr. Darley as to the necessity of the extension of the
 Hickson, Esq. second section of the northern breakwater? I did not read his evidence. I gathered from what I heard
 1 May, 1895. that he thought the first section would probably do what is required, but that if it did not you could go
 on with the second section.

2811. Are you of opinion that the second section will be necessary? I have doubts about it. I think
 myself that the first section will really do all that is required, at all events for very many years.

James Cole Ellis, Esq., M.P., sworn, and further examined:—

J. C. Ellis, 2812. *Chairman.*] Do you wish to make any further statement to the Committee? I wish to point out
 Esq., M.P. that the large plan which is the main exhibit in the inquiry, shows a very small portion of sand bulging
 1 May, 1895. out from the northern breakwater. It would convey to one's mind that that is how matters now stand.
 In my evidence I have stated most distinctly that there is a bank there, as it was originally, with this
 exception, that there is a little water upon it at low-water. The top of it has gone away, and has moved
 towards the north-eastern end of the present breakwater, and to such an extent that it has been necessary
 to put up a beacon to show the danger. I have put in an exhibit of an Admiralty chart showing the position
 of the beacon, which must be correct, because it is a document prepared by the Admiralty, in conjunction
 with the Harbours and Rivers Department. As this northern breakwater, and this great scour which we
 are told it has created, has had the effect of creating the large bank upon which it has been necessary to
 put a beacon to show the danger, I think the further extension of the breakwater must continue to create
 a sand-bank all the way along it. I do not see what is to stop it. I flatly contradict Mr. Hickson, and I
 say that at the time the northern breakwater was extended to the point between the letters "K" and "W,"
 the bar was where it is to-day. I maintain that the 380 feet which he added to the breakwater, have not
 affected the bar 1 inch.

THURSDAY, 2 MAY, 1895.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers,
 Department of Public Works, sworn, and further examined:—

H. R. 2813. *Chairman.*] The other day you estimated that the cost of extending the southern breakwater a
 Carleton, distance of 300 feet beyond the point to which it is to be made up at £26,332 9s. 1d.? Yes.
 Esq., M.E.,
 M.I.C.E.

2814. We have to day received an estimate from Mr. Hickson, and he states—

The estimates are made on the assumption that the existing bottom is hard and able to sustain the weight of the
 structure, and that the slopes will stand $1\frac{1}{2}$ to 1; but, from my experience of breakwaters generally and Newcastle in
 particular, I am of opinion that the slope will flatten to a greater depth than 1 to 1, and the bottom being sand the stones
 will sink to a considerable extent, and consequently increase the cubic contents of the breakwater. To meet this conting-
 ency the amount should be increased by about 25 per cent.

In making out your estimate did you allow the 25 per cent. to which Mr. Hickson has referred? No; I
 went carefully over that calculation. Mine was not a very careful estimate, as I had to make it hastily.
 If you add 25 per cent. to my estimate the £26,332 will be increased to £31,000.

2815. The Committee were of opinion that you had mentioned that the breakwater would sink, and that
 you might have taken into consideration all the surroundings in connection with your calculation; you
 say you have not? No; my figures were given as if the ground were solid rock. We know it is not;
 but we do not know how far it is to the rock. Mr. Hickson allows £25 per cent. for sinkage, which would
 allow for about from 5 to 7 feet of scour. If you want to compare my estimate with that of Mr. Hickson
 you must deduct 25 per cent. from his figures, and that will put them on the same plane.

2816. You have not allowed for the contingency of the sea flattening the breakwater? He has not allowed
 for that either in his calculation. He only says it may occur.

2817. Mr. Hickson assumes that the slopes will stand $1\frac{1}{2}$ to 1? So did I.

2818. And he continues—

And the bottom being sand, the stones will sink to a considerable extent, and consequently increase the cubic con-
 tents of the breakwater. To meet this contingency the amount should be increased by about 25 per cent.

—? Exactly.

2819. Do you regard Mr. Hickson's estimate as a safer estimate than your own? I do.

2820. You regard all these estimates as to some extent approximate? It is very hard to give any exact
 estimate in connection with work of this kind. There is really no discrepancy between our estimates.
 Mr. Hickson has merely extended the matter.

2821. *Mr. Davies.*] I asked you, when under examination, what would be the cost of extending the
 southern breakwater 300 feet beyond the point to which the Department intended to make it good, and
 you stated that the cost would be within £30,000? I did.

2822. I also asked you to prepare an estimate of the actual cost? Yes.

2823. I understood that in preparing that estimate you would give us the approximate cost as near as
 possible, and not take the rock as a basis for your foundation; you now wish to state that your calculation
 was based as if you were going to build a breakwater on a rock? Yes; as if we had a solid foundation.

2824. You did not tell us that, however? I may point out we have no borings on that line.

2825. But you stated that you had taken the depth of water? Yes. The estimate I gave was based on
 the information we have in the office. To have gone any further it would have been necessary for me
 to have had some borings taken on the line of the southern breakwater.

2826.

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
2 May, 1895.

2826. Would it not have been better for you to have told the Committee that your calculations were based on the assumption that you would have a bed-rock upon which to extend the breakwater an additional 300 feet? No doubt it would have put the matter more plainly; but that was as far as we could estimate with the information at our command. I think I mentioned that we had no borings on the line of the southern breakwater. To arrive at an exact estimate, it would be necessary to take borings and ascertain the depth of the rock, which of course would be a costly matter.

2827. You gave the depth of the sand from the soundings? Yes.

2828. But you did not tell the Committee it would possibly require a great deal more money to find the additional material to extend the breakwater? No; I gave that estimate as the least possible cost of extending it. Perhaps I should have added to my statement that £26,332 9s. 1d. was the least possible cost of extending it.

2829. *Mr. Chanter.*] How long would it take you to take the borings, and what would be the cost? You would have to wait for westerly winds before you could take them. Our boring gear, I may say, is a very top-heavy kind of plant, and you would require very calm water. When I was on the Richmond we could only bore in winter, and when we had westerly winds.

2830. If you had the borings taken, you would be able to calculate exactly? Yes.

2831. Have you any idea what it would cost to take the borings? From £100 to £150.

2832. Is that allowing for the time lost in waiting for westerly winds? We should have to wait, and keep the men in readiness to put out. You might get all the borings in one day if there was a calm.

2833. In what period of time do you think the work could be carried out? When I was at the work myself we got our plant into order about May for it. The westerly winds only blow strongly in the winter time.

2834. Could it be done in a fortnight or a month? The borings required could be done in two days if they were fine days, but we might have to wait three months for those days.

2835. *Chairman.*] Do you know how deep the rock is? I think the rock is a considerable depth in some places, because 1,000 feet out from the end of the breakwater there is a depth of 75 feet of water.

2836. But the breakwater would not necessarily reach the rock? No; but if there were a depth of from 4 to 10 feet of sand on the rock, it would probably scour that out and make a seat for itself on the rock.

2837. If you found 15 feet between the rock and the surface, the breakwater would not get down to it? No; we should allow about 5 feet of settling. The increased estimates of Mr. Hickson's corresponds to a scouring away of the sand, or an increase of the depth all along the breakwater of from 5 feet to 7½ feet.

2838. *Mr. Gormly.*] What will be the depth of the first 100 feet of extension beyond the point at which you propose to build up the southern breakwater? The mean depth of the first 100 feet would be about 33 feet at low water.

2839. Does the plan show that? Yes; that is the mean depth. There are 32 feet at one end, and 35 at the other.

2840. What would be the depth of the second section of 100 feet? I may state it is sloping ground. The depth of the second 100 feet will be about 35 feet.

2841. What will be the depth of the third 100 feet? Thirty-five feet again.

2842. What will be the depth of the 400 and 500 feet sections? Thirty-six feet and 39 feet.

2843. What will be the difference in the cost of the different extensions of 100 feet each? Mr. Hickson's statement shows it.

2844. But I want your estimate? I prepared that estimate for Mr. Hickson.

2845. The first 100 feet are estimated to cost £10,750, and the first and second 100 feet combined are estimated to cost £21,500; therefore the two sections will cost practically the same? Practically the same.

2846. I should have imagined there would have been a greater amount of material in the second 100 feet than in the first? There is a little more.

2847. If the breakwater were extended further out you would have the top the same width all along? Yes.

2848. Then the additional 2 feet would be the base? Yes.

2849. And the additional 2 feet would be the full width of the base? Yes.

2850. The additional depth of the sea would cause you to have an additional 2 feet of base? Yes.

2851. And an additional height of 2 feet? Yes.

2852. That, therefore, would take up a considerable amount more material than the first section of 100 feet? Yes.

2853. Can you explain the reason why the difference in cost between the cost of the first and second 100 feet is so slight? We have allowed for widening out in each case. The Chairman asked for the cost of extending the breakwater 100 feet. We had to put a widening out on that as the permanent end of the breakwater. Then I extend it 200 feet, put a widening on that again, and so on.

2854. And would that only take the additional amount of material which you estimate as the difference in the cost of the different 100 feet? Yes, I think so. These estimates are of course all approximate.

2855. But in making an estimate of a solid wall you would take the exact dimensions when completed? Yes; we allow one-fifth for voids. It is not a solid wall.

2856. *Mr. Hayes.*] Did you, in taking the cubic contents, allow for 2 feet in depth? I have given you the depth on the plan. Whether those were the exact depths we employed in the calculation, I cannot say. Of course, it would look as if there was a slight error there, one section being 2 feet deeper than the other.

2857. *Mr. Humphery.*] Is there not a difference of 6 feet between the 500 feet section and the 100 feet section? Yes, on the other end.

2858. *Mr. Hayes.*] Then it is merely an approximate estimate? It was as close as we could go into it in the time at command.

2859. But you can calculate exactly by taking the cubic contents of each 100 feet? You cannot even then calculate exactly. There are voids or vacant spaces in the breakwater.

2860. You have allowed for that? Yes. We have allowed one-fifth of it as being vacant space—that is, four-fifths of the area would be solid.

- H. R. Carleton, Esq., M.E., M.I.C.E.
2 May, 1895.
2861. What I mean is this: You have to put the breakwater in a certain depth of water? If you have water 2 feet deeper in one section than the other it will make the cubic contents considerably more.
2862. Did you calculate on that basis? Yes, we calculated each section separately, but we would have to put on half of a truncated cone at the end of each section, so that it runs out into the next section. You have to take a sloping end and that brings them more nearly equal. A breakwater is not really cut with a vertical end. It must have a long slope out in front, and the figure then on the end is really half a cone with the top off it, which we have to add on to each of them. That equalises the quantities for each section. Of course, a breakwater will not stand vertically on the end with $1\frac{1}{2}$ and 1 slopes on the side; so that in making the calculation for each length of 100 feet, we have to add the portion on the end of each 100 feet. That brings them more nearly equal.

TUESDAY, 7 MAY, 1895.

Present: —

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES HOSKINS.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

JOHN MOORE CHANTER, Esq.

CHARLES ALFRED LEE, Esq.

JAMES GORMLY, Esq.

EDMUND WILLIAM MOLESWORTH, Esq.

The Committee further considered the proposed Harbour Improvements at Newcastle.

Charles Good, Esq., M.I.C.E., Engineer to the Wollongong Harbour Trust, sworn, and examined:—

C. Good, Esq., M.I.C.E.
7 May, 1895.

2863. *Chairman.*] What are you? Engineer to the Wollongong Harbour Trust. I hand in a letter containing the following statement:—

I was articled to Sir John Coode for three years commencing 1869, and remained in his office for a year and a half after my articles expired.

In 1874 Sir John Coode sent me to Colombo, as Assistant Engineer of Harbour Works under Mr. John Kyle, Resident Engineer, in which capacity I remained until 1883, when I was appointed Executive Engineer on Sir John Hawkshaw's harbour works at Mormugão, Goa, under Mr. E. E. Sawyer, Engineer-in-Chief of the West of India Portuguese Railway. From there I was sent by Sir John Coode to Warnambool, Victoria, as Resident Engineer of Harbour Works, and on the completion of those works I was appointed Engineer to the Wollongong Harbour Trust, which appointment I still hold.

I joined the Institution of Civil Engineers as Associate Member in 1879, and was transferred to the class of members in 1889.

2864. You hand in also a letter of instructions and a report in connection with the proposed harbour improvements at Newcastle? Yes, as follows:—

Sir,

Public Works Committee, 3 April, 1895.

I have been requested by the Parliamentary Committee on Public Works to instruct you to inquire into and report upon the proposed improvements at the port of Newcastle.

Herewith you will find such plans as bear upon it, and the Departmental statement, which will enable you to understand the scheme in detail.

In addition to a general report there are several questions to which it is desirable to give special consideration.

1. The effect of the construction of the proposed northern breakwater (first section and second section),—
 - a. With regard to scour.
 - b. With regard to effect upon the range in the port.
2. The extension of the southern breakwater from its present visible position for (say) 500 feet. With regard to—
 - a. Scour.
 - b. Smoothness of bar.
 - c. Range in the port.
 - d. Stability of the northern (proposed) breakwater.
3. The effect of northern wave-trap with regard to—
 - a. Efficacy.
 - b. The probability of silting up.
4. The effect of southern guide-wall with regard to—
 - a. Direction of the scour.
 - b. Efficacy.

You will also take into consideration the possibility of the extension of the works at some future date, so that any proposal or alteration will form part of a final scheme.

You will return this letter of instructions with your report.

We shall be pleased to receive your report as soon as practicable.

Believe me, yours faithfully,

THOS. EWING,

Chairman.

Charles Good, Esq., M.I.C.E.

NEWCASTLE HARBOUR IMPROVEMENTS.

Sir,

Sydney, 6 May, 1895.

As instructed by your letter of the 3rd instant, returned herewith, I proceeded to Newcastle on the 4th instant, and inspected the sites of the proposed works for the improvement of the entrance to the harbour, and now beg to report as follows:—

From inquiries made on the spot, and from the statements of the officers of the Harbours and Rivers Department, it appears that during the last two or three years the bar has shoaled, and is shoaling, to such an extent that it has become absolutely necessary that something should be done in the near future to improve it if the harbour is to be kept open for any but small vessels.

The works, as shown on the plan submitted to me, will, in my opinion, have the desired effect of scouring the bar out into deep water, and of improving the entrance generally.

I would, however, recommend, in view of any further extension of the works that may possibly be required in the future, that instead of restoring the end of the southern breakwater, as originally constructed, viz., with a curve to the south, an extension of 500 feet from the present visible end be carried out on a line running in a N.N.E. direction. This would allow of a further extension of 500 feet in the same direction if it should ever be found necessary, without unduly contracting the entrance.

This

This extension would give better shelter to the entrance, and also have the effect of removing it beyond the influence of the roll from the Big Ben Rock. C. Good, Esq.,
M.I.C.E.

With regard to the special points to which you draw my attention, I beg to give the following opinions :—

7 May, 1895.

1. *Northern Breakwater.*

a. This work will have the full effect anticipated by the Department, viz., of scouring the channel, so as to give at least 3 feet more water than at present.
The length will have to be determined as the work proceeds. I am, however, of opinion that the first section will be found sufficient to maintain a deep entrance for many years to come, though doubtless the work will eventually have to be carried out to the full length shown.

b. The northern breakwater, if carried out even as far only as the first section, will, unless covered by an extension of the southern breakwater as I propose, be exposed to seas coming in from the east, and draw them up the harbour, and though the waves will be partially expended in the wave-traps, there will still at times be a considerable range in the harbour.

2. *Extension of Southern Breakwater.*

a. This will have little or no effect in increasing the scour.

b. It will, however, improve the entrance by throwing the rough water further out, and making smoother water on the bar itself, which will be equivalent to an extra depth, the scend of vessels passing the bar being thereby reduced.

c. The range in the harbour will be diminished, if not stopped altogether, as the northern breakwater being well under the lee, waves which would otherwise strike it and roll up the harbour will to a great extent pass clear of the end of the work.

As a general principle, I should say, from my knowledge of the seas on this coast, that the end of the northern breakwater should not be carried further than a point about due west from the end of the southern breakwater.

d. The northern breakwater, which without the extension of the southern one would have to be at its outer part nearly of the same strength as the latter, can, if protected as proposed, be of lighter construction.

3. *Northern Wave-trap.*

a. This will doubtless be efficacious in reducing the waves running along the breakwater, though it is difficult to say exactly to what extent.

b. I think there need be no fear of the trap filling up to such an extent as to impair its utility.

4. *Southern Wave-trap.*

a. The existing beach at this point having proved efficacious, there can be no doubt that the proposed work will have the same effect, but in a more marked degree.

b. The guide-bank is designed of such a form as to throw the current to the north side of the channel, and will certainly have this effect, which I consider is very desirable, in view of the greater depth of the rock on that side enabling a deeper channel to be maintained without blasting.

On the whole, I consider, from the opportunity I have had of studying the matter, that the works as proposed, with the addition of an extension of the southern breakwater, are the best that could be designed, and if carried out will, by providing a deeper and safer entrance, vastly improve the port.

I am, &c.,
CHARLES GOOD, M.I.C.E.

The Chairman, Parliamentary Standing Committee on Public Works.

2865. You inspected the works at Newcastle in company with an officer of the Harbours and Rivers Department and the Harbour-Master? Yes.

2866. The first statement you make in your report with regard to the works is that the breakwaters, as proposed by the Department, will have the effect of removing the bar further eastward? I have no doubt they will.

2867. You have no doubt with regard to the matter? None at all.

2868. Then you go on to say that instead of restoring the end of the southern breakwater, as originally constructed, namely, with a curve to the south, an extension of 500 feet from the present visible end, carried out in a line running in a north-north-east direction, would allow of a further extension of 500 feet in the same direction if it should ever be found necessary without duly contracting the entrance;—will you show the Committee, on the plan, the direction you propose your extension to take? Along this (marked) line of soundings, about north-north-east.

2869. You have shown an extension of 500 feet in the direction you desire it to go, along the line of soundings marked X;—you have suggested that eventually it may be necessary to extend that still further;—having made that extension, how wide would the mouth of the port be, provided the northern breakwater were extended, as proposed? Something like 1,350 feet.

2870. Is that a sufficient width for the entrance to a port? I think it is quite sufficient.

2871. What is your experience with regard to ports;—how wide is the entrance to Colombo? Colombo has a wide entrance now, because there is only one breakwater, but they are making the northern breakwater there, which I believe will leave only about 800 feet. Sir John Coode designed it at 600 feet, but ship-captains complained that it was not wide enough.

2872. How does Newcastle compare with other ports you know of? I think it has a very wide entrance. It has a far wider entrance than some ports on the English coast.

2873. What distance is it from Stony Point to the end of the northern breakwater? 1,200 feet.

2874. What is the distance from the southern guide-wall to the northern breakwater? 1,100 feet to the water-line.

2875. If the southern breakwater were taken, as you suggest, along the line of soundings marked X, 1,000 feet out, it would be pretty well 100 feet wider than at Stony Point or the end of the northern guide-wall? Yes; it would be 100 feet wider than the narrowest part.

2876. Therefore, for the discharge from the river, it should be sufficiently wide? It should be, because it is deeper water; at the same time, the sectional area will be larger.

2877. As far as the entrance to the port is concerned, it is abundantly wide? I think it is plenty wide enough.

2878. Why do you think the southern breakwater should be extended? I think it should be extended to prevent the seas striking the inside of the northern breakwater extension.

2879. You made a statement to the effect that the end of the northern breakwater should not be carried further than a point about due west from the end of the southern breakwater? That is approximately west.

2880. Why do you make that suggestion? So as to keep it well under the lee of the southern breakwater—to put the end of the northern breakwater in smoother water.

2881. What benefit would that be to the northern breakwater? It would make smoother water in the harbour by preventing the seas striking and running along the northern breakwater, and it would lighten the construction of the northern breakwater to a certain extent. It could be made with smaller stones.

2882.

- C. Good, Esq.,
M.I.C.E.
7 May, 1895.
2882. You used the word "west," approximately, I suppose? Yes; I do not think it would matter 100 feet one way or the other, so far as the length of the breakwater is concerned.
2883. The extension of the southern breakwater which you propose will be about due east of the end of the first portion of the northern breakwater? Approximately so.
2884. In extending the southern breakwater why would you make a turn in it? Because a shorter length of breakwater in that direction would have the same effect as a longer length upon the original line. We get the same result by a shorter length. If the idea is to keep a line east and west, for the sake of shelter, you will have to run further out.
2885. Then you get the same result, and it does not bring about an undue contraction of the port? I consider it does not. It will leave the entrance quite wide enough even if it is extended another 500 feet.
2886. The seas, according to your evidence, come from the east and south-east. If you turn the extension of the southern breakwater in the direction you suggest, will it not be assailed by the heavier seas—will it not be a very expensive breakwater to build? It will be more square on to the seas. It will get a bigger wave-stroke.
2887. Do you think there are any special engineering difficulties in that? I do not think so. I think stone of the size used in the present breakwater will be large enough, except at the end, where some heavier stone may be required.
2888. What will be required at the end? If it is not possible to get large enough stone I should put in concrete blocks at the end.
2889. Do you know where Big Ben Rock is? Yes; I thought it was further out than is marked on the plan. It is nearly square on to the present end of the breakwater.
2890. You say that the easterly seas coming in will catch the northern breakwater, instead of going on to Stockton beach, as at present, and will roll right up the harbour? I think they will.
2891. You do not believe the wave-traps will do everything? I do not think they will entirely stop the waves, although they will take the worst out of them.
2892. If there is no wave-trap on the northern side, would waves rolling on to the northern breakwater make a heavy sea in the harbour? I should say it would send a greater sea up the harbour than if there were no wave-trap there.
2893. You say the extension of the southern breakwater will not have much effect in increasing the scour? No. I do not propose it with that object, but simply for shelter.
2894. You say—
It will, however, improve the entrance by throwing the rough water further out and making smoother water on the bar itself, which will be equivalent to an extra depth, the scend of vessels passing the bar being thereby reduced. That means that in a lumpy sea they require more water to prevent them striking the bottom than in a smooth sea? Exactly.
2895. Can you give us any information with regard to that matter? I believe a vessel scends something like two-thirds of the rise of the sea.
2896. But there is nothing definite with regard to it? It depends on the length of the ship. A long ship will naturally scend less in proportion than a small one.
2897. You also state—
The range in the harbour will be diminished, if not stopped altogether.
- You have explained that the waves will be drawn outside the northern breakwater instead of catching it and running into the harbour? That is my explanation.
2898. You have also explained that, if possible, the end of the southern breakwater should be kept no more south than due east from the end of the northern breakwater? Yes.
2899. You have also explained that the northern breakwater, being under the lee of the southern breakwater, will not require to be quite so stable, as it will not get the full force of the sea? I do not think there is much in that, but it certainly will be capable of extension with somewhat smaller stone.
2900. You express the opinion that the northern wave-trap will be efficacious to a certain extent? I am sure it will.
2901. And you do not think it will fill up? I do not see why it should fill up.
2902. You saw the sea running in at the end of the northern breakwater? I did.
2903. How was it running? It was running in with the flood-tide, and bringing the sand from the beach, where the wave-trap is to be formed, up the harbour.
2904. You see that the southern guide-bank is designed to throw the channel to the north-side? That is evidently the design of it.
2905. You do not object to the direction of it? No.
2906. *Mr. Hayes.*] In extending the southern breakwater as you propose, instead of on the original lines, your object is merely to shelter the northern breakwater? Yes, and the entrance itself.
2907. From what gales? From anything from south-east to east.
2908. In what way will it effect a shelter? There is bound to be a certain amount of rough water around the end, and it will keep it further out and in deeper water to the north-east, where it will do less harm to a vessel coming in.
2909. That is the only reason you have for extending it in the direction you propose? My reason for extending it in that direction, instead of on the original line, is to save length. I think you will get the same effect sooner.
2910. With a north-easterly gale, which is not an uncommon thing on the coast, would not the extension you propose tend to draw the seas more into the harbour than the line of the southern breakwater? I do not think it would. Besides, as far as I have seen, the north-east seas are nothing very much. It is very rarely you get a heavy sea from the north-east.
2911. Being more broadside on to the varying gales of wind, east and south-east, would it not be more likely to cost more in repairs than it would do if it were extended in a straight line? It might require a little heavier section to start with more stone being required.
2912. Do you think an ordinary rubble-head will be effective there? I think so, if it is constructed of the largest stone which can be got, up to 25 tons.
2913. You have seen the existing southern breakwater? Yes. It simply wants making up again with heavier stone on the top. The sea has only drawn the stone down.

2914. Will it stand if made up with stone similar to that of which it is now constructed? It might go down to a certain extent, but not far, because there is a base there already.
2915. Have you had experience of rubble breakwaters of the kind proposed to be constructed here? Yes; I have been on Portland breakwater, in England.
2916. Does not that cost a large amount annually for repairs, especially on the end? The ends are masonry heads. It has two ends to it.
2917. Built on rubble? Yes.
2918. Does not the rubble give way constantly? It was many years before it consolidated sufficiently to enable the heads to be put on.
2919. Have you considered the question as to what breakwater it would be advisable to construct in the first instance;—what do you propose in reference to that? I should think it would be advisable to start the northern breakwater as soon as possible, so as to commence getting the scour.
2920. And watch the effect of that before extending the southern breakwater? Yes; the southern breakwater will not require to be started until the northern breakwater was some distance out. It is only when it comes out to the end that I think there will be any danger of the sea striking it, and going up to the harbour. I think it could be carried abreast of Nobbys before the southern breakwater was started.
2921. Do you advise that the northern breakwater should be extended up to that point, and the results watched, with a view to future extensions? The results would be watched daily as the work went on. Soundings would be taken frequently to ascertain the effect. There need be no stoppage of the work to watch the effect.
2922. You say positively that the extension of the southern breakwater will not assist in creating a scour at all? I say it will have little or no effect. I do not think it will have any.
2923. This design is for the purpose of creating a scour? That is the main idea.
2924. With the object of deepening the entrance to the harbour? That, I believe, is the main object.
2925. Would not the extension of the northern breakwater give an opportunity of seeing what effect the wave-trap will have in stilling the waters of the harbour? It would, but the waves would hardly strike it. I do not think the wave-trap would come into play until you got to a point abreast of Nobbys.
2926. *Chairman.*] Imagine the northern breakwater to stop abreast of Nobbys;—where would the tide go out? It would go out where it does now—north.
2927. *Mr. Hayes.*] Is not the water more shallow at the point abreast of Nobbys than it is further in? I believe it is shallower on the Oyster Bank now than it is inside.
2928. And would not the Oyster Bank to some extent form a guide-wall in confining the current? It would have little effect. There are 10 or 12 feet of water upon it at low-water.
2929. *Mr. Humphery.*] Have you estimated the cost of the extension of the southern breakwater, as proposed by you? No; I have only made a rough estimate. I have estimated that at 5s. a ton it would cost £30,000 to extend it 500 feet.
2930. *Chairman.*] That is an approximate estimate? Yes; I have no detailed sections.
2931. *Mr. Davies.*] You are strongly of opinion that the southern breakwater should overlap the northern breakwater by a considerable distance? Yes.
2932. Not so much to create a scour as to secure calm water for navigation? To secure calm water, because I think it will have very little effect one way or the other on the scour.
2933. The whole of the scour is to be obtained by the extension of the northern breakwater? Yes.
2934. But in order to prevent a range in the harbour and disturbed waters you suggest that the southern breakwater should be extended? Yes.
2935. You believe that that will have great influence? I am sure it will.
2936. Coupled with the wave-traps? Yes.
2937. Do I gather that you generally approve of the scheme before the Committee? I quite approve of it with the addition I have mentioned.
2938. You approve of the Departmental scheme with the addition of some 500 feet to the southern breakwater? I do.
2939. And you believe it will create a scour, and give greater depth of water? I believe it will have that effect.
2940. And that it will not only give a greater depth of water, but calmer water for navigation? Yes.
2941. *Mr. Molesworth.*] I understood you to say that the extension of the southern breakwater would create smoother water in the harbour, and that that would give a greater available depth on the bar;—will you tell the Committee what you think that increased depth would be? I have not had sufficient experience of Newcastle—in fact, I have never seen it in a rough sea—to enable me to say what the increased depth will be, but it seems to me that if you keep the rough water further out in deep water, thereby making smoother water on the bar, it must be equivalent to an extra depth on the bar.
2942. An important depth? A foot or two. It does not take very much of a swell to make a ship rise and fall a foot.
2943. You think it would make an important difference in the available depth on the bar? I think it would make a decided difference.

Henry Richard Carleton, Esq., M.E., M.I.C.E., Principal Assistant Engineer for Harbours and Rivers, Department of Public Works, sworn, and further examined:—

2944. *Chairman.*] You desire to make an explanation in regard to certain matters? Yes. Some doubt was expressed as to the accuracy of the quantities supplied by Mr. Hickson the other day when I was examined, and I had not the details with me. It was thought that, because the cost of each hundred feet of extension of the southern breakwater was practically the same, there was some error in the calculations. I have the details now, and I think I shall be able to show the Committee that the calculations are absolutely correct, and, if so, I should like very much that the statement that there was a gross discrepancy in my evidence should be withdrawn. We were asked to make calculations for 100 feet, then for 200 feet, then for 300 feet, then for 400 feet, and then for 500 feet. If we run out 100 feet it will be necessary to have a wide end. The calculation was made for a length of 100 feet, with a semi-circular end upon it 40 feet wide, the cost of which will be £8,586, or in round figures £8,600. Mr. Hickson directed

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.
7 May, 1895

H. R.
Carleton,
Esq., M.E.,
M.I.C.E.

7 May, 1895.

directed me to ask 25 per cent. for scour or subsidence in each case, which makes the estimate £10,750. If we run out 200 feet instead of 100 feet, it will not be necessary to have the first 100 feet 40 feet wide. I have made diagrams showing the shape. If it is necessary to run out 100 feet, we should commence with a width of 40 feet. In the case of an extension of 300 feet, we should run along at our present width, 100 feet. We should widen out the second 100 feet, and put a big end on the third 100 feet, so that the cost of the first 100 feet will vary with the length of the breakwater—that is, the cost of the first 100 feet, if you propose to put 200 feet on, will only be £5,631, and if you propose to put on 300 feet, it will only be £5,045. I have the costs worked out, and I will read them to the Committee. For 100 feet it will cost £8,600; that, with 25 per cent. added, is £10,750. If you desire to put 200 feet on the breakwater, the first 100 feet, which will be 20 feet at its inner end, and which will widen out to 40 feet, will cost £5,631, and the outer end will cost £11,499. The total in round numbers is £17,200, or with 25 per cent. added, £21,500. If you desire to extend the breakwater 300 feet, the cost of the first 100 feet which will be only 20 feet wide will be £5,045. The cost of the second 100 feet, which will be 20 feet wide at its inner end and 40 feet wide at its outer end, will be £8,250; and the cost of the third 100 feet—that is the outer end of it—will be £11,640. The total of that is £25,000, or with 25 per cent. added, £31,250.

2945. *Mr. Davies.*] Are we to understand that your estimate for extending the southern breakwater 300 feet includes, or is exclusive of the 200 feet to be made good by the Department? It is exclusive of it.

2946. *Mr. Hayes.*] If you extend the breakwater 300 feet beyond its present length it will not cost £7,000 to make up the gap which exists now? The big end is really there now. The £7,000 is really for putting a new top on the outer end.

2947. Will it cost that? You might cut it down slightly. These estimates are independent altogether of the Departmental scheme.

2948. You stated it would cost £7,000 to make up the present southern breakwater? Yes.

2949. Will that be reduced if you extend the southern breakwater 300 feet? I think not—perhaps a few pounds; but it would be impossible to estimate it. If you desire to extend it 400 feet, the cost of the first 100 feet would be £5,045; the second 100 feet, £7,517; the third 100 feet, £8,512; and the fourth 100 feet, £11,919; or in round numbers, £33,000, which, with 25 per cent. added, makes £41,250.

2950. *Mr. Humphery.*] It runs to about £1,500 a foot? Yes. I only bring this forward to show that though the differences are about £10,000, the increase is really on the end. If you extend your breakwater further the cost of the inner portion will be cheaper. It all depends upon how far the Committee desire to extend the breakwater. If you wish to extend it 300 feet we should have to make a separate estimate for it to what we would for 400 feet or 200 feet.

2951. *Mr. Davies.*] Are those calculations based upon a rock foundation or upon a sand foundation? They are based upon the present bottom.

2952. That is of sand? As far as we know, but of course there may be rock 6 inches underneath it. We have taken the present soundings, and Mr. Hickson directed me to add 25 per cent. for scour.

2953. Is the Committee to understand that your calculations are based on the present soundings as to sand? Yes.

2954. So that this is only an approximate estimate after all? It is better than an approximate estimate.

2955. You have taken no borings? No.

2956. Therefore, you do not know how many thousand tons of stone more may be required to get the height you speak of? No. What I am explaining now is a mere matter of comparison. To extend the breakwater 500 feet, the first 100 feet would cost £5,045; the second 100 feet would cost £7,517; the third 100 feet would cost £7,765; the fourth 100 feet would cost £8,778, and the fifth 100 feet would cost £12,202. You will see in comparing the fourth 100 feet with the fifth 100 feet, that the outer end of a 400-foot extension costs £11,919, but if you extend it 100 feet further, that 100 feet only costs £8,778. The total for the 500 feet, with the 25 per cent. added, is £51,875.

2957. With reference to the 300 feet extension beyond the 200 feet to be made good, what would that 300 feet cost? Mr. Hickson estimates it at £31,250.

2958. That is including the 25 per cent.? Yes.

2959. So that the actual building up of the breakwater 500 feet, in addition to the 200 feet to be made up, would cost £38,250? Yes.

2960. *Mr. Hayes.*] With reference to the allowance of 25 per cent., what is the depth at the end of the southern breakwater? Thirty-two feet.

2961. In that case you allow that the breakwater will go down to the sand, a depth of 8 feet? No; you have the slopes to take into consideration. It comes to about 7½ feet.

2962. *Mr. Lee.*] In the scour you always allow for spread as well? Yes. As we scour we draw out our slopes also. We calculate the material as it would run out on its natural slope of 1½ to 1.

2963. *Mr. Hayes.*] If the depth of sand is not sudden to 8 feet the cost of the breakwater will be less? Certainly.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Harbour Improvements at Newcastle.

APPENDIX.

[To Evidence of J. Powell, Esq.]

A.

RETURN of the Customs Collections at Newcastle for the years 1885 to 1894 inclusive.

	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	£	£	£	£	£	£	£	£	£	£
Import duties—specific	78,787	86,879	84,479	94,086	94,621	95,473	123,257	136,403	112,175	111,550
Ad valorem, 5 per cent. ....	.....	5,758	5,866	.....	.....	.....	.....	.....	.....	.....
" 10 per cent. ....	.....	.....	.....	.....	.....	.....	705	15,929	11,078	8,045
" 15 per cent. ....	.....	.....	.....	.....	.....	.....	141	1,326	747	788
Excise on tobacco	141	692	62	.....	.....	1,101	1,831	1,851	1,423	962
Bonded warehouse duty	181	270	300	348	508	524	612	848	889	905
Harbour and light dues	5,395	4,137	4,940	6,648	7,492	5,748	6,244	7,357	5,031	7,838
Pilotage	14,692	12,378	12,695	15,249	17,419	12,920	15,745	16,426	10,805	17,017
Removal dues	2,216	2,044	2,146	2,760	3,685	2,014	2,256	2,903	1,879	3,454
Tonnage rates	7,396	6,973	7,055	6,945	8,293	7,002	9,257	8,352	7,260	8,334
Profit on overtime sales .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Totals	108,808	119,131	117,543	126,036	132,018	124,782	166,048	191,395	151,287	158,896

JAMES POWELL,
Collector of Customs.

A1.

RETURN showing names of all Vessels cleared at the Port of Newcastle for Great Britain with wool, with dates of clearing, and the number of Bales of Wool shipped by each Vessel during the year ending 31st December, 1894.

Date of Clearing.	Name of Vessel.	No. of Bales.	Date of Clearing.	Name of Vessel.	No. of Bales.
13 January	Steamship Woolloomooloo	2,889	23 October	Steamship Aberdeen	2,499
12 February	Ship Ivanhoe	6,212	25 "	Steamship Port Victor	1,446
1 March	Steamship Port Chalmers	626	3 November	Steamship Port Stephens	1,336
7 April	Steamship Port Victor	47	13 "	Steamship Gulf of Siam	192
17 "	Steamship Thermopylae	307	13 "	Steamship Port Hunter	532
2 July	Steamship Maori King	117	19 "	Steamship Australasian	2,786
15 August	Steamship Port Pirie	135	29 "	Ship Poseidon	8,701
1 September	Steamship Damascus	1,616	10 December	Steamship Drummond	4,874
15 "	Steamship Ghazee	2,414	27 "	Steamship Port Phillip	1,162
22 "	Steamship Thermopylae	2,148			
24 "	Steamship Port Chalmers	1,526			
12 October	Ship Dharwar	6,539			
17 "	Steamship Woolloomooloo	770			
				Total	48,874

Custom House, Newcastle, 9th January, 1895.

WILLIAM R. LOGAN,
Sub-Collector of Customs.

A2.

RETURN showing value of Imports and Exports at Port of Newcastle for years 1885 to 1894 inclusive.

Year.	Value of Imports.	Value of Exports.	Year.	Value of Imports.	Value of Exports.
	£	£		£	£
1885	930,200	1,927,626	1891	877,063	2,337,382
1886	843,474	1,398,728	1892	765,383	1,852,136
1887	781,796	1,788,664	1893	451,253	1,700,813
1888	758,536	2,067,460	1894	427,581	1,485,475
1889	924,150	1,894,321			
1890	816,694	1,768,379		7,576,180	18,220,984

Custom House, Newcastle, 21st March, 1895.

WILLIAM R. LOGAN,
Sub-Collector of Customs.

A3.

NEWCASTLE Tonnage.

Year.	Ships Inward.	Ships Outward.	Year.	Ships Inward.	Ships Outward.
	Tons register.	Tons register.		Tons register.	Tons register.
1882.....	559,228	737,772	1889.....	744,113	1,126,892
1883.....	656,916	926,956	1890.....	625,398	842,180
1884.....	708,449	1,066,462	1891.....	704,306	1,140,536
1885.....	452,946	722,865	1892.....	729,167	1,024,318
1886.....	416,518	686,179	1893.....	524,844	842,363
1887.....	566,702	780,586	1894.....	721,931	1,035,930
1888.....	633,119	815,516			

Custom House, Sydney, 22nd March, 1895.

JAMES POWELL,
Collector of Customs.

A4.

COAL raised in the district of Newcastle.

1892	2,611,732 tons.
1893	2,203,480 „
1894	2,605,142 „

Custom House, Sydney, 23rd March, 1895.

JAMES POWELL,
Collector of Customs.

A5.

RETURN showing the total value in sterling of the Imports and Exports from and to each country, in the year 1894, at Newcastle.

Countries.	Total imports therefrom.	Exports thereto.			Countries.	Total imports therefrom.	Exports thereto.		
		Produce and manufactures of the Colony	British, Foreign, and other colonial produce and manufacture.	Total.			Produce and manufactures of the Colony	British, Foreign, and other colonial produce and manufacture.	Total.
	£	£	£	£		£	£	£	£
Victoria	104,641	300,713	888	301,601	Sandwich Islands ... ..	.....	18,757	.....	18,757
New Zealand	17,633	63,876	707	64,583	Canada... ..	94	.....	.....	.....
South Australia	36,075	74,414	116	74,530	Ecuador ... ..	.....	1,442	.....	1,442
Queensland	15,329	5,098	3,085	8,183	Egypt	70	.....	.....	.....
Tasmania	3,426	19,536	131	19,667	South Sea Islands ... ..	.....	180	.....	180
Western Australia	3,551	12,755	79	12,834	Japan	64	.....	.....	.....
Great Britain	223,552	645,269	57	645,326	Panama ... ..	.....	6,507	.....	6,507
New Caledonia... ..	168	2,771	186	2,957	Mexico ... ..	.....	4,741	17	4,758
Hong Kong	2,088	9,885	15	9,900	Kamschatka ... ..	.....	165	.....	165
Singapore	25	3,594	.....	3,594	New Hebrides ... ..	.....	88	.....	88
India	1,226	12,087	66	12,153	Germany	2,769	.....	.....	.....
United States	12,362	109,931	.....	109,931	France	178	.....	.....	.....
Java	3	10,478	.....	10,478	Italy	950	.....	.....	.....
Philippine Islands	23	34,237	.....	34,237	Norway	2,168	.....	.....	.....
Fiji ... ..	.....	969	.....	969	Ceylon	951	.....	.....	.....
Mauritius ... ..	.....	7,781	.....	7,781	Cape Colony	21	.....	.....	.....
Peru ... ..	.....	14,240	23	14,263	Belgium	90	.....	.....	.....
Chili	38	117,713	2,134	119,847	Brazil	23	.....	.....	.....
China	61	744	.....	744					
Uruguay	2	.....	.....	.....	Total	427,581	1,477,971	7,504	1,485,475

WILLIAM R. LOGAN,
Sub-Collector of Customs.

APPENDIX.

113

A6.

IMPORTS and Exports of the Principal Articles to and from Newcastle for the year 1894.

Imports.		Exports.	
Article.	Value.	Article.	Value.
	£		£
Apparel	18,899	Copra	2,100
Powder—Blasting	6,210	Flour	1,827
Drapery	36,895	Manures—Bone-dust	3,358
Flour	78,259	„ Other	2,681
Oats	7,878	Meats—Frozen Mutton	75,952
Hardware	4,256	„ Preserved	3,270
Hay and Chaff	9,910	Copper—Ingots	9,687
Beer—in bottle	8,968	Lead—Pig.....	4,669
Spirits—Brandy	4,081	Coal	710,341
„ Rum	2,040	Kerosene Shale.....	3,308
„ Whisky	8,452	Ores—Antimony	2,551
Iron—Bar and Rod	4,196	„ Chrome	2,910
„ Galvanised Sheets	12,424	„ Gold Quartz	10,885
Machinery—Other	5,837	„ Silver.....	5,619
Matches—Wax	4,648	Tallow	22,949
Ores—Copper.....	5,297	Timber—Rough	1,962
„ Tin	6,250	Wool—Greasy	523,234
Pickles and Sauces	4,868	„ Scoured	88,175
Oil—Kerosene	7,139	Other Articles	9,997
Potatoes	5,671		
Salt—Bag	5,683		
Sugar—Raw	32,130		
Other Articles	147,590		
Total.....	427,581	Total.....	1,485,475

Custom House, Sydney, 22nd March, 1895.

JAMES POWELL,
Collector of Customs.

B.

[To Evidence of R. R. P. Hickson, Esq.]

ESTIMATES OF COST OF EXTENDING THE SOUTHERN BREAKWATER.

Department of Public Works, Sydney, 2 May, 1895.

I HEREWITH submit, for the information of the Committee, estimates for extending the southern breakwater, Newcastle, in lengths of 100 feet up to a total length of 500 feet.

The estimates are made out on the assumption that the existing bottom is hard and able to sustain the weight of the structure, and that the slopes will stand at $1\frac{1}{2}$ to 1. But from my experience of breakwaters generally, and the Newcastle one in particular, I am of opinion the slopes will flatten to a greater degree than $1\frac{1}{2}$ to 1, and the bottom being sand, the stones will sink to a considerable extent, and consequently increase the cubic contents of the breakwater. To meet this certain contingency the amounts should be increased by about 25 per cent.

The estimates would then stand as follows:—

100 feet	£10,750
200 „	£21,500
300 „	£31,250
400 „	£41,250
500 „	£51,875

ROBT. HICKSON.

The Chairman, Public Works Committee.

C.

[To Evidence of H. R. Carleton, Esq., M.E., M.I.C.E.]

ESTIMATED COST OF EXTENDING THE SOUTHERN BREAKWATER.

Length of Extension.	Cost of 1st 100 feet.	Cost of 2nd 100 feet.	Cost of 3rd 100 feet.	Cost of 4th 100 feet.	Cost of 5th 100 feet.	Total cost.	Total cost, say,	Cost with 25 per cent. added for subsidence, &c.
100 feet	£ s. d. 8,586 0 0 40 ft. + $\frac{1}{2}$ cone at end.	.....	.....	.....	.....	£ s. d. 8,586 0 0	£ s. d. 8,600 0 0	£ s. d. 10,750 0 0
200 feet	5,631 0 0 20 ft. + widening.	11,499 0 0 40 ft. + $\frac{1}{2}$ cone at end.	.....	.....	.....	17,130 0 0	17,200 0 0	21,500 0 0
300 feet	5,045 0 0 20 ft. wide.	8,250 0 0 20 ft. + widening.	11,640 0 0 40 ft. + $\frac{1}{2}$ cone at end.	.....	.....	24,935 0 0	25,000 0 0	31,250 0 0
400 feet	5,045 0 0 20 ft. wide.	7,517 0 0 20 ft. wide.	8,512 0 0 20 ft. + widening.	11,919 0 0 40 ft. + $\frac{1}{2}$ cone at end.	.....	32,993 0 0	33,000 0 0	41,250 0 0
500 feet	5,045 0 0 20 ft. wide.	7,517 0 0 20 ft. wide.	7,765 0 0 20 ft. wide.	8,778 0 0 20 ft. + widening.	12,202 0 0 40 ft. + $\frac{1}{2}$ cone at end.	41,307 0 0	41,500 0 0	51,875 0 0

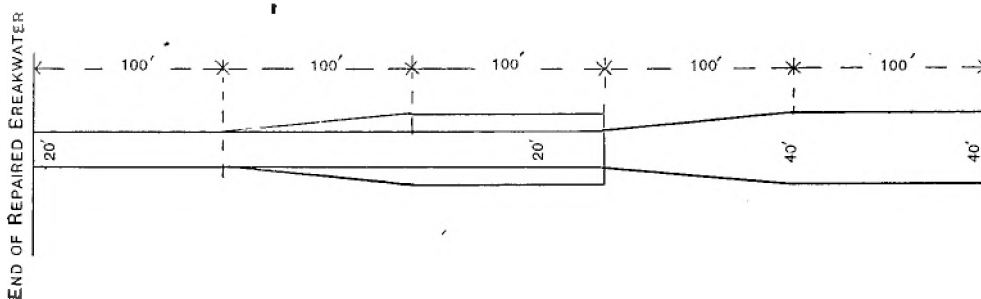
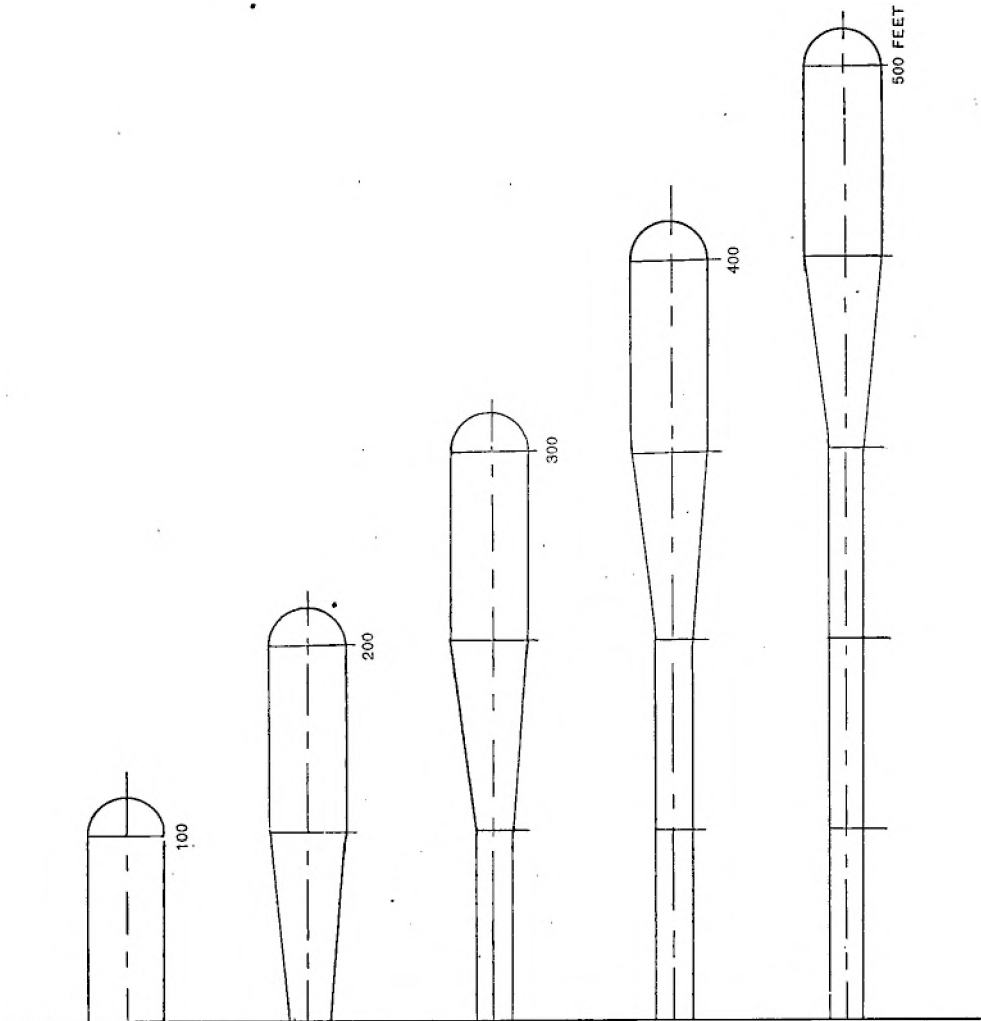


DIAGRAM SHOWING FORM OF EXTENSION OF SOUTHERN BREAKWATER.



C 1.

TABLE showing Widths of Entrances of Proposed Harbour Works in New South Wales.

WORKS RECOMMENDED BY SIR JOHN COODE.			WORKS DESIGNED BY HARBOURS AND RIVERS DEPARTMENT.		
Name of River or Inlet.	Width of Entrance.	Area of Watershed.	Name of River.	Width of Entrance.	Area of Watershed.
Richmond River	1,000 feet ...	2,660 sq. miles	Tweed River	500 feet ...	.....
Clarence River	1,400 ,, ...	3,340 ,,	Bellinger River	500 ,, ...	.....
Macleay River	700 ,, ...	4,200 ,,	Nambucca River.....	500 ,, ...	.....
Manning River	800 ,, ...	3,170 ,,	Hunter River	1,200 ,, ...	8,300 sq. miles
Lake Macquarie	200 ,, ...	.....		

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

HARBOUR IMPROVEMENTS AT NEWCASTLE.

REPORT.

THE Sectional Committee instructed to make local inquiries into the proposed improvements to Newcastle Harbour left Sydney on Monday morning, the 1st April. The Committee consisted of the Hon. F. T. Humphery, the Hon. James Hoskins, the Hon. John Davies, C.M.G., the Hon. C. J. Roberts, C.M.G., Messrs. C. A. Lee, J. Hayes, R. H. Levien, and T. T. Ewing, Chairman.

The Hon. F. T. Humphery and Mr. R. H. Levien joined the Committee at Newcastle. The Hon. James Hoskins was prevented from attending.

The Sectional Committee arrived at Newcastle on Monday afternoon and, accompanied by Mr. Walsh, Engineer-in-Charge of the works, and Capt. Newton, the harbour-master, inspected the works at present in existence at the entrance to the port, viz., the northern breakwater or guide wall, and the southern breakwater, and carefully examined the site of the proposed works. They then proceeded to inspect the dredges at work in the harbour, viz., the bucket dredges "Samson" at No. 12 hydraulic crane, the "Newcastle" at No. 5 buoy, the "Vulcan" and the sandpump "Dorus" off Stockton, the "Juno" in the new basin, and the Lobnitz rock drill "Poseidon" off Queen's Wharf.

Subsequently further minute examinations were made of the breakwater and the whole of the works carried out in the port, also of the Quarry site and the proposed route, and the method of the transmission of the material to its destination.

During the inquiry it was frequently brought under the notice of the Committee that grave apprehension existed in the minds of the residents in the upper parts of the river as to the effect of the improvements under consideration upon the escape of the flood waters. The Committee felt that so serious a complication could not pass unnoticed. They therefore left Newcastle on Saturday morning by steam-launch at 8 a.m., and proceeding up the river, inspected the proposed reclamation scheme adjoining and above the North Harbour. They also made an inspection of the sectional area of the river at Hexham, the sectional area below Alnwick, and also at Raymond Terrace. Then after proceeding to Morpeth, they visited Maitland in accordance with arrangements previously made.

The Mayors of Raymond Terrace, Morpeth, and West Maitland informed the Sectional Committee that they did not—unequal as they were to express any opinion upon an intricate engineering question—desire to oppose the scheme on the ground that it would augment the floods which periodically devastate the valley of the Hunter. The explanation offered by the Resident Engineer for Harbours and Rivers, at the request of the Committee, to the Mayors of Raymond Terrace and West Maitland, to the effect that the proposed works would furnish a larger discharging sectional area than at present exists at Newcastle, removed any apprehensions which previously obtained with reference to augmentation of floods.

The Quarry consists of what is locally known as Waratah sandstone. The stone is apparently suitable for the purpose intended, and a face of 40ft. has been obtained with very little stripping.

The route will be one and a half miles to the junction of the Raspberry Gully and the Tunnel Railway lines; a further half mile of line reaches the Government railway system at a point one mile and a half from the river. The route offers on neither side of the river any engineering obstacle.

The principal points upon which in the opinion of the Committee it was desirable to elicit information were—

1. The importance of the port.
2. The permanence of the trade.
3. The effect of similar works in the past.
4. Whether the proposed works would bring about the anticipated result.

And incidentally, the effect (if any) of the proposed works upon the flooded areas in the Hunter River Valley.

1. *The Importance of the Port.*

The evidence of Mr. Logan (Sub-Collector of Customs), and that of Mr. Keightley (President of the Chamber of Commerce), supported by Mr. Sharp (Mayor of Newcastle) and various other residents of long experience, amply proves the volume of trade. The returns do not show that elasticity which might be desired, but it must be remembered that they are not an absolutely fair index to the imports and exports, for—as emphasised by the Mayor—the increase in the size of modern vessels, and, consequently, the largeness of the freight, involves the transshipment of goods for Newcastle at Sydney, and has thus transferred part of the direct trade of Newcastle to the metropolis. Therefore, although the trade to Newcastle may be absolutely larger than formerly, it reaches Newcastle by coasting steamers, and for that reason is not included in the statistics of the Custom House.

Further, the value of both imports and exports having fallen so largely prevents too close a comparison being made between the present and past value and volume of trade; the tonnage visiting the port has been fully maintained.

A few items from the evidence of the Sub-Collector of Customs will be sufficient to remove any doubts there may be as to the importance of the port of Newcastle. Taking the figures for the year 1894—the last available returns—it will be seen that :—

The value of the imports was	...	...	£427,581.
The value of the exports	...	...	£1,485,475.

The number of vessels, exclusive of the coastal trade, was 1,255 with a tonnage of 1,415,159 tons. The total tonnage of the port—

Inwards	...	...	...	1,422,310 tons.
Outwards	...	...	...	1,415,159 tons.

The former being the largest for ten years, and in the latter case there being but two exceptions.

The amount of coal raised in the Newcastle district during the year 1894 was 2,605,142 tons with a value of £883,174.

The value of the coal exported was £710,341.

2. *The Permanence of the Trade.*

Situated as Newcastle is, 102 miles by rail from the metropolis, and being the first port where the great railway system extending to the north and north-west reaches deep water, it seems probable that with a first-class port it must become the depôt for a very considerable trade. For instance, the wool shipped direct for the last wool year amounted to 58,000 bales, and for the year 1894 to 48,000 bales. In addition to the great area of country from which the produce naturally finds its way to Newcastle, the vast coal-fields for which it is geographically the outlet place it beyond all doubt that it is the shipping place for a great quantity of trade and is likely to remain so.

3. *The effect in the past of works similar to those under consideration.*

The Port of Newcastle, prior to the commencement of improvement operations, as shown by the plan of the "Coal River" before the Committee, was an almost open roadstead, protected by various reefs, of which "Nobby's" was the most prominent, the waters of the Hunter finding their way to the sea over a bar with a depth of some 18 feet of water and also by a channel of a depth of 10 feet between Nobby's and the southern mainland. The original scheme of improvement embraced a southern breakwater of 1,400 feet to Nobby's and an extension in a north-easterly direction of a further 1,400 feet, this work being partly to protect the entrance from southerly and easterly seas and to furnish a southern training wall to aid in contracting the water so as to obtain the necessary scour to deepen the entrance. Then to secure the scour the northern breakwater (more correctly described as a guide wall) was completed in 1886. The result of these works has amply justified the engineering opinion which originated them, in that the depth, which was but 15 feet when these works were commenced, rapidly increased to some 22 feet, and the bar was pushed some 800 feet seawards. This result was fairly well maintained till last year, when—as will be seen by the Harbour-master's evidence—dangerous shoaling took place, the bar having evidently been removed so far seawards as to have lost much of the effect of the scour.

The inner works, primarily to obtain further accommodation in the harbour, although not directly before the Committee, were inspected, and an opinion was formed as to the great improvements which have been carried out. Many millions of tons of sand and silt have been dredged and removed, reclamations have been carried out, wharfs have been erected on the Stockton side, and wharfage to the extent of 8,000 feet has been constructed on Bullock Island, and fitted with twelve hydraulic cranes (9 to 25 tons), three steam cranes (15 tons), and provided with fifty-six arc lamps of 2,000-candle power. A basin, with an area of 90 acres, is in course of construction; a length of 3,000 feet by a width of 200 feet and a depth of 26 feet has been dredged. The reef extending from Market wharf to the southern end of the dyke has been removed for a length of 650 feet to a depth of 25 feet, the original depth being 12 feet. Rocks have been removed at the lightship. Queen's and Market wharfs have been erected on the Newcastle side, and boat harbours have been constructed at Newcastle, Stockton, and Carrington, and various other improvements, which it is needless to further particularise.

The evidence discloses that these works are not unproductive, but it is difficult, mixed as the returns are with railway profits and revenue for services rendered, to exactly define what the net percentage of profit is. It will be sufficient to say that the works give a fair direct return to the State, and that nationally they amply repay the expenditure. Further, the reclaimed land, although it may be not of so high a value as that set upon it by some Departmental evidence (£1,500 to £2,000 an acre), still will no doubt form a very considerable asset.

4. *Will the proposed works have the anticipated result?*

There can be little doubt that the proposed works will bring about the results expected from them in that—

- (1.) The scour thus extended will deepen the channel and remove the bar seaward, where it is apprehended that, reaching deeper water, it will practically disappear.
- (2.) It appears probable that the new southern guide-wall will form a wave trap and intercept waves approaching the harbour. There appears some likelihood of some silting in the northern wave trap, but, in view of strong engineering evidence to the contrary, the Committee feel justified in believing that it will probably be effective.

Local evidence taken from men of long practical experience was unanimous upon two points—

- (1.) That it was essential to extend the southern breakwater; and
- (2.) That further accommodation was required in the harbour, in that inconvenience is felt from the want of deep water and danger from anchoring vessels in the fairway.

The

The evidence with regard to the extension of the southern breakwater was so definite and unanimous that the Committee again inspected the site and made the fullest investigation—the contention being that the southern breakwater should be extended sufficiently far to intercept the roll from “Big Ben” and south-easterly seas. The Resident Engineer, Mr. Walsh, informed the Committee that if restoring the southern breakwater to its original dimensions did not intercept the heavy easterly roll he could offer no objection to its extension. In the opinion of the Committee such restoration alone will not have this desired effect.

With reference to No. 2.—Further Harbour Accommodation.—Although not directly before the Committee, comes in strongly incidentally, inasmuch as it would be of little use to furnish a deeper entrance if large vessels could not even then use the port, and this was dealt with by the local officer of the Harbours and Rivers Department, Mr. Walsh, who explained, under further examination, that within a limited period the “Cliona” would have removed the rock at the entrance to the new basin, and then arrangements could be made so that a number of large vessels could be moored there without difficulty. Although he did not regard this as a completely satisfactory arrangement, still it would meet any temporary difficulty.

It is however apparent, that with a less sectional area for entrance and discharge than is embraced in the large area lying between Stockton and the Dyke, and embracing the locality known as the North Harbour, there must be a slackness of water in a great portion of it, and therefore a tendency for silt to deposit which will entail continuous and expensive dredging, unless some means can be devised which will create a more uniform scour. The Departmental officers urge that the completion of the proposed reclamation will have this effect.

The return furnished by Captain Newton, Harbour-master, shows that the scour seems to have lost its power on the bar in its present position, and that dangerous shoaling makes itself again manifest, soundings taken in April, 1893, showing a depth of 22 feet 6 inches, while on April 3rd, 1895, there were only 20 feet 6 inches. This emphasises the fact that some immediate action must be taken.

The evidence discloses that these works will take some five years to construct, therefore the yearly expenditure should not exceed £30,000.

Finding of the Committee.

- (1.) That the southern breakwater be made up to the 200 feet which has been washed away and be extended for a further 300 feet.
- (2.) That the first section only of the northern breakwater be constructed at present.
- (3.) That the southern guide-wall be constructed as proposed.

9th April, 1895.

THOS. EWING,
Chairman.

APPENDIX.

THE Committee have during their inquiry observed several matters to which reference in their report may not be out of place:—

1. It will be well, when plant is available, to remove the Stony Point rock.
2. It will be well to discontinue as soon as possible the custom of dumping the sand and silt in the open sea. Not only is the practice expensive and attended with some risk, but the material is of value for reclamation works.
3. The sectional areas referred to by the Engineer-in-Chief do not appear to the Committee to give a fair index as to the amount of water passing down the Lower Hunter valley at flood time, in that the sectional areas are calculated at low water level. When it is realised that at Raymond Terrace in 1893 the water rose 19 feet, and the flood waters are many feet over the banks at some of the places where these measurements were taken, it will require no argument to prove that low-water sectional areas do not furnish a correct idea of the discharging power of the Hunter River valley.

9th April, 1895.

THOS. EWING,
Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

HARBOUR IMPROVEMENTS AT NEWCASTLE.

(TAKEN BEFORE THE SECTIONAL COMMITTEE.)

TUESDAY, 2 APRIL, 1895.

[The Sectional Committee met at the Office of the Marine Board, Newcastle, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq., (CHAIRMAN.)

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Sectional Committee proceeded to consider the proposed Harbour Improvements at Newcastle.

Henry Deane Walsh, Esq., Principal Assistant Engineer, Newcastle District, Department of Public Works, sworn, and examined:—

1. *Chairman.*] What are you? I am Principal Assistant Engineer in the Works Department.
2. You are in charge of the works here? Yes.
3. The works will be carried out under your supervision? Yes.
4. And you have an intimate knowledge of the scheme before the Committee? Yes.
5. *Mr. Davies.*] How long have you been in charge of the works at Newcastle Harbour as resident engineer? I have been in Newcastle seventeen years.
6. Have you had charge of the harbour works during that long period? I have had full charge for six years, and I had temporary charge for a year before that.
7. Have you also charge of the water and sewerage works of the Hunter as engineer? I am a member of the Board.
8. Not as an engineer? No. I carried out the waterworks here.
9. Have any of the existing harbour works been carried out under your supervision? Yes, everything that has been done here for the last seven years.
10. Can you point out on the plan the portion carried out under your supervision? It has been chiefly reclamation works and the erection of cranes and wharfs. None of the breakwaters have been carried out since I have had full charge.
11. You have not carried out any portion of the breakwaters? No.
12. You have had to do more with training-walls and reclamation works? Yes; we have also erected four hydraulic cranes and new machinery in the engine-house for the electric light.
13. You have had to do with works in the harbour but not at the entrance? There has been nothing done to the entrance since I took charge.
14. Who carried out the last section of the northern breakwater? Mr. Hickson.
15. How was it done? By day-labour.
16. What has been the effect of the construction or the extension of the northern breakwater upon the channel? It has deepened the channel and pushed the bar further out to sea.
17. To what extent has it deepened the channel as compared with the state of the channel prior to the extension of the northern breakwater? From the records which I find in the office it was formerly only 14 to 15 feet deep.
18. What is it now? Up to the last flood we had about 21 ft. 6 in., but we have only 20 ft. 6 in. to-day.
19. Were the soundings of the channel made under your supervision? Yes; last September.
20. Have you found the bar moved from its original position in consequence of the extension of the northern breakwater? Yes; the shoal part has gone out some 800 feet since that extension.
21. Do you attribute that shifting of the bar to the extension of the northern breakwater? Yes, on account of its creating an extra scour.
22. Have you observed that the extension of the northern breakwater has created a very great scour? Most certainly.
23. Has there been any complaint made to you as resident engineer of the want of sufficient water in the channel for large ships? There have been constant complaints.
24. Can you name any shippers or owners who have made complaints? I am constantly mixing with shipping agents, and I daily hear them talking about the want of water on the bar.
25. Have there been any written complaints made to you? I have seen letters which have been forwarded to the Minister from various people. Those letters have been sent to me for my report on the matter.
26. You have not had any direct communication with those who made the complaints? No.

H. D. Walsh,
Esq.

2 April, 1895.

- H. D. Walsh, Esq.
2 April, 1895.
27. Personal representations have frequently been made to you about the want of water on the bar for ships of large carrying capacity. Has there been any great change in the character of the shipping coming into Newcastle within the last five years? Yes, a very great change. I have here a list which gives a very good idea of the increase in the size of the vessels coming here during the last ten years. It is a statement which I made out to send to the Engineer-in-Chief.
28. Has it been sent? Yes; but it was simply an item in the monthly report of the works done in this district.
29. Can you tell the Committee what the difference has been? It is a return in connection with the discharge of ballast at the port. We have ballast jetties at the upper end of the dyke, and vessels coming in in ballast are discharged under my supervision. The ballast is used to reclaim the land there.
30. That is the free ballast? It simply costs us the plant. We let the jetties by tender, and the contractor makes a certain charge for taking the ballast out. I find that in 1885 we discharged 47,076 tons of ballast from 216 vessels; that gave an average of 223 tons per vessel. In 1886, 34,420 tons from 154 vessels; that was 233 tons per ship. In 1886, 47,941 tons from 195 vessels; that was an average of 246 tons per vessel. In 1888, 68,154 tons from 184 vessels; that was an average of 370 tons per vessel. In 1889, 81,003 tons from 227 vessels, giving an average of 356½ tons. In 1890, 42,408 tons from 116 vessels, giving an average of 365 tons. In 1891, 70,009 tons from 185 vessels, that is an average rate of 378½ tons. In 1892, 82,141 tons from 159 vessels; that gave an average of 516½ tons. In 1893, 52,931 tons from 95 vessels, or an average of 581½ tons. And last year we discharged 101,402 tons from 163 vessels; that gave an average of 622 tons per vessel. From this it will be seen that the average quantity of ballast carried by vessels visiting Newcastle in 1885 was 223 tons, and that it has increased year by year until in 1894 it has reached the very high average of 622 tons. I think that gives a very good idea of the increase of the capacity of the vessels coming to this port during the last ten years. The tonnage of the vessels has largely increased.
31. Can you tell the Committee the gross amount of the tonnage now as compared with the period five or ten years back? I could not give you that; it would come under other departments.
32. Although you have ships of large capacity coming in to the port you do not seem to have the same number of vessels coming here that you had in former years? I do not discharge all the ships that come to the port. I discharge no steamers. A number of vessels discharged their ballast into lighters. The figures that I have just given relate merely to vessels that went to the ballast jetties. They do not represent the number of vessels that came into port.
33. The number in one year was 90? Yes, I think that was one of the years of a strike.
34. That shows a great falling off as compared with previous years? Yes; but in 1894 we had 163, and in 1893 only 95.
35. How do you account for the small number of vessels which you discharged in 1893? I think one reason was that there was a considerable run on stone in the port; the various municipalities buying stone. They are not allowed to discharge at our jetties. Anything that goes there becomes the property of the Government as soon as it is landed, and many vessels were carrying granite and bluestone which was sold to the municipalities for road metal, and those vessels would not come to the ballast jetties.
36. Then you do not attribute the falling off in the shipping trade during 1893 to coal strikes or any disturbance of the labour market? I attribute the falling off altogether to the coal strikes.
37. Would the vessels which you have referred to as discharging at the ballast-jetty be vessels coming to load coal? Yes, almost exclusively.
38. Then if we took 1893, when you had only ninety-five vessels to discharge the coal, trade must be at a very low ebb? A large quantity of the trade was done by steamers.
39. What portion of the channel at the present time is the shallowest? The shallowest portion at present would be in a line between the end of the first extension and the end of the southern breakwater. The last flood has shoaled it up by a foot.
40. That is an accumulation of sand? Yes.
41. If the proposed breakwater is continued, as shown on the plans, what in your opinion will be the effect? It will push the bar further out to sea; I think it will wash it away altogether. Once the sand gets into deep water it will be carried away by the current. There are 50 feet of water when you get into the current going north and south.
42. How far is the current from the present bar? It alters at different times of the year. Sometimes it is a mile out, sometimes less. There is a slight current from the south.
43. You are thoroughly convinced that if the breakwater is extended to the beginning of the second section, that is about 3,000 feet, the scour will be so great that it will take the bar right away to sea? Yes, I think so.
44. Have you noticed the provision made for wave-traps? Yes.
45. Have you any experience with reference to wave-traps in connection with bar harbours? I have watched this one very carefully for years.
46. Where is it? At Pilot Boat Harbour.
47. That is the only experience you have had in reference to wave-traps? Yes.
48. But you have authorities strongly recommending the adoption of wave-traps in connection with bar harbours? Yes.
49. As regards the circular shape of the breakwater, the object of the circular form is to provide for the wave-trap? Yes.
50. Can you describe to the Committee what the influence of the wave-trap will be? It will prevent the waves from entering the harbour. They will strike on the northern breakwater and hug the breakwater until they have expended themselves in the wave-trap.
51. What influence will the wave-trap have on the southern side? Any seas that have hitherto come into the harbour, and tended towards the southern side have always been killed by the wave-trap. It has reduced the force of the waves at the Queen's wharf very much through having that trap there.
52. In the event of the erection of the retaining wall on the northern side, what will be the narrowest point in the channel? The narrowest place will be at Stony Point.
53. Would it be any advantage to the approach to the harbour to remove Stony Point? I do not think it would be much good for navigation.
54. It would not assist the scour or improve navigation? No, I do not think so. It would enlarge the discharging area of the channel.

55. Would that be any advantage? There might be some small advantage in it.
56. There would be no difficulty in removing it? No.
57. Is it solid rock? Large boulders.
58. Could they be easily removed? Yes.
59. What would be the width across from the starting-point on the northern breakwater to where you propose to have your wave-trap on the southern side? It is about 1,400 feet.
60. What would be the depth of water in the centre? In the present fairway at that point there are 45 feet.
61. So that the only place of difficulty with regard to the depth of the water is on the bar? Yes, when you get out past the end of the present northern breakwater.
62. The shallowest point is where the sand-bar now exists? Where the effect of the scour is lost by the breakwater not being far enough out.
63. And are you strongly of opinion that if that breakwater is carried out in the form in which it is now submitted to the Committee it will create a scour sufficiently powerful to carry away the sand? Certainly.
64. If the channel is contracted by these works will not that impede the outflow of the flood-water in the Hunter River? We do not propose to contract it.
65. But there will be a longer shoot? Yes; but we do not alter the neck of the bottle. We do not alter the small sectional area.
66. Do you make the outlet much longer? Any water that can get out at Stony Point can get out between the breakwaters when they are completed, because the area will be much larger than the sectional area at Stony Point.
67. Before you constructed your breakwater on the northern side had not the water an opportunity of getting away and expanding itself? No more facility for getting away there than for going straight out to sea.
68. But by carrying out the proposed breakwater you will put a longer neck in the bottle? Yes, but it is a larger one. The scour should improve because it should increase the sectional area of Stony Point.
69. Then you will not admit that carrying out of that breakwater on the northern side will have the effect of backing up the flood-waters from the Hunter? Not at all.
70. You believe that the get-away will be as easy as it is at present? Yes. Supposing you have a water pipe. If you take the side out at one end it will only discharge the same amount of water as before.
71. You have an opinion that the discharge will be quite as free as it was prior to the formation of the breakwater? Yes.
72. You propose to construct your breakwater on the same lines as the existing breakwater? Yes, with rough stone tipped into the water.
73. I presume the stone will be as heavy as you can possibly get it? Yes, the best and heaviest blocks procurable in the districts.
74. What will be the cost of the stone per ton delivered on the site of the breakwater? I think it is down in the estimate at 6s. per ton.
75. Will it be the same kind of stone that was used for the breakwaters already in existence? Yes; there is very good stone showing at the quarry now.
76. Is that the best stone which you can get in the district for the purpose? Yes.
77. For resisting the action of the sea? It is a very good stone under water.
78. It does not fret much? No.
79. It is harder than the ordinary sandstone? Yes.
80. What would be the height of the northern breakwater;—will it be the same height as the existing work? The plan shows a rise of 5 feet from the base to the end. It is 10 feet at the starting-point, and rises to about 15 feet.
81. About the same height as the southern breakwater? No; the southern breakwater is 17 feet.
82. You are aware that it is not proposed to extend the southern breakwater, but only to make good the portion that has been battered down by the sea? Yes.
83. You do not think it necessary to extend that breakwater? I think it will be found that when we make it up to its original length that will be sufficient. When the southern breakwater was completed it was done in very calm weather, and the rock was standing nearly straight up and down. Since then we have had a great deal of heavy weather, and the upper portion spread out at the toe, and practically up to low-water mark; it has extended itself, I suppose, as much as 50 feet by the top rolling out and spreading. I think that when it is made up to its original height it will be far enough out.
84. You are aware that there is a diversity of opinion in reference to the extension of the southern breakwater, some advocating the extension of the southern in preference to the northern breakwater;—what is your opinion? I consider that extending the southern breakwater will not increase the scour in the channel, but it may take some of the southerly and south-easterly roll out of the mouth of the harbour.
85. That is the only influence it will have? That is the only influence it will have.
86. In the event of your carrying out the northern breakwater to the point shown in the second section, would it be a wise thing to extend the southern breakwater some distance beyond its present point? To my mind it rests with this fact—whether the toe of the southern breakwater in settling down since it was finished has gone out far enough to take the roll from Big Ben and prevent it going into the harbour. That is the only possible use of extending the southern breakwater to prevent the roll from that big rock from getting round the end of it.
87. Do you of your own knowledge know whether it has been extended sufficiently to prevent that roll? When it was finished there was a slight roll at certain heavy seas, but, after the settling down, whether it is far enough now remains to be seen.
88. At present you would not advocate its extension? At present I would only make it up to its original length on the top.
89. The practical result to be obtained by carrying out the northern breakwater is to create a scour? To create a scour. It is a dangerous place when vessels are getting round and the tide is ebbing and going out into the bight. The vessels are very liable to be brought on to the oyster-bank. That would be done away with by getting a direct scour out to sea instead of half of it going out over that bank.
90. Then I gather from your statement that it will not only create a scour but also afford greater safety to vessels entering the port? Certainly.

- H. D. Walsh, Esq.
2 April, 1895.
91. This is a strong reason why the northern breakwater should be extended? I think so.
92. You believe it would give greater security for all vessels entering the port? Yes; especially entering the port.
93. I think you admit there are numbers of persons, and some whose opinions are entitled to respect, who are entirely opposed to the extension of the northern breakwater in the way proposed by your Department? The only opposition that there has ever been to the extension of the northern breakwater was based on the ground that it would throw the waves into the harbour; but the wave-trap will obviate that.
94. You will not only have a scour but a deeper channel altogether if the plan is carried out? Yes.
95. And I suppose that ships of a larger tonnage would be able to come into the harbour without difficulty? Yes, if the results are realised which we think will be. I think there will be sufficient water on the bar to take everything except the large mail boats. All the regular coal traders will be able to get in and out freely.
96. Have you any doubt whatever that if the work is carried out it will not be a failure? None whatever. Our experience has been that as the northern breakwater went out the sand kept washing out to sea the whole time. It has gone about 800 feet beyond the northern breakwater—that is, until it lost the effect of the scour.
97. Then the extension of the northern breakwater from the point at the junction of your proposed wave-trap has had the effect of scouring all the sand away at the point where the bar existed in 1894? Yes.
98. Then there is a uniform depth of water from the starting-point of the northern breakwater up to the end of the first section of your proposed breakwater? Abreast of the pilot-boat harbour there are 38 feet. Then it goes on 29 feet, 24½ feet, 33 feet, 24 feet. There there is a piece of rock, and it drops immediately outside of that to 37 feet, 40 feet, 41 feet. Opposite the northern breakwater, on the present fairway, there are 40 feet; then about 800 feet beyond the end of the northern breakwater we find 30 feet. That is where the full scour caused by the northern breakwater begins to lose its effect. Then it gradually shoals up, leaving 27 feet, 25 feet, 24 feet, and opposite the "Cawarra" wreck it comes down to 25 feet; then out on the bar 21 ft. 6 in., according to the plan; but it is now 20 ft. 6 in.
99. And those figures will go to prove that the scour takes away the sand, but the scour being exhausted it leaves it on the bar? Yes.
100. What is the greatest depth between the bar and the southern breakwater? Twenty-six feet; that would be about 600 feet off the northern breakwater. Many of the vessels go that way now. Since the sand-spit on the bar has set up so badly they keep slightly to the south of the fairway, but it is injudicious to get too near the southern breakwater in coming round.
101. Coming back to the northern breakwater—at the starting-point of the boat-shed the shoal has been taken away? Yes; our papers show that that sand-bank went out over 500 feet beyond where it is. The sand began to wash away as soon as the effect of the northern breakwater was felt.
102. The sand has all disappeared? Yes.
103. What is the depth of water alongside where the shoal was? There are now 22 feet of water.
104. All going to show that the breakwater created a scour? Yes, and increased the carrying capacity of the channel there. The Hunter flood report shows that across from the boat-harbour to the end of Stockton there has been an increase of nearly 10,000 feet in area.
105. That sand-spit having disappeared by reason of the construction of the breakwater, the Department believe that if the breakwater is continued further out it will create a scour that will deepen the water in the fairway? Yes.
106. How far have you carried your reclamation works at Stockton? We have run the training-wall from Callan's slip about half a-mile towards Hereford-street wharf.
107. What area of land will be reclaimed when the whole scheme is carried out? We have reclaimed up to the present slightly over 10 acres.
108. What will the total area be? That is not quite fixed yet. We are having a survey made, and we have not quite fixed the walls. It will probably be about 500 acres.
109. What is your opinion as regards the training-wall being continued up to the point you propose and the land being reclaimed;—what effect will it have on the harbour? It will make a more even scour down the centre of the harbour. At present the tide, after it comes from Fullarton Cove, strikes right across the harbour. About No. 11 or No. 12 hydraulic crane there is a tremendous sluice at ebb tide; but it does not come down the north channel much. That is our greatest trouble.
110. By contracting that portion of the harbour you expect to get a scour on the opposite side? We hope, by placing training-walls along Stockton, and removing the big sand-spit at present going out from Stockton more than half-way across the harbour, to carry a fair portion of the tide along the Stockton foreshore, and the other portion will still go over to Bullock Island. By doing this we hope to increase the scour in the north channel and to keep down the floods. It will increase the discharging capacity of the river immensely. At present the water runs over shallow flats.
111. Then the contraction of that portion of the harbour will be the means of creating a scour on the Stockton side? Yes.
112. Instead of striking the Bullock Island side the stream will come along the channel? A fair proportion will go along the Stockton foreshore, and thence to the north channel.
113. Had you anything to do with the Bullock Island reclamations? Yes.
114. How many acres are reclaimed there? I think we reclaimed something like 100 acres during the twenty-five years we have been discharging ballast there. The "Juno" reclaimed about 40 acres around the dyke and 7 acres beyond the engine-house.
115. Is all the coal raised in the district delivered at Bullock Island? All the coal except that from the A. A. Company's mine, part of that from J. and A. Brown's mines, and the Stockton mines is delivered at Bullock Island.
116. Can you tell what income is derived from the delivery of coal at Bullock Island? I could not tell the exact figures.
117. You could not tell what revenue is derived from Bullock Island? No; I know there is considerable profit on the delivery of coal.
118. You say that about 100 acres have been reclaimed? Yes.
119. Could you get a return showing what the amount is, and where the profit comes in? The profit comes in by the Railway Department charging for the haulage and shipping of the coal, and when they have paid

- paid their contractors for cramage, and charges in connection with their own rolling stock and everything, there is a balance left of something like 4d. per ton.
120. What about the interest on the cost of construction? That I have not gone into.
121. Are you in a position to get that information? I think the President of the Chamber of Commerce has it ready for you.
122. What, in your opinion, would be the value of the reclaimed land, taking it at 100 acres? I consider that it ought to be worth £2,000 per acre. I know that quite close to where we have been reclaiming lately a man refused £2,000 an acre for similar land.
123. Had you anything to do with the building of the wharf? Yes; with a large portion of it.
124. Is it proposed by your Department to continue the reclamation on the inner side of Bullock Island? In the new basin we are doing it now.
125. Will you erect wharfs there? Eventually.
126. Will you dredge it to get a sufficient depth of water? Yes; we are reclaiming land with the "Juno."
127. One of the most valuable assets in connection with this expenditure in the district of Newcastle is Bullock Island? Yes; it is a very valuable asset.
128. And the value will be much increased by the continuation of your present operations? Yes; the value of the land that we have actually reclaimed would, I should think, a good deal more than pay for the whole of the works at Newcastle, which have been charged to Loan Votes.
129. What was the total amount spent? About £620,000 out of Loan Votes.
130. Do you know that there has been something like £500,000 paid for dredging? Yes; for revenue.
131. Then the total cost is nearly £1,200,000? We do not pay interest on the Votes from revenue.
132. The country has to pay it? The interest is debited only on the Loan Votes.
133. If you take the amount of money expended on the harbour during the last twenty years it will amount to nearly £1,250,000? Yes, it is £1,124,000; but I do not think it is a fair thing to charge the dredging of Newcastle Harbour to Newcastle. I think it should be rather a charge on the whole district.
134. How would you limit the district? From the time that we took away the horse-shoe about five or six years ago we have done very little new dredging except with sand-pumps.
135. What do you mean by the whole district? The country generally. I think it is a fair charge on the country.
136. I want to know what boundary you fix to the district? I would rather not say the district; I would rather say the country.
137. The whole country does not drain into Newcastle, does it? No; but it receives a certain amount of benefit from the prosperity of Newcastle.
138. If £1,200,000 has been spent on the harbour, the interest being 4 per cent. per annum, that with the dredging makes a cost of £80,000 a year up to the present date. I want to know whether that is a fair and reasonable thing to charge to the harbour of Newcastle? I think it would be a fair thing to charge the interest on the loans, but not on the expenditure from revenue, because the same thing is going on in Sydney and on all the rivers in the Colony. Therefore I do not think it would be fair to pick out this one port and say, "Interest shall be charged on the expenditure here" when it is not charged in connection with any other port in the Colony.
139. I will put it in another way;—you are spending a large sum of money every year in dredging the harbour? Yes.
140. I think you stated that you raise about 3,000,000 tons of silt annually? We are dredging at the rate of about 3,000,000 tons a year now.
141. That costs about 3d. per ton? Yes.
142. Is it a fair thing to charge the whole cost of lifting that silt and sand in your harbour to Newcastle? We should not have to dredge a quarter of that for the maintenance of the harbour if it were not for the silt that comes down to us from above.
143. But I want to know whether it is fairly chargeable to your harbour, or whether you consider that Singleton, Maitland, and Raymond Terrace are contributing largely to cause that expenditure? Yes; the river above causes a great deal of the expenditure in the harbour.
144. Is a very large quantity of silt and sand brought down in flood times from the Hunter River and deposited in the harbour? I took 1,500,000 tons out of the north channel after the flood of 1893.
145. And are you still engaged in dredging by reason of floods? Yes; we are deepening it now at No. 5 buoy with the large dredge "Newcastle," taking mud out there.
146. What part of the Hunter does that principally come from? It is hard to say what part. We generally get mud from the Upper Hunter.
147. Would that be brought down by the flood waters? Yes.
148. So that whatever may be done to deepen the water in the harbour and on the bar you will still have to continue dredging silt and sand out of the harbour? There will always be a certain amount of dredging necessary; but we hope by improving the harbour to cause a scour, so that a great amount of dredging may become unnecessary.
149. Will your works have much effect in preventing the silting up of the harbour? I think that the reclamation work at the north part of the harbour will diminish the amount of dredging necessary.
150. You look upon the works at Stockton and the north portion of the harbour as of very great importance? Yes.
151. And such as will be economical hereafter? I think that in time to come it will pay for itself—by the lands which will be reclaimed, by the scour that will be created to carry the silt out. It will also lessen the cost of dredging materially, because during rough weather we cannot send the punts to sea; but when we get that work in full swing we propose to put a sand pump there, dump the silt from the dredge punts and pump it ashore, so that we shall be able to work at it in all weathers.
152. You are convinced that the principal portion of the silt and sand come down with the flood-waters? Yes.
153. Are you of opinion that if the work is carried out as now proposed it will have any influence upon your dredging operations;—will any saving be effected? I think that if the channel is thrown 200 feet or 300 feet further north at the end of the guide wall, it will scour out a portion of the sands which still exist off Stockton, and that may have the effect of creating a scour along the Stockton wharf.
154. That is about the only effect you expect to be produced? I do not expect much deepening of the harbour on account of the extra scour on the bar.

H. D. Walsh,
Esq.
2 April, 1895.

- H. D. Walsh, Esq.
2 April, 1895.
155. Then you do not expect any saving in the annual expenditure on the harbour, even if the works are carried out? No.
156. But you do expect a saving if the Stockton reclamation works are carried out? Certainly.
157. How long will it take to carry out the works proposed? I suppose we shall spend between £2,000 and £3,000 per month.
158. About £30,000 a year? Yes.
159. Would a large number of people be employed on the works? Yes; I fancy we should have room for about fifty hands.
160. It would not absorb a very large amount of labour? No; between fifty and sixty hands. It is hard to say exactly. A great deal depends on the amount of face you have at the quarry.
161. *Mr. Lee.*] The object of this proposed southern wave-trap will be to break the force of the rollers as they come in? Yes; to do the same work that the present wave-trap is doing.
162. And that being the case you provide for the entire portion being filled up? We reckon some sand will work in about there. It is very hard to say. It is only the probable future line that we have put down.
163. It will, of course, follow that the sand will pile up further along the beach towards Stony Point? No; I do not think it will come to that extent. The sand on the present beach has never increased very much, but has always remained practically as it is now. There is no reason to believe that the sand will either increase or decrease. It will form its beach in the same way at present, and remain at that.
164. And it will always remain shallow water? Yes.
165. Therefore, there is nothing to be gained by cutting away Stony Point? Very little. The only thing that could be gained would be that you would get a slightly increased area of channel there. It might be advantageous at some future time to cut away Stony Point so as to make the section at Stony Point equal to the section which there will be between the northern breakwater and the end of our new guide wall.
166. In reference to the reclamation on the northern side, I should like to know what you mean by the country gaining by the reclamation;—is it proposed that the land should be sold in the future? Yes. At Carrington we reclaimed swamps, and the Lands Department cut them up and sold them.
167. You do not look upon the areas of sand as of any value? The area of sand reclaimed in the wave-trap at the foot of the northern breakwater I do not look upon as of any commercial value. On the contrary, it must always remain open, otherwise it will not be a wave-trap.
168. The object of providing the northern and southern wave-traps is, I presume, based upon the present condition of things? The main object of the southern wave-trap is to place that guide-wall so as to throw the fairway further north, and to increase the efficiency of the present wave-traps.
169. But is there not at present a very heavy roll into the harbour with certain winds? Yes, considerable range at times.
170. To such an extent that it is with difficulty that ships lie at the Queen's wharf? It is inconvenient.
171. Is it not dangerous? Yes; I have seen them ranging heavily at the wharf, but I consider that the new wave-trap will diminish that greatly.
172. You think that with the extension of the training-walls there must necessarily always be a roll into that point? I think the wave-trap will minimise that as much as it can be minimised.
173. There must always be a roll? You cannot avoid that in a harbour so near to the sea.
174. When you get a wave you must do something with it? Yes; you must kill the wave.
175. Will not the area be more contracted when the works are carried out near Stony Point? No; it will be wider and deeper. The sectional area between the end of the guide-wall and the northern breakwater is greater than between the end of the northern breakwater and Stony Point.
176. Now, as to the fairway,—I notice on the plan there are two lines, one showing the existing line of the fairway and a red line showing the probable line of the future fairway? Yes.
177. How far will the eastern end of the northern breakwater be from the line of the fairway? The fairway will be about 400 feet from the northern breakwater.
178. Will not that be dangerously close for bringing ships in? I do not think so. No ship travels exactly on the fairway; they always keep a little to the southward of it. It would rest with the ship-master, if he thought the sea too heavy, not to approach too close.
179. You anticipate that the scour will keep that open as a main channel? Yes; it will also keep the present one open, so that the present channel will not be any worse than it is.
180. Taking the full space between your two proposed walls, will the whole of that be deep enough for ordinary navigation? Yes; the present fairway will be improved. It will not diminish the depth it is possible to make on the present fairway.
181. What effect will the works have on ships under tow coming in, in heavy weather? I do not think it will have any. Ships coming in, in heavy weather, are nearly always in ballast; therefore they draw much less water than they will require when going out.
182. But you expect that a day will come when they will arrive with cargo? I have always looked upon this as an export port. The majority of the ships arriving here for many years will come in ballast, and will be lighter when they come in than when they are going out. They will therefore be able to keep away from the northern breakwater.
183. The northern breakwater covers the Oyster Bank? Yes.
184. That has always been a dangerous spot? Yes.
185. Have the wrecks on that bank occurred to vessels under tow or coming in under sail or steam? The "Cawarra" and the "Colonist" were both under steam.
186. If danger exists do you not think that you will be increasing the danger when you put up a permanent structure? No, I do not think so; because when the northern breakwater is complete it will remove a great portion of the danger. The tide runs out to the north, when it gets clear of the northern breakwater. The current always tends to throw ships over towards the Oyster Bank. We shall do away with that, making a straight scour out to sea.
187. Do you think that the tide or the gales retard the exit of the flood-waters? I do not think so.
188. Have you given them close attention? I have.
189. The Department have shown that the flood-water deposits about a million tons of silt in the harbour. There must be some reason for that? We have created a large artificial basin for the accommodation of ships,

ships, and that basin has a very much larger area than the river above or the channel below. Therefore, in that basin there must be a slackening of the current as it comes down, and the moment the current slackens the silt deposits. It is because of having that large artificial basin which forms the harbour that we get so much silt.

H. D. Walsh,
Esq.
2 April, 1895.

190. That might partly account for it? The only thing that makes a greater deposit is the slackening of the current.

191. The moment you steady the flood water the deposit takes place? Yes.

192. Has that taken place in consequence of the channel being blocked by heavy gales? No; chiefly because of the construction of a large artificial area there. There was no deposit left in the harbour before we removed the Horse-Shoe Bank. Whenever we dredged before the Horse-Shoe Bank was removed we got clean sand. That was when the discharging capacity between Stockton and the end of the dyke was about equal to the discharging capacity between the breakwaters.

193. You have told us that notwithstanding the improvements on the Bullock Island side this enormous deposit still takes place? Yes; the scour is not sufficient to prevent it. In parts of the harbour the scour does not have any effect. At present we have scour enough along the dyke, between No. 13 and No. 6 crane; but we have not sufficient in the north channel to shift the slightest loam.

194. As a rule, is flood silt to be found between the western end of the northern breakwater and the channel outwards? I have never known of any flood silt being between the Boat Harbour and Stockton Point or beyond that out to sea. Anything that we see there is clean sand.

195. How long did you say you had been here? I have been here seventeen years.

196. You have seen a good many floods? Yes.

197. The flood of 1893 was the largest? It was the worst we have ever had.

198. What influence had it on the shipping? They lay with their bow to the stream for three or four days. They never showed any sign of flood-tide. The water was running out strongly all the time.

199. What became of the tide? When the water was running out the tide did not come in.

200. Was the flood-water sufficiently strong to prevent it? Certainly. You can only get a certain amount of water into the harbour, and if the flood-waters coming down occupy that space, the tide cannot come in. Wheeler, a writer on harbour works, says: "The quantity passing down the bar will be practically the same, whether freshes prevail or not." That is, if freshes occupy the space, it simply means that the water does not come in—the flood keeps going out.

201-2. At what rate was the flood-water running out? It was running out stronger at ebb than at flood-tide—about 8 knots.

203. What is the usual strength of the tide? Off the light-ship the ordinary strength is about 4 knots.

204. Personally you are of opinion that the influence of the wind and the sea at the entrance to the harbour has no effect whatever in reducing the outflow of the flood-water? No; no appreciable effect—no effect that would do any harm up the river—no effect that would be felt beyond the harbour.

205. You are relying largely, I daresay, upon the sectional areas that have been given? Partly on them and partly on observation. We know that if the river rose 15 feet at Morpeth—which is about what it does—and Morpeth is 30 miles from the entrance, the surface fall between Morpeth and Newcastle would be about half a foot per mile. We know from diagrams shown by the Royal Commission that the actual fall was 0.44 per mile. Even supposing the wind and tide raised the water in the harbour a foot, it could only affect the flood grade for a couple of miles up. If you raise the water in the harbour a foot, it will only do away with the grade of the flood for 2 miles from the mouth.

206. *Mr. Hayes.*] And it would not affect the river at Morpeth? It could not. The river at Morpeth is 14 feet above the harbour, and there is an even grade of half a foot per mile all the way down.

207. *Mr. Lee.*] Would it not create a barrier 2 miles from Newcastle? No more barrier than it creates when the flood grade dies out at any other place.

208. Suppose that the Paterson and the Williams rivers also rose, only one-third of the water came down the Hunter, the other two-thirds going over the surface of the land? If you have a high flood in the Paterson, and a high flood in the Williams, you will get a still greater grade down to Newcastle, and the flood grade would meet this extra foot in the harbour at a point nearer the heads than it would be if the grade was less.

209. Wherever it met there must be a point of resistance? I do not think there is any resistance where the water runs from the grade into the level.

210. During the time you have been in charge of the works, have you had any representations made to you by people up the river in reference to the effect of harbour works upon flood-waters? There was a slight agitation a few weeks ago, but I know of no opposition at present.

211. Do you remember the date of that movement, and the particular point that they took up? I can give you the speech of Mr. Gillies in the West Maitland Council, when the thing was mooted about a fortnight ago.

212. It has not come before you officially? No.

213. Not from Raymond Terrace? No; except when I met people at various times.

214. As a matter of fact, there is rather a wide-spread opinion amongst people up the river, that the contraction of the Newcastle Heads has affected the flood-water? There was a notion of that kind.

215. Does it still exist? I know it does not exist among many who held that opinion a fortnight ago.

216. Has their engineering education improved in so short a time? They have been asked to think over it, and they found that they were wrong.

217. Suppose that your calculations prove to be altogether astray, and that the fairway, instead of showing on the red mark on the plan, should be thrown nearer the northern breakwater, within a chain or two of it—what would be the effect on the entrance then? It may deepen along the northern breakwater; but if we get a straight scour out between the two breakwaters, it is almost certain the fairway will be in about the position we have shown it. Of course we cannot gauge the centre of the fairway to a few feet.

218. At best it is an estimate founded upon previous experience in other parts of the world? Yes; and I know of no reason why it should not be realised.

219. Suppose these works are carried out in their entirety what will be the actual gain in depth? What we reckon on as a certainty will be 3 feet.

- H. D. Walsh, Esq.
2 April, 1895.
220. And that is as deep as you can go owing to the rock? That is the depth on the line of fairway. Deeper water could be obtained to the rock nearer the northern breakwater.
221. And that admits of larger vessels entering and leaving the port? Yes.
222. In other words, it will allow many vessels to leave with a full cargo which cannot do that at present? In many cases they do not. I wish to mention that when I said the tide was running 8 or 9 knots at flood-time, that that was immediately off Stony Point during ebb-tide.
223. *Chairman.*] The ordinary run-out of the water is what? Between 2 and 3 knots; but there are sluices. Before I removed the Lightship Rock I noticed considerably more than that; but that is the ordinary. The way I came at the 8 miles was, from vessels that could not get in at ebb-tide during a flood. They had to be towed in, and it was at its worst at Stony Point.
224. Mr. Lee is not justified in believing that the run-out is more than 3 miles an hour? The ordinary run-out is shown as from $2\frac{1}{2}$ to $3\frac{1}{2}$ miles during the ordinary tide.
225. *Mr. Hayes.*] Since about 1871, when the northern breakwater was finished, has there not been a steady improvement in the depth of the water over the bar? There was a steady permanent improvement until it arrived at a point when the scour could not affect it any more. That was about 800 feet out past the end of the breakwater.
226. When did that cease? It ceased when we had finished the northern breakwater in 1886.
227. Is it not a fact that the bar is now steadily shoaling? Yes.
228. When did that shoaling commence? It has shoaled a foot since I took the soundings in September.
229. When did you notice the shoaling commence? Up to last year the bar was practically the same. Ever since 1878 it has varied from 22 to 23 feet.
230. Has there been a steady increase in the shoals? Out where the bar is now it has shoaled up considerably. It shoaled up 7 feet in one year.
231. But speaking about the depth of the water on the bar? Yes; it has shoaled up 7 feet in one year.
232. That shoaling still continues? Yes.
233. And since September, has it increased at a more rapid rate? Yes; since September it has shoaled up 1 foot.
234. What is the present depth? It is 20 ft. 6 in. in the fairway.
235. To what extent has it shoaled up since last year? From 21 ft. 6 in. to 20 ft. 6 in.
236. That is 1 foot? Yes.
237. Do you think that the shoaling is going to continue? It will continue unless we do something to stop it. It has been a very serious matter the way the sand has been piling up about that place every year. We see it as much as 5 feet and 6 feet on the soundings out beyond the influence of the present northern breakwater.
238. In your opinion, it has become absolutely necessary that some action should be taken to remove that shoaling? Yes; it is a serious injury to the port at present.
239. You are quite satisfied that it is likely to continue? Yes.
240. And, therefore, to still further reduce the depth of the water at the entrance of the harbour? Yes. At present we have better water to the south of the fairway than we have on the fairway. Probably by next year that spit going across the fairway will be further down towards the southern breakwater.
241. And shoal the entrance right across? It is tending to shoal the entrance right across. If we do not cut it off it will seriously affect the port in a few years.
242. Is there any possibility of dredging there? I think it would be impracticable.
243. The only means that you can recommend is that of extending the northern breakwater? Yes; we must deepen the channel by natural instead of by artificial means.
244. You have no hesitation in saying that the effect of the extension of the breakwater will be to cause a scour which will remove the sandspit now forming? Yes.
245. When the northern breakwater was extended it caused a considerable roll to come into the harbour, did it not? Yes; I have known of that coming in.
246. And the effect of the extension of the southern breakwater to its present position materially improved that? Yes.
247. Is it not likely that the same result would follow if the northern breakwater were extended as proposed? No. The reason is that the range which came in was the break off the Big Ben Rock, and the object was to run the southern breakwater far enough out to cut off that break from Big Ben, and I think that when it is made up to its original length it will be found that it is far enough to do that.
248. If the southern breakwater, apart altogether from the roll coming into the harbour, were extended southward, would it not materially assist vessels coming into port? I do not think there would be much difference once you have got it far enough to arrest the roll from Big Ben.
249. The bar is not caused by silt coming down the river? No; it is entirely composed of clean sand.
250. *Mr. Roberts.*] Is it proposed to erect the south guide wall at the foot of Signal Hill? Yes; it is better known as the Pilot Boat Harbour.
251. What is the length of the south guide wall? 1,000 feet.
252. What would be the cost of it? £11,000.
253. I think I understood you to say that the trouble at that point is in consequence of a reef running out there? It is in consequence of the ebb-tide coming suddenly on to the reef and creating a rip.
254. The object of the south guide wall is to bring the current clear of that point and give a better sweep outwards? Yes.
255. What stone do you contemplate using on the south guide wall? Waratah stone.
256. Can you tell the Committee whether any Melbourne stone was used in the early days for the southern breakwater? I have been informed that the first breakwater between Signal Hill and Nobbys was formed of ballast from the ships.
257. Would that be from Melbourne principally? I fancy so.
258. My reason for asking was to ascertain whether you have compared the Waratah stone with the Melbourne bluestone? The Melbourne bluestone would be very much better as it is heavier, and it is better stone for resisting the action of the sea, but we could not get it. The stone came in the shape of ballast, but stone of the size of ballast would be useless for our present work.
259. It would be impracticable to fetch the stone from Victoria? Yes.
260. What is the size of the stones used? Up to 20 tons. I suppose the average would be about 8 or 10 tons.

261. Do you bring this stone from Waratah to Bullock Island, and then across the river in punts? Yes. We propose to arrange with the Waratah Company to run the stone down with their engines as far as one of our wharfs, then to bring it across in our own punts, and run it along the tram line to the beach.
262. Do you place great value on the services of the wave-trap on the southern shore? Yes.
263. Is it a fact that the value you place on it has been so great that applications which have been made to the Government for it to be used for baths or extensions of wharfs have always been opposed by the Department? Yes; I have myself reported three times against its being alienated. It was applied for as a site for baths at Newcastle, and I reported very strongly against it.
264. It tends to preserve calm water in the harbour? It breaks the waves coming along the breakwater.
265. How often are soundings taken on the bar? Once a year—that is, soundings to plot for reference; but the Harbour-Master does not take a deep-draught vessel to sea without sounding before he goes out. No pilot would take a deep-draught ship out to sea without going beforehand to see how the bar was.
266. Were you in Newcastle when the northern breakwater was constructed? No, I came in 1878.
267. You have heard it stated that since the breakwater was finished the scour has much improved? Yes, very much.
268. And it has shifted the bar seawards? Yes.
269. That, of course, enables the flood-waters to escape much more rapidly? Yes; it increased the carrying capacity of the narrowest part of the harbour.
270. You have noticed that the size of vessels coming to this port has much increased during the last two years? Yes, the size is increasing very rapidly.
271. Is it a fact that numbers of vessels have to leave the harbour only half loaded? Many have had to leave not fully loaded.
272. What depth of water will it be necessary for those vessels to have when fully loaded? It would depend on the state of the bar and what we call the rise on the bar.
273. Would the contemplated increase of 3 feet be ample depth? I think it would be ample as a rule for vessels going out to sea. There is a certain send in a ship over and above her draught. She keeps going up and down in the water, and the rule at many ports in England is to allow half the rise on the bar for the send of the ship. Supposing there is a 6-foot rise between the trough and the crest of the wave. For a long ship you would allow half that for the send of the ship. That would be 3 feet. If the ship was drawing 23 feet of water, you would require at least 26 feet for her to go out with safety. In the case of a short ship they allow generally two-thirds of the rise. A short ship, drawing 23 feet of water, would require, under ordinary circumstances, more water to enable her to cross out than a long ship drawing 23 feet. The whole thing depends upon what rise there is on the bar when the ship is going out.
274. Do you think that if the contemplated improvements were carried out they would fully answer the requirements of the port for many years to come? I think so.
275. *Mr. Humphery.*] In answer to a question asked by Mr. Davies, you said there was a depth of 26 feet between the bar and the southern breakwater? Between the present fairway and the southern breakwater.
276. Where there has been shoaling? Yes.
277. What width have you in the channel? Just at that point, about 150 feet.
278. Is there a uniform width of 150 or 160 feet, or a greater width, from that point inwards? No; we could not put a channel there. There are rocks a short distance from that point into port.
279. What is the greatest depth between the point of which you have been speaking and the fairway? Immediately abreast of the end of the first section of the northern breakwater there is 23 feet 3 inches 150 feet south of the present fairway.
280. To reach the fairway from where you have 26 feet between the present shoaling and the southern breakwater, what depth is there? You can get into the present fairway carrying that depth the whole way. You can carry practically 25 feet into the fairway to that point.
281. What width? About 200 feet there.
282. What were the soundings taken last year between the spot shown on the plan where the bar is now shoaling and the present southern breakwater? The soundings vary from 26 feet, the deepest, to 21 feet 6 inches.
283. What variation was there in the soundings of last year and previous years between the points I have mentioned? We have no cross-section there.
284. When were these soundings obtained that you have on the plan? In September last year.
285. And there were no previous soundings? Between the "Cawarra" buoy and the southern breakwater there were no soundings except on the line of fairway taken since 1874.
286. Then you are unable to say whether there has been any shoaling or not during the past twenty years? There has been none on the southern side. There is a great deal of bare rock there.
287. Can you ascertain that without taking soundings? We know that it is bare rock.
288. You say that there has been no shoaling from the green spot on the plan to the southern breakwater? There has been practically none to the southern breakwater.
289. I say close to the green spot? As far as I know. I have not taken any soundings. There is at present only three-quarters of a foot of sand on the rock, so that the shoaling has not been very much.
290. Then why do you say the bar is now extending towards the southern breakwater? Because since I took the soundings in September it has shoaled a foot, and it shows that there is a long tongue coming down towards the southern breakwater which did not exist when we made the survey in 1874.
291. How far does that tongue extend towards the southern breakwater from where the green spot is on the plan? It extends nearly 300 feet to 24 feet of water. It shelves down from 21 feet 6 inches on the fairway to 24 feet about 300 feet south of the fairway.
292. Have you any record of the depth of the water between the shoaling portion there and the southern breakwater before that breakwater was completed? I do not think so.
293. You are unable, therefore, to say what effect the breakwater has upon the channel between those points? I am.
294. Is this your evidence then: that for the past twenty years the depth of the water has been uniform between that green spot on the plan, where the bar is now shoaling, and the southern breakwater? So far as I know; but the one thing we do know is that during the last year the tongue has been coming down from the north to the south and shoaling across.

- H. D. Walsh, Esq.
2 April, 1895.
295. That shoaling has taken place on the northern side? Yes; it is working to the southward.
296. Has it been spreading towards the southern breakwater or not? We find that it is.
297. To what extent has it been spreading? That tongue did not exist when the survey was made in 1874.
298. You are unable to say by what degrees it attained its present dimensions? During the last twelve months it has increased on the bar to the extent of 1 foot.
299. Four years ago you made a report which led to the suggestion that the northern breakwater should be extended 500 feet? I did.
300. At that time, did you recommend the formation of a wave-trap? No; I did not think four years ago that the port would warrant such a large expenditure as that of going in for the extensive scheme that we find necessary now.
301. What would have been the cost of extending the northern breakwater 500 feet? £17,000 is what I asked for.
302. That was your recommendation then? Yes.
303. What result did you expect to obtain? To increase the scour sufficiently to do away with that tongue that was coming down from the north.
304. Which would practically have deepened the bar where it is only 20 ft. 6 in. to 23 or 24 feet? Yes, I calculate on that.
305. How came you to abandon that recommendation and suggest the present scheme? I simply reported to the Engineer-in-Chief, and he thought it better, having let the matter rest for four years, and the importance of the port having increased enormously, to propose this scheme to make a first-class harbour.
306. What will be the difference in the result? I did not hope to get 25 feet with my extension, but merely to keep the 23 feet that we had at that time. Under the present scheme we shall get 25 feet without breaking the rock.
307. There is a very considerable difference in the cost of the two proposals—that of 1891, and the present proposal? There is a very great difference in the value of a port with 20 feet, and the value of a port with a depth of 25 feet.
308. What is the difference that would compensate for the increased cost to obtain a greater depth? The authorities give the cube of the depth of the water as indicating its increased commercial value.
309. And do you reckon it in the same way? I can only take the statement of the authorities. I have calculated out what the difference would be, and I find that it would increase the commercial value of the port 50 or 60 per cent.
310. Mr. Lee asked some questions about the effect of gales and tides on flood waters;—what is the height of Morpeth above sea level? The bottom of the river is practically the same at Morpeth as at Newcastle. There is no fall in the bed of the river.
311. Then what is the height at Newcastle during the highest tide that you have known? During 1893, the highest tide that we had was 6 ft. 2 in.
312. What was the highest at Morpeth when you had that tide at Newcastle? I am not certain. I fancy it was 15 or 16 feet.
313. You explain that the only effect that could be produced by the action of the tide would be to throw the water back to the height of that tide, a distance of 2 miles? Along the grade.
314. Therefore you say from that that there will be 6 feet of water above the Newcastle height, and that the water will travel practically above that level? Yes; it would be coming down all the time.
315. Having a tide of 6 feet at Newcastle, it could not affect the condition of the flood waters at Morpeth? Not at all; it only shortens the grade. It runs into a lesser grade, higher up the river.
316. You spoke about the cost of dredging being greater at present than it would be in the event of your proceeding with the Stockton reclamation works? Yes.
317. There is some difference in the towage is there not? I think we should have a difference in the amount of dredging necessary. I do not expect that the channel would always fill up as rapidly as it does now if we can get a scour down the north channel.
318. Would not the tidal waters meeting the river water cause a deposit of silt the same as at present? Not so much.
319. Would a great quantity of silt be carried out? It would be. We get the scour of the ebb-tide.
320. The quantity of silt dredged is not less now than it was before the breakwaters were constructed? It is much greater because we have made an artificial basin, thus increasing the area so much that we cannot hope to get the same scour that we had before.
321. Therefore, it increases instead of lessening the deposit of silt? Yes.
322. What will be the difference per ton in the cost of depositing silt on the proposed reclamation at Stockton, and the cost of towing it out to sea? I should think it ought to be about 1d.
323. How many tons a year are you lifting? We are raising it at the rate of 3,000,000 tons per year.
324. *Chairman.*] Your statement is merely a surmise as to the cost? Yes, I have not gone into that.
325. *Mr. Humphery.*] Would the cost of towing be saved by the carrying out of this scheme? Not the whole, but a great deal of it.
326. How much would be saved? I should have to work it out. I should have to see what steamers would be required for the short tow as against what were required for towing the silt out to sea. We have four tugs working in the harbour now. I should fancy that two would be sufficient for the other work.
327. Would there not be additional cost in fixing sand-pumps? Yes.
328. Would that have to come out of the saving? Yes.
329. So that instead of 1d. the saving might be less? I do not suppose there would be very much saving further than that we should have fifty-five or sixty extra working days in the year, which would be a great advantage to the port where a great deal of work is necessary, and we should be reclaiming valuable land.
330. So that the saving you thought at first might be effected shrinks a great deal? I do not think that the actual money saving would be very much.
331. Do you happen to remember what vessels were unable to fully load which led to your report in 1891? I do not remember the names. The Chamber of Commerce have a list of some fifteen vessels which could not fully load.
332. *Chairman.*] The plan before us shows at the end of the south breakwater a red-tinted space marked "repairs"? Yes.
333. That will be the position of the old southern breakwater? Yes

H. D. Walsh,
Esq.
2 April, 1895.

334. Did you ever see the breakwater in that position? Yes.
335. And the sea has been severe enough to flatten it out? That was on account of the stone being tipped in in very fine weather. Once you have tipped the stone you have to wait for the waves to form the base.
336. The seas there have been sufficient to flatten it out? Yes.
337. Did any seas run round the end of that breakwater when it was intact? Yes; I have seen seas sluicing round it.
338. The extension of the breakwater was to prevent the seas from Big Ben from coming into the fairway? Yes.
339. If it does not do that it fails in its object? I think the fact of the end of the wave getting round now would hardly be sufficient to justify the statement that the breakwater failed.
340. It did not do its work completely? I do not think it would be possible to stop all the waves. It may have been a portion of the waves outside Big Ben which broke in.
341. The southern breakwater must be extended sufficiently to prevent the waves from that rock coming into the harbour? Yes.
342. If the repairs shown on the plan will not do that the breakwater must be extended further? I think it will be judicious to run the breakwater out until it does that. It is so near that point at present that a very slight alteration in the works would make it do that.
343. The end in view is to extend the southern breakwater until it prevents the break from coming in? I think it will be a good thing to make it far enough out to take the break from Big Ben.
344. Would the southern breakwater cost more or less than the 750 feet section of the northern breakwater? Considerably more than that, although the stone of the northern breakwater would cost more per ton, but in making the southern breakwater we should be tipping into 35 feet of water. On the northern breakwater the depth is only 16 or 17 feet.
345. Are you aware that when they commenced to build that northern breakwater it would deepen the water all along, and in some instances they would be tipping into 30 feet where your plan shows 17 feet? I do not think the stone would go down 30 feet. We will have the stone going down into sand on the end of the southern breakwater as well.
346. The depth that you show will not be any index as to what the depth will be as the breakwater goes out to sea? It will always be slightly deeper at the end of the breakwater. That effect would be experienced more at the start of our work than when we got further out. At the start we should have the flood tide running round the end of our works, but when we got further out there would not be such a scour.
347. How far has the erection of the northern breakwater removed the bar to the eastward? About 800 feet.
348. How much further to the eastward would you require to have that bar to take it into water so deep that it would practically cease to exist? About 800 or 900 feet beyond the end of the proposed breakwater.
349. The result of the present works has been the removal of the bar to its present position? Yes.
350. That is 800 feet outside of the present northern breakwater? Yes; that is the effect that we have got up to the present.
351. Would it be reasonable to suppose that when the first section of the northern breakwater was formed the bar would be removed a further 800 feet seaward? I think it will remove it more than that.
352. That being so, will it be in deep water? It would not be far enough for the sand to get into the current.
353. What depth of water would there be further out than the present bar? About 33 feet, but that would not be sufficient.
354. The reclamation works are shown by a tint on the plan of an oval shape? Practically that. The lines are not quite fixed yet.
355. You pointed out that the current ran along the dyke strong enough to shift gravel, whereas at the Stockton side it would not shift loam? Yes.
356. Could you not put a guide-wall there? I do not think it would be judicious to do that. I look forward to the time when we shall be able to have a good basin at the north side of the channel to place our loaded ships in, and a good scour down the middle of the harbour.
357. *Mr. Humphery.*] A letter signed "Delta" appeared in this morning's *Newcastle Herald*. The writer says: "I will explain why I am of the opinion that the proposed new northern breakwater will not answer its purpose in connection with the scouring of the fairway. The reason is that, although it will act as a wave-trap for a few years, it will all the while become a sand-trap instead, until, eventually, the whole of the space between the new and old northern breakwaters will become a dry, sandy waste, with the top of the new northern breakwater visible only here and there as a poor monument of sunken money without a return of permanent usefulness. This tendency to sand up in that direction can be seen now—the oyster-bank to wit. Besides that, the waves coming round past the southern breakwater will not merely rush up in an oblique direction into the wave-trap, but they will still impart their motion to the water in the entrance of the harbour, and meeting there the river current cause a choppy sea, thereby checking the river current and produce shifting sandbanks at the very entrance to the harbour, although some of the sand will be continually driven into the wave-trap, transforming it, in a few years, into a waste of sand for the top portion of which, only to be blown back again into the harbour by northerly and north-easterly winds. It would, therefore, be better to extend the present northern breakwater for at least 2,000 feet from its present end, but in a prominent curve, with a radius of 1,300 feet, and with its convex side towards the sea, and its chord forming with the straight portion of the present northern breakwater an obtuse angle of 135 degrees. This curved portion of the new northern breakwater will break up the advancing waves like a blunt wedge, thereby counterbalancing the destructive effect of their heavy impact, and in the same time give the motion of the broken-up waves a new direction—not towards the proposed wave-trap inshore and partly into the river, but causing them to glide along its convex side out into the ocean, and thus assist the river current to follow, or, in other words, to assist its scouring action";—What do you think of that suggestion? The effect of putting the northern breakwater in a curve facing out would lessen the scour in the very place where we want it most. It would increase the width where we want to keep it even, to carry the scour right out to sea. One of the great objections to the present state of the harbour is that as soon as the water passes the end of the present northern breakwater it takes a northern direction, and goes out across the oyster-bank. If you put the breakwater as proposed in that letter you put it in the wrong position. When the water is running out at present it fails to go over the part of the bar where we want it.

- H. D. Walsh, Esq.,
2 April, 1895.
358. There is a second suggestion that the southern breakwater should be extended 500 feet in its present direction;—what do you think of that? I do not think there is any ground for believing it is necessary to do it at present. Probably, if when we have made up the breakwater to its original length we find any of the roll from Big Ben gets round it, we may extend it a small distance further.
359. Would it have any effect upon the scour? Not the slightest effect.
360. *Mr. Hayes.*] If the breakwater was put out as proposed it would increase the width between the piers? Yes.
361. Would not that seriously increase the roll into the harbour? I think it would. I think that a wave that struck on the northern breakwater without a wave-trap would simply roll up until it got into the harbour.
362. From practical experience it is found that the narrower the entrance the less the roll, is it not? The main body of the wave divides and hugs the walls as it goes along.
363. The narrower the space between the piers the less the roll that would come in? There is less room for it to come in.

Stewart Keightley, Esq., Chairman of the Newcastle Chamber of Commerce, sworn, and examined:—

- S. Keightley, Esq.,
2 April, 1895.
364. *Chairman.*] What are you? I am Chairman of the Newcastle Chamber of Commerce and General Manager of the Newcastle Coal-mixing Company.
365. You are aware of the scheme for the improvement of the harbour at present under the consideration of the Committee? I am aware that there is a scheme, but I am not acquainted with the particulars of it.
366. What evidence do you desire principally to give to-day? The evidence which I desire to give to the Committee is as to the disabilities under which the harbour labours in the way of shipping coal on account of the unsafe draught of water. I propose also to show that the investment of Government funds in the improvement of Newcastle Harbour so far has proved a very lucrative one.
367. And do you desire to offer any suggestion at all as to how the desired result is to be brought about? None whatever.
368. You desire to limit your evidence to those two points? Yes.
369. *Mr. Lee.*] Have you prepared an explanation in tabulated form? I have certain memoranda here giving a number of vessels which have met with accidents in the channel going in and coming out of the harbour, and vessels that have gone away short of their full cargoes; a large number of vessels which have arrived here and have not been loaded up to their full carrying capacity on account of the insufficiency of water. I wish to lay before the Committee the following facts and correspondence:—
- 5th March, 1890, s.s. *Navarino*, with 2,580 tons coal, drawing 22 ft. 5 in., grounded in channel when leaving the port.
- S.S. *Gulf of Carpentaria*, in 1886, drawing 23 feet, grounded in channel on leaving the port.
- S.S. *Cheybassa* was considerably delayed owing to insufficiency of water.
- S.S. *Nerbudda*, in 1890, had to go to Sydney to finish loading, being unable to load down to her marks at Newcastle.
- Barque *Antrim* grounded in channel, whilst entering port, 12th April, 1890, 100 yards to the north of the lightship, drawing 19 ft. 6 in. She required tugs to get her off.
- The Tyser line of steamers, also the Southern Cross line, will not come here now on account of insufficient depth of water.
- S.S. *Balmoral Castle* grounded at the Dyke in 1887.
- The Ducal line of steamers would come here if there were sufficient depth of water.
- New Zealand Shipping Company's steamers, who come for frozen meat, have to "bunker" at other ports owing to their being unable to load down to their full depth.
- S.S. *Worcester* grounded at the Dyke in 1888, and s.s. *Southern Cross* in 1894, and lay with a heavy list for three or four hours.
- British India Steam Navigation Co., Brisbane.—“*Re Lawada*, 3,269 tons. We have decided to load this vessel with coal in Sydney. We find her loaded draught will be 24 ft. 4 in., so that she could not take a full cargo from your port. We would urge upon you the necessity of getting a greater depth of water at Newcastle, as we could have given you orders for cargoes several times had a greater depth of water been available.”—“*Re Nevada*. Referring to previous correspondence regarding this vessel, we have now to advise that it has been arranged that she will load coal in Sydney for Singapore, her draught, 23 ft. 9 in., being too great to allow us to send her to your port.”
- The British India Steam Navigation Co. stated to their Newcastle agents that owing to the heavy draught of a number of their steamers they are unable to send them to Newcastle.
- S.S. *Illaroo* grounded in the harbour, off the Market wharf, on 28th March, 1895, and remained fast for six hours.

Letters from Shipping Agents.

From A. E. Kinnear & Co., London, 13th September, 1889:—“We cannot help expressing the greatest surprise in finding that the ship *Lancing* was only allowed to take about half a cargo, and we are informing our friends so that they shall not be caught napping with a Newcastle freight. The charges (particularly pilotage, which is only over a course of a few miles of open navigation, and for which £100 is charged) are simply outrageous. We should have saved considerably had we loaded coal at Melbourne at a much smaller freight.”

R. W. Leyland & Co., Liverpool, write:—“We much regret to see that our vessels are not allowed to load to their full draught, and thereby are shut out from a large amount of carrying. We fear we shall have to give up chartering from Newcastle unless you can arrange to load the ships fully.”

J. and W. Goffrey, Liverpool, write:—“We do not understand the action of the Harbour-Master, with respect to the *Eurasia* and the *Malayasia*, preventing them from taking their full cargoes. Were the passage across a dangerous one we would not, perhaps, care so much about a vessel being light, but in the cases in question it is annoying to lose so much freight.”

The Chamber of Commerce, Newcastle, has received a memorial from the Liverpool Shipowners' Association to the following effect:—

“(1) That this Association represents a net tonnage of about 750,000 tons, and comprises almost all the sailing ship-owners of Liverpool.

“(2) That many of the vessels belonging to members of this Association are engaged at times to load coal at your port. The trade is a growing one, and the vessels engaged in it are of increasing size and draught of water.

“(3) That at present vessels which load at your port have a draught of 23 to 23½ feet, and the depth of water in the harbour is insufficient to permit of their loading to this draught. Such vessels are thus obliged to leave the port without being fully loaded, causing a serious loss of freight to their owners.

“(4) That your memorialists are informed that although dredging operations are being proceeded with for the purpose of deepening the harbour, additional dredging power is needed in order to effectually overcome the grievance, and increase the depth of water in the harbour to the extent required.

“Your memorialists therefore respectfully urge that your Chamber will put in operation such additional dredging power as will enable the required depth of water to be obtained.—28/6/91.”

The facts I have laid before you show that a number of vessels have been unable to get out of the harbour with safety with full cargoes.

370. The last one was in the year 1890;—have you anything later than that? Not with respect to vessels grounded in the channel. I have other particulars with reference to vessels having to go away short of their regular load. The Tyser line and the Southern Cross line of steamers will not come here. The

Tyser

Tyser line was established to run from England to Melbourne and Sydney, calling at Newcastle to get S. Keightley, Esq. Harbour those steamers are obliged to miss Newcastle, and that is a decided loss not only to Newcastle, 2 April, 1895. but to various interests, and to the Government as well. The railways lose by it.

371. And the pilotage and tonnage dues? Yes, everything suffers. The Ducal line of steamers would come here if there was a sufficient draught of water. That is a line of very large steamers which cannot

372. Have you any idea of their draught? The draught of those steamers will be up to 28 feet deep. I have a list of a number of steamers and thirty-two sailing vessels which have not been loaded to their full capacity during the last fifteen months. [Vide Appendix.]

373. The vessels in that list left short of their cargo? Yes.

374. Could you give any idea of their full capacity? Yes. The "Rialto" when loaded would draw 24 feet, and her cargo would be 2,500 tons; she left with a draught of 22 ft. 5 in. She was short of her draught by 1 ft. 7 in. The "Warrior," with a draught of 23 ft. 6 in. and a carrying capacity of 2,500 tons, left drawing 22 ft. 6 in. aft and 22 ft. 1 in. forward, and she took 213 tons short of her cargo. Then there was the "Lord Spencer"; her draught is 24 feet, her carrying capacity is 3,000 tons; she left drawing 23 feet, and had on board 2,696 tons. The "Macedon," a ship of 2,400 tons and a draught of 23 ft. 9 in., left with a cargo of 2,335 tons, her draught on leaving being 22 ft. 8 in. The "Honolulu," a ship of 2,600 tons burthen and a draught of 23 ft. 6 in., left with a cargo of 2,434 tons, drawing 22 ft. 5 in., being short by 166 tons.

375. What would be the loss to a ship on going out short of its cargo by 240 tons? That would depend upon the amount of the freight.

376. What would that represent to the shipowner? It depends upon the rate of freight prevailing, and the port the ship is going to. The freight to San Francisco is 14s. a ton.

377. What pilotage and tonnage dues would a vessel have to pay, and what would she loose through not having a full cargo? She would have to pay pilotage and harbour dues upon the full registered tonnage, and going away so much short would involve a loss.

378. Could you give us definite information on the point? I will show you a definition later on. I will now refer to a return upon a subject of interest. I have taken the trouble to work the matter out, taking one colliery as an example. A colliery shipping 224,000 tons of coal per annum, situated 5½ miles from Bullock Island. The particulars are as follow:—

ESTIMATED cost per ton to the Railway Department of shipping 224,000 tons of coal from a colliery situated 5½ miles from Bullock Island.

1. Haulage to Dyke—

Estimated cost of locomotive, £3,000.	
Estimated life of locomotive, 20 years.	
Interest on £3,000 at 4 per cent.	£120 0 0
Renewal of locomotive in 20 years	150 0 0
Driver's wages at £18 10s. per month	175 10 0
Fireman's " £9 "	117 0 0
Cleaner's " £6 "	78 0 0
Repairs, oil, &c., at £7 6s. 8d. per month	95 6 8
Guard at £9 12s. per month	124 16 0
Coal	120 0 0

Annual cost of working locomotive 12 days a fortnight £980 12 8

Hauling 224,000 tons of coal at a cost of £980 12s. 8d.; cost per ton, 1.05d.

2. Shunting at Dyke—

Provision is made here for three engines being engaged in shunting constantly during the twenty-four hours of twelve days per fortnight in 8-hour shifts, also two foremen each shift, with six shunters.

Cost of nine locomotives at £980 12s. 8d. each per annum	£8,825 14 0
One overseer at 12/- per day	187 4 0
Six foremen at 10/- per day	936 0 0
Fifteen shunters at £2 10s. per week (other three included in locomotive cost)... ..	1,950 0 0

Annual cost of shunting on dyke £11,898 18 0

At estimated shipment of 2,000,000 tons = 1.4d.

3. To cover interest and depreciation of hydraulic engines, cranes, and other minor services not included in the above, three-eighths of a penny is added to contractor's price, viz., 1½d., making the total 1½d. (1895).

4. Interest on £400,000 at 4 per cent. = £16,000; on a shipment of 2,000,000 tons annually = 1.92d. per ton.

Summary.

	d.
1. Haulage to dyke, say	1.05
2. Shunting at dyke	1.40
3. Contractor—shipping, 1½d., including allowance for hydraulic engines, cranes, &c....	1.58
4. Interest on £400,000 at 4 per cent. = £16,000	1.92

Total cost 5.95

The cost to the Government of shipping the coal is 5.95d. They charge the Company 10d. a ton for that work. As a matter of fact the Government make 4d. a ton clear profit on all the coal they ship. In addition to that I have got the particulars for the past year showing that the Government shipped 2,071,239 tons of coal at 4d. per ton giving a clear profit of £34,520. They get £17,000 for pilotage, £8,300 for tonnage dues, £3,400 for removal dues, showing a gross profit of £63,200 for the year 1894.

379. I suppose that in the cost of works and material you have not included the cost of the trucks? They belong to the coal company.

380. In every instance? You may say in every instance. Perhaps once in six months the Government may lend their trucks. Our company during the past eighteen years have borrowed Government trucks on three occasions only; so practically the companies supply their own trucks. If we get Government trucks we have to pay 5d. a ton extra for the use of them.

- S. Keightley, Esq.
2 April, 1895.
381. From these amounts for pilotage and tonnage would not the wages of the officials have to be deducted? They would.
382. As far as the coal is concerned that £34,520 is absolute profit? Absolute profit, making allowance for everything.
382. The Committee would like to know whether the trade of the port is being maintained, or whether it is falling off? Last year the export of coal exceeded the export for 1893 by 400,000 tons.
384. Could you give the figures? For 1894 the quantity of coal exported from Newcastle was 2,605,143 tons; for 1893 the quantity was 2,200,000 tons.
385. Would these figures be correct—for 1893, 2,208,480 tons; for 1894, 2,605,000 tons? Yes, these would be about correct.
386. I suppose coal is the chief article of export from here? It is the chief article.
387. As a rule vessels coming for coal arrive in ballast? A number of them do.
388. And as far as entering the port is concerned there is very little difficulty? No difficulty whatever.
389. A vessel drawing 26 feet of water when unloaded could come in as the bar is now? Yes.
390. The difficulty is about getting her out? Yes.
391. A loss is sustained by shipowners through vessels not being able to take away full cargo? Yes, and the Government suffer a loss too.
392. If opportunity were offered for larger vessels to trade with this port, the Government would necessarily obtain a much increased amount of pilotage, tonnage, and other harbour charges? Certainly. If a vessel has to leave Newcastle with 500 tons short of her full cargo, that would weigh seriously with regard to competing charges, and the effect would be to send the vessel to some other port instead of Newcastle.
393. Then there is really a loss to the Colony generally—that is to say, if vessels do not come here to load they do not load at other coal ports in the Colony? No, they do not.
394. Is it the practice of colliery-owners here to send coal on to Sydney to fill up their ships? Yes, occasionally they have to do that.
395. Is it a general practice? It is a pretty general practice.
396. I presume that there is some substantial reason for it? The reason is that the vessels cannot load to their full capacity.
397. And they are under contract to supply so many tons? Yes.
398. Does that add much to the cost? There is from 3s. to 3s. 6d. a ton added for carrying the coal to Sydney.
399. As well as necessitating a delay? Yes.
400. I should like to hear from you what, in your opinion, would be the best way to improve the port;—what is the general idea of the Chamber of Commerce on the subject? The only means, as far as they are aware, is to deepen the channel at the bar and to give greater facilities within the harbour for vessels passing in and out. Their idea with respect to the Horseshoe, where vessels go to the buoys after being loaded, is that that might be done away with and excavations made in the North Harbour so that vessels might lie there. Of course these are matters upon which every man has an idea of his own. The Chamber of Commerce do not profess to be engineers, and they speak on a matter of that kind with a great deal of reserve. They feel that it is not in their province to say what ought to be done. Their great object is to have a greater draught of water for vessels entering and leaving the port, so that vessels may be loaded to their deepest draught.
401. Have you any general idea of the nature of the proposed work? I cannot say that I have. The northern breakwater is to be extended, and there is to be a wave-trap there.
402. It is proposed to take the northern breakwater out to a point beyond the oyster-bank, almost in a line with the eastern end of the southern breakwater? Yes.
403. The depth of water proposed to be given if these works are carried out will be about 25 feet at low water? Yes.
404. That would be an addition of 3 feet to the present depth;—how would that suit steamers such as the steamers of the Ducal line? An additional 3 feet would be a very great advantage, but whether it would be a sufficient draught for vessels of that size I could not say.
405. That additional 3 feet in depth would admit of very much larger vessels? It would be sufficient for all the sailing vessels that are likely to come here for years, but I do not know how the large steamers would be affected.
406. If that additional advantage is given will the depth of water inside the harbour be sufficient for these larger vessels to lie in the harbour? Not unless the harbour is further excavated.
407. So that in addition to improving the entrance to the harbour the harbour itself must be deepened? Yes. It will be ample for all sailing vessels, but I do not know how it would be with regard to the large steamships.
408. Such vessels as those of the Orient Company, the P. & O. Company, and the Ducal line would not be able to come here? No; those drawing over 22 ft. 6 in.
409. Would they be able to come here for their bunker coal? I think they would. I find that the maximum draught of the steamers of the Ducal line is 24 feet, not 28 feet as I stated.
410. In that case at high water they could pass in and out of the harbour loaded? Yes.
411. Is it the tendency of vessels entering the port of late years to increase in size and to increase in draught? The tendency is to increase in draught, in beam, and in length. The length is a very important factor. Some vessels now, in consequence of their length, are not permitted to swing at the buoys; the draught of water is not sufficient for them to swing.
412. I presume that when these vessels have been loaded at the cranes they are not sent away at once? As a rule they are not; but in some cases they are obliged to go. A vessel called the "John Kerr," drawing 23 ft. 3 in., had to be towed away from the cranes straight out to sea. The Harbour-Master could not allow her to swing.
413. When they are loaded they have to be taken away to make room for other ships? Yes.
414. There is not a sufficient depth of water to accommodate them in the stream? No, not if they are vessels of very great length.
415. Then, in addition to the improvement of the entrance to the harbour, it is necessary to deepen the harbour itself? Yes.

416. Do you care to give any opinion as to the effect of the works which have been carried out here? I prefer to leave that alone. S. Keightley,
Esq.
417. What effect has the roll of the seas on the shipping at Queen's wharf? No specially serious effect at present, although it causes a severe strain on the warps, and has been known to break them. 2 April, 1895.
418. Have any claims arisen through damage being sustained by vessels there? Not during recent years. At one time it used to be very bad, but of recent years I have not heard of any claims.
419. With reference to exports other than coal, is there much wool exported from the port? About 60,000 bales per annum.
420. Any frozen meat? Yes, a great deal.
421. And metals? Not a very great quantity of metals.
422. Is there any export of butter from this port? Yes; butter has become a very important trade.
423. Is the frozen meat trade likely to grow into anything very large? I have no doubt that it will, but recently it has not shown any expansion; but it is a trade which I have no doubt will grow.
424. But those articles require cool storage and large steamers? Yes.
425. And they require quick despatch? Yes.
426. As regards the coal trade;—can we hope that the trade is likely to increase, or, from causes which I need not mention, is the trade likely to stop? It is just possible that the trade to a very large extent may be stopped temporarily, but I have no doubt at all that we shall have a still larger trade in the future. It is a trade which, to my mind, is certain to grow. We have first-class coal, we can sell it at a cheap rate, and we have very great advantages in the coal being so close to the harbour.
427. And facilities for shipping? Facilities for shipping and everything. The only drawback that we have to complain of is the insufficient depth of water.
428. There has been an absence of export to some foreign ports for many years? At the foreign ports, as a rule, the demand has grown, and it was greater in 1894 as compared with 1893.
429. Is there any special reason for that? There has been a fall in the price of coal.
430. Your opinion is, after mature consideration, that as there is an unlimited supply of coal here, if every possible facility for shipping is provided, the trade must of necessity increase? It must of necessity increase, and will increase to a much greater extent if an increased draught of water is provided by the Government.
431. I notice that some of your correspondents complain of the heavy charges for pilotage and tonnage;—would the improvement of the harbour lessen those charges? I do not see that it would. We have had very serious complaints about the pilotage charges, and I understood that Parliament was inclined to reduce them by one-half. That would be a great assistance. Twopence a ton taken off the charges would increase the freight to that extent.
432. Any concession of that character would act as an inducement to vessels to come here? Yes.
433. Are there vessels enough coming to the port to take coal away? There are sufficient vessels coming here to do that; but not sufficient to keep the cranes fully employed or anything like it. If all the pits were going at full speed they would be able to put out 33 per cent. more coal than is taken from the port of Newcastle at present.
434. So the output is determined by the number of vessels that there are to carry the coal? Yes.
435. Is there any particular feature of the matter which you would like to bring prominently before the Committee? The only thing I should wish to point out is, that we are of opinion that after the ships have been loaded they should lie in the north harbour instead of lying in the fairway, which renders liable to accident vessels entering and passing out of the harbour.
436. Where is the north harbour? It is almost in a line with Robertson-street on the Newcastle side, and near Hereford-street and William-street.
437. Your reason for suggesting that is to keep the harbour free from stationary vessels, and to allow the inwards and outwards traffic to go on? Yes.
438. Is that a difficult point in regard to the navigation of the harbour in bad weather? Yes, the channel is pretty narrow and vessels swinging there have not very much room. I have known the master to have to leave them alongside the cranes in consequence of the want of room.
439. Particularly when there is a flood? That is one element, but the want of space is the great thing.
440. If the output of coal could be increased by 33 per cent., and the shipping proportionately, the harbour would of necessity have to be improved to enable the trade to go on? Yes.
441. *Mr. Hayes.*] You see on the plan a basin in the course of construction? Yes.
442. When that is finished will it not give you sufficient accommodation for the future? It will greatly increase the accommodation.
443. It is a very large area? Yes.
444. From the letters you have read you are clear that unless the entrance to the harbour is deepened the trade of the port will suffer? I am perfectly certain that the trade has suffered considerably already.
445. The result will be that many lines of sailing vessels will not come to the port in future? Decidedly. The existing state of things has kept a great number of vessels from coming to the port of Newcastle at all. It becomes known among shipowners that vessels of a certain draught cannot get out of Newcastle Harbour fully loaded. Therefore, people will not charter their vessels here who otherwise would be only too glad to send them to Newcastle.
446. You look upon it as absolutely essential that some action should be taken? Yes.
447. I noticed in the list you read that ships leaving the port vary from 12 inches to 1 ft. 6 in. short of their full draught when leaving the port? Yes.
448. So that if the port is deepened to the extent of 3 feet that will be ample for the present? Yes.
449. And except in very exceptional cases you will have sufficient water? Yes; ample for all vessels except the big ocean mail steamers.
450. Do you think it at all probable that if there is a sufficient depth of water the mail steamers would come here? They would. The "Monowai" which used to run to San Francisco formerly, came up here regularly for her bunker coal, but she was not a vessel of any great draught, not being nearly fully loaded, having only bunker coal on board.
451. Would such boats as those of the Orient and P. and O. Co. be likely to come to Newcastle if there was a sufficient depth of water? The whole question is a matter of calculation. If they can save money by coming to Newcastle they will come. We have an exceptionally good coal to sell—first class for steam purposes, and it is very probable, considering the cheapness of the coal, that some of those vessels may be induced to come here. 452.

- S. Keightley, Esq.
2 April, 1895.
452. You have no hesitation in saying that with the proposed depth of water the harbour will answer future requirements? Yes, as far as we can see at present.
- 452½. Is there not a tendency now in building vessels to increase their beam and diminish their draught? I do not know about diminishing their draught.
453. Increasing the beam naturally does so? As a rule, when they increase the beam they maintain the old draught and make them carry more cargo.
454. Are there not many other harbours which these coal tramps have to go to where they have no greater depth of water than there is at Newcastle? Yes; but in that case they will have better freights than we can offer. If they are not able to take full cargoes from Newcastle they will not be able to take full cargoes from other similar harbours, or they must have a higher freight to compensate for it.
455. And the Harbour-Master will not allow vessels to load to greater depths than you have mentioned? No. Considering all the circumstances of the case the Chamber of Commerce are satisfied that the Harbour-Master permits vessels to go to sea with as deep a draught as is consistent with safety.
456. In reference to what you said about the revenue of the port, you pointed out that the net profit of shipping coal is 4d. per ton? Yes.
457. Is not that partly a railway charge which has nothing to do with the Government, the money going to the credit of the Commissioners? It goes to the credit of the Railway Commissioners, but it is a profit earned by the Government. It affects the Government in this way: If the Railway Commissioners did not make this profit of £34,000 they would have to hand over to the Government every year a sum less than £34,000. It is a direct profit to the Railway Commissioners and an indirect profit to the Government.
458. Altogether you make a total revenue of £63,000? Yes.
459. And taking from that the £34,000 for the railways it leaves a net result of £29,000? Yes.
460. That is paying all charges? Yes; tonnage, pilotage, and removal dues.
461. And from that you have to deduct the cost of the necessary officials? Yes.
462. So the net amount will be considerably under £63,000? It will amount to (say) £55,000. That would be the net profit.
463. Have you had complaints about the pilotage rates? Yes.
464. Complaints are that they are excessive? Yes.
465. Do you hope to get them reduced? We do.
466. That will still further reduce the revenue of the port? Yes.
467. Speaking as President of the Chamber of Commerce, do not you think the charges in this port are very moderate for shipping? If you take into account the services rendered by pilots to the vessels at Newcastle, they are very much overpaid. The services rendered are of such a meagre description that we might almost as well be without them. I am not saying anything about the pilots individually. They do all that is necessary. They board a ship a couple of miles outside Nobbys and bring it into the harbour, and I think that a charge of £100 is grossly excessive for a few hours' work.
468. Are you aware that there are no wharfage charges? There is a tonnage due, which is really a wharfage charge, for vessels lying alongside the wharf.
469. Will improving the harbour as proposed benefit the northern district? Yes; that district will get the benefit of it the same as Newcastle.
470. If the depth of the water is increased and the entrance is improved, will not the effect be to give cheaper freights? Yes.
471. And in that way will not the northern districts be benefited? Yes.
472. *Mr. Roberts.*] Referring to the accidents in the channel that you spoke of—do you feel quite sure that they took place entirely owing to the insufficiency of water, or might they not have been caused by errors of judgment? I do not think it is likely that they were caused by errors of judgment. I think it is for want of a sufficient depth of water.
473. In one case you mentioned the ship was drawing 19 feet? Yes.
474. It is rather difficult to understand why she could not get out when we are told that there is 21 feet of water on the bar at low tide? She got a little out of the channel; it was but a mere gutter.
475. Then there was the case of the "Colonist"? That was a sheer accident. She was right out of her course.
476. If those vessels had waited until high tide would they not have been able to get out? They usually do wait for high tide when they load so close to the maximum depth, but if there is a little swell on the bar that will affect them.
477. Does not the pilot always sound the bar before taking a large vessel out? Yes.
478. That leads me to suppose that, perhaps, in many of these cases the accidents were not altogether due to insufficiency of water, but to errors of judgment? Yes; to getting out of the channel.
479. Whatever accidents occur, they have a bad effect upon the port as far as shipowners in other parts of the world are concerned? Yes.
480. How many steamers and sailing vessels have had to leave this port not fully loaded during the last twelve months? During the last fifteen months, twenty steamers and thirty-two sailing vessels.
481. Have you the total tonnage of those steamers? The total tonnage of the steamers was 65,190 tons, the actual quantity carried 50,432 tons, showing a deficiency of 4,758 tons. The total carrying capacity of the sailing vessels was 92,840 tons and the quantity actually carried 87,646 tons, showing a deficiency of 5,194 tons; making a total deficiency of 9,952 tons.
482. *Mr. Lee* asked you how many bales of wool were exported from Newcastle in 1894, and you said 60,000? Yes; roughly, about that.
483. The sub-collector of customs at Newcastle states that the number was 48,874 bales for 1894? Yes; I believe the number is somewhat less than that of the previous year.
484. Can you recollect whether the export of wool from Newcastle is increasing, comparing the last four or five years? I am afraid it is not increasing.
485. Could you give any reason for the falling off? It is due chiefly to the competing freights at Morpeth. There the steamers compete with the Railway Department, and take the wool down to Sydney.
486. Have the large Sydney houses branches at Morpeth? That I could not say. There are two branch houses at Newcastle, Dalgety's and Gibbs, Bright, & Co.'s.
487. Does the wool go from Morpeth because it can be shipped there at a lower rate than from Newcastle? It is greatly due to that, and I think that Sydney is regarded as a better market for the wool.
488. Is there a large quantity of frozen mutton shipped at Newcastle? Yes. 489.

489. Is that trade increasing? I am afraid it is not. The demand for frozen mutton is not so good as it has been. S. Keightley,
Esq.
490. You have stated that the export of coal has increased? Yes.
491. Can you mention any other article which has? I have not looked into any other items. No doubt coal is the principal thing. 2 April, 1895.
492. You think this extra 3 feet of water will be sufficient for Newcastle for years to come? For a great many years to come.
493. *Mr. Humphery.*] When you say that there has been an increase of 400,000 tons in the quantity of coal exported, you do not mean that there is any absolute increase in the trade, but that it has recovered from the sudden fall that took place in 1893? It is a recovery, and something in addition.
494. Do you remember what the export of coal was in 1893? Not exactly; but it was somewhere about 2,200,000 tons.
495. There was a sudden fall in the export in 1893? Yes.
496. So that the increase in 1894 would mean a recovery? Yes.
497. What is the pilotage charge here? Fourpence per ton.
498. Would that be 4d. inwards and 4d. outwards? Yes.
499. In making your estimate of the profits on the coal trade, which you said was £34,000, did you charge the cost of dredging operations for the year? No; I did not. I charged what I presumed was fair.
500. Do you think it would be a fair charge against that sum of £34,000 to debit the cost of dredging operations in order to keep the channel navigable? Only to a certain extent, for the reason that the silt is brought down the river by floods. It is an incubus cast upon us from up the river.
501. If we are told that the accumulation of silt is attributable to the improvements made at the mouth of the harbour, would your view be altered? To a certain extent.
502. In 1894 the export of tallow amounted to about £22,000? Yes.
503. Can you say whether the export is likely to increase or to diminish? I understand that it is very likely to increase.
504. Is there likely to be any increase in the export of preserved meat? Yes.
505. Why do you think so? The price at the present time is low, and the strong probability is that preserved meat will increase in price in the markets of Europe; that there will be an extension of the markets of Europe because of an increased demand.
506. Is the export of bone-dust likely to increase? I do not know.
507. The value of the gold and copper ore shipped in 1894 reached £20,000;—is that likely to be an increasing export? I believe that copper ore will be an increasing export. There are mines up north which are being developed, and the people concerned in them have very great hope of being able to send away a great quantity of ore.
508. The vessels of the Ducal line, I believe, at the present time go to Sydney? Yes.
509. What is your reason for thinking that if the channel were deepened they would probably come to Newcastle? At present they cannot take away full cargoes, and that means loss in freight. They have frequently come here for cargoes of coal.
510. In your opinion, there has been considerable loss of trade by reason of the shoaling of the bar? Yes; we cannot form an adequate idea of the loss of trade resulting from the insufficiency of the depth of water on the bar.
511. I see that for 1894 the total value of the exports of this port was £1,500,000;—do you know whether in previous years it exceeded that amount? I do not think it did.
512. Has that been the highest sum reached? About the highest.
513. *Mr. Levien.*] Do you know Geddes & Co., Goldsborough, Mort, & Co., who have their head offices in Sydney? Yes.
514. They have no agents here? None at all.
515. They send their canvassers out to the north-west, and their wool is carried to Sydney? Yes.
516. If those firms were established here, do you not think Newcastle would be able to get that trade? I have no doubt a great deal of that wool would be shipped at Newcastle.
517. They take wool from Morpeth to save 22 miles of railway freight to Newcastle? Yes.
518. If the railway freight were much reduced for the carriage of wool, would it come to Newcastle to be shipped? Yes.
519. *Mr. Humphery* asked you a question with reference to the reduction of the pilotage rate, and you said no doubt if it was reduced that it would be a loss to the Government? Yes.
520. But if an increased number of ships came to the harbour, would not the Government be recouped? Decidedly.
521. *Mr. Davies.*] You stated in reply to a question that the total expenditure in connection with the dyke and rolling-stock and necessary plant for loading coal would be how much? £400,000.
522. That includes everything? Yes.
523. You endeavoured to show that there was a profit of £34,000, but you neglected to take into account the cost of dredging and of building the breakwaters and other charges amounting to £1,200,000? I have not taken that into account.
524. If it is fair to charge £400,000 for rolling-stock and plant, is it not fair to charge this £1,200,000? It is in one way, but a large portion of that money has been debited to revenue on which there is no interest to pay.
525. It is a matter of little concern whether the money was borrowed or taken from revenue, the country has to pay? Assuming that it is a fair thing to charge this £1,200,000 with interest, I maintain that the profits derivable from the coal alone and those other rates would more than provide interest at the rate of 4 per cent. on that sum of money.
526. With £30,000 a year the annual charge? The interest on £1,200,000 a year would come to £40,000. I show a profit on coal alone of nearly £40,000, so that if it was a fair thing to charge all these works to the coal trade of Newcastle, they are amply provided for in the surplus profits made by the Railway Department. The interest on £1,124,000, at 4 per cent., is £45,000, and we show £55,000 profit from the coal trade, and the pilotage, tonnage, and removal dues. Those dues, together with the £34,000, make £63,000. Take off £8,000 as the cost of producing this revenue, and that leaves £55,000.
527. There are five dredges working in the harbour, raising about three million tons of silt annually at a charge of about 3d. a ton, which will come to about another £40,000, and that with the £62,000 makes £102,000;—is that another aspect that you have not looked at? Why do you add £40,000 to the £62,000?

- S. Keightley, Esq.
2 April, 1895.
528. You say that £62,000 is the income from the cranes, but there is £40,000 to be debited against that? Is it a fair thing to charge all the dredging work to the Newcastle Harbour?
 529. I want you to explain how it becomes necessary to have five dredges working in the harbour? That is owing to the large quantity of silt which comes down the Hunter River.
 530. Is that discharge of silt attributable to floods? It is. After each flood there is an immense deposit, which it takes the dredges a long time to remove.
 531. Then you have to bear in mind that the proposed improvements will cost another £140,000, the interest on which has to be provided for? Yes.
 532. Can you show that there will be any direct or indirect advantage accruing to the port or to the Colony generally by this additional expenditure? Yes; I have no hesitation in saying that when you have expended this £140,000, enabling vessels of large tonnage to come into the harbour, it will cause such an increase in the revenue in railway income, pilotage dues, harbour dues, light dues, and so on, that we shall be far more than reimbursed for the outlay.
 533. You believe that by carrying out these improvements the port will be made far safer than it is at present? Yes.
 534. And the revenue will much more than compensate for the interest on the expenditure? Yes.
 535. You said that if the water was deepened in the harbour the vessels of the Orient Company might come to Newcastle? Yes.
 536. Would it pay them to come here for coal and pay the pilotage dues? The best answer I can give you is that the owners of the "Monowai" found that it paid to send her to Newcastle to get her bunker coal.
 537. Would you expect vessels like the Orient vessels to come to Newcastle for coaling? There is something more than the coaling. There is the frozen meat, and there are other exports from Newcastle which would be an inducement for them to come here.
 538. But there has been no great development in any trade other than coal? One of the great reasons of that is that vessels of suitable capacity cannot get into Newcastle Harbour. That prevents the advancement of Newcastle, not only in the coal trade, but also in other trades.
 539. Supposing you had one of the best ports in the world—do you think that the coal trade would increase in view of the disturbed state of the labour market? Certainly. Wherever there is a coal trade there are miners, and wherever there are miners there are strikes all the world over. It does not follow because strikes occur at Newcastle the trade will come to an end. They have strikes in other parts of the world.
 540. Has the coal trade of Newcastle suffered owing to strikes? It has in the past.
 541. Have you secured a return of the trade that was lost? Yes.
 542. To any large extent? Yes.
 543. By the reduction in the price of coal? Yes, that is the chief thing.
 544. If it had not been for the war in China would you have got that trade back? The war in China has not affected the coal trade of Newcastle to the smallest extent.
 545. Would you be able to compete with the cheap labour of Japan in supplying coal? We labour under a disadvantage in having to pay higher wages to the miners; but we have an article superior to the Japanese coal, and I have no hesitation in saying that we shall be able to compete with the Japanese in the foreign markets if wages here are not too high.
 546. Will not the present market price of coal leave a very small profit? Very small.
 547. If the price has to be lowered will it be worth while working the coal mines? It is not likely that the coal will go lower than its present price unless wages are reduced.
 548. As President of the Chamber of Commerce, do you anticipate that the industry will revive, and that there will be a larger export of coal to foreign ports, notwithstanding that you have to compete with the cheap labour of the world? I think the best reply I could give you is, that during last year we recovered our lost trade to the extent of 400,000 tons.
 549. Can you tell me where that principally went to? Well, it was general.
 550. More to the colonies? No; not more to the colonies.
 551. Was not Victoria a larger consumer last year than during the previous year? No, smaller.

WEDNESDAY, 3 APRIL, 1895.

[The Sectional Committee met at the Office of the Marine Board, Newcastle, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, ESQ. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

Stewart Keightley, Esq., Chairman of the Newcastle Chamber of Commerce, sworn, and further examined:—

- S. Keightley, Esq.
3 April, 1895.
552. *Chairman.*] Is there anything further that you would like to say in reference to the proposed harbour improvements? I have particulars of the dues paid by the steamer "Southern Cross" when in Newcastle, 18th February 1894. I have a written statement, which is as follows:—

PARTICULARS of dues paid by steamer "Southern Cross" when at Newcastle, N.S.W., during February, 1894.

		£	s.	d.
To harbour and light rates paid at Sydney on arrival there—3,311 tons, @ 4d.		55	3	8
4 February... , inward pilotage at Newcastle—3,311 tons, @ 4d.....	£55	3	8	
10 " " " outward pilotage at Newcastle—3,311 tons, @ 4d.....	55	3	8	
" " " " tonnage dues loading five days, @ ½d. per ton per day on gross tonnage of steamer, viz., 5,050 tons, @ ½d. per ton per day =2½d. per ton.....	52	12	1	
		162	19	5
Total.....	£218	3	1	

N.B. —1. If the steamer had not called at Sydney the light dues would have been paid here.

2. Had the vessel been moved whilst in the harbour a charge of £8 for the pilot's services for each removal would have to be paid

3. Steamers always pay tonnage dues on the gross tonnage.

That

That is with respect to steamers. I have had a statement prepared showing the dues that are paid by S. Keightley, Esq. sailing vessels. It is as follows:—

PARTICULARS of dues payable by a sailing vessel visiting Newcastle of 1,550 tons register, being the estimated average tonnage of the sailing vessels now arriving at this port. 3 April, 1895.

	£	s.	d.
Harbour and light rates—1,550 tons, @ 4d.....	25	16	8
Inward pilotage—1,550 tons, @ 4d.	25	16	8
Outward pilotage—1,550 tons, @ 4d.....	25	16	8
Removals in harbour, say, four, @ £3 each.....	12	0	0
Tonnage dues—1,550 tons, four days @ ½d.=2d.	12	18	4
	£102	8	4

N.B.—Sailing vessels pay tonnage dues on net tonnage. Harbour and light rates similar conditions as steamers.

There are one or two things which I was not quite seized of during my examination, which I would now like to explain. The amount of the tonnage dues is 4d. in and 4d. out—that is to say, they pay 8d. on the registered tonnage. They pay for pilotage at exactly the same rate as for towage. They have to maintain powerful steamers and to keep a number in reserve, so that the item of 8d. per ton for pilotage is exactly the same as that for towing vessels in and out. Another thing which I have ascertained is that the new vessels are not built with so great a draught as they formerly were. The increase in the tonnage is due to the width of the beam and the extra length of the vessel. Then as regards wool, the Committee will recollect that I said that 60,000 bales are exported annually from Newcastle. What was running in my mind was the wool year. The wool year is from the 1st July, 1893, to the 30th June, 1894. The export of wool from Newcastle to London during that year was 58,424 bales. The statistics which we have here are from the 1st January to the 31st December, showing 48,000 bales. Another thing which I omitted, and which places Newcastle in a better financial position than I showed yesterday, is the payment of royalties by the colliery companies which are working coal owned by the Government. The amount paid in royalties to the Government during 1894, was £12,000. I have also ascertained that the use of the Stockton wharfs, &c., is paid for to the amount of £3,000 a year, so that these amounts added to the amount given yesterday of £62,500 would show a credit to the port of Newcastle of £77,520. It adds £15,000 to the amount which I gave yesterday. There is another aspect of the case which did not occur to me when I was giving evidence yesterday. I find that there has been 150 acres of land reclaimed, worth, I am assured by a competent valuer, £1,500 an acre. That is a set-off against the cost of dredging. That gives a sum of £225,000 which should be, in all fairness, credited to the port of Newcastle. I may say that in addition to the £12,000 paid during last year for royalties there are other companies that have land leased from the Government, which in a very short time they will be compelled to work, and those lands will also produce royalties at the rate of £d. per ton. The companies that have the land are the A. A. Company, the Newcastle Company, the Burwood, the Stockton, the Durham, and several other similar companies. This £12,000 paid last year in royalties is an insignificant sum compared with what will be received from the large companies when they are working under the ocean.

553. *Mr. Davies.*] You make out a credit in favour of Newcastle Harbour of £77,500? Yes.

554. On the other side you have to take the interest on the capital expended on improvements and dredging, which amounts to about £80,000 a year? When you say £80,000, do you mean £80,000 as an average or for one special year?

555. The present outlay up to date is £1,200,000; the cost of dredging is about £40,000 a year; there is £40,000 interest on the money expended, together with the cost of rolling-stock, which you value with the cranes and other accommodation at £400,000, the interest on which will probably bring the total annual expenditure up to £100,000 a year;—is it not fair, as you take credit for income from all sources, to look at the other side? Yes. I am not possessed of the data as to the cost of dredging the harbour, but I have some information. I understand that last year was rather an extraordinary year with regard to that expenditure. If that is the case it is hardly fair to take last year as a criterion. Instead of doing so you should take a certain number of years. Would it not be a fair thing to take the last ten or fifteen years and strike an average? It would also be well not to forget that all this silt that is in the harbour is not there through any fault of the harbour. It really is deepening or widening the river away up, as far as Maitland, Singleton, and those places. It is hardly a fair thing that the Newcastle Harbour should be debited with the cost of removing all the silt that is brought from beyond the harbour.

556. *Mr. Lee.*] Newcastle has to pay the penalty for having a river behind it? That is really what it is.

557. *Mr. Davies.*] Supposing you take ten years and we find that the cost of dredging is about £500,000—that is £50,000 a year. We find in the statement that £477,081 11s. 8d. has been spent in dredging. That was when there was not so large a quantity of silt raised as there is at present, though the charge was higher, up to 8½d. per ton for lifting and taking it out to sea;—is it not fair that both sides should be looked at? Yes.

558. In connection with that do you take into account the capital account of the rolling-stock and the necessity for a sinking fund to provide for the renewal and repair of rolling-stock? Yes.

559. It is only fair that we should have that before us? Of course. The estimate which I have made has been from such information as I have been able to glean. In the figures which I gave you I make provision for the renewal of the locomotives after twenty years' service, and on the top of that I allowed a certain sum per annum for reasonable repairs. So that the figures which I have worked out I think are fairly reasonable. If anything the advantage is in favour of the Railway Commissioners as against the port of Newcastle.

560. Was your information supplied by the Railway Commissioners? No.

561. Simply supplied by some person outside the Department? I am an old railway man. I was in the employment of the Hobson's Bay Railway Company in Melbourne, and I have had special opportunities of knowing the cost of locomotive engines and the various items of cost in connection with railway work.

562-3. You have arrived at your conclusions from your own personal knowledge? Yes. After getting out these figures, I submitted them to a railway man—a friend of mine—and asked him whether he considered them a fair and reasonable estimate. And he said, "Well, if there is any fault in the figures at all they are in favour of the Railway Commissioners."

- S. Keightley, Esq.
3 April, 1895.
564. Supposing that these works were carried out and the channel were deepened, would it be a means of attracting a larger trade to the port? Yes; I am certain of it.
565. In view of the disturbed relations of labour and capital? I do not think it is a fair thing to bring in the present disturbed relations between labour and capital. The present is an exceptional time, but there is always a difference of opinion between employers and their workmen as to what is a fair and reasonable rate of wages. If a strike takes place in the mining districts it can only be of a temporary character, and no doubt afterwards the relations which usually exist between employers and employed will be renewed. It will no doubt have a bad effect as regards the interests of people who own vessels chartered to come on to Newcastle.
566. Have we not had almost continuous strikes here for the last six years? Yes; there was a three months strike in 1888, and there was another in 1890.
567. And have not strikes in the past had a very sad influence on the trade of the port? Yes, a very sad influence.
568. Have vessels come here during the last three or four years in ballast, and had to leave after waiting for cargo and been unable to get it? There were two or three instances after the late strike in which vessels had to leave without getting their cargoes.
569. Not more than two or three? I do not think so.
570. Have any of those vessels come here again? That I could not say.
571. Has any portion of the trade that was so disturbed and lost to this port been regained? Yes. I was asked yesterday if I could give the ports to which there had been increases in our exports. I find that there was an increase in 1894 as compared with 1893 in our exports to Chili of 125,000 tons.
572. Were there not other reasons why the coal trade was not very large between this port and Chili two or three years before that? I will give the exports to Chili.
573. Did not the war in Chili affect the trade? Yes.
574. Is not that one of the reasons why there was very little trade between this port and Chili? The trade is a very important one. Last year we shipped 266,000 tons to Chili.
575. Is it increasing? The returns for this year are not made up. Last year we sent an increased quantity of 63,000 tons of coal to the United States. To the Phillipine Islands in 1893 we exported 33,000 tons; in 1894, 86,000 tons, showing an increase of 53,000 tons. To South Australia in 1893 we exported 127,000 tons; in 1894, 167,000 tons, showing an increase of 40,000 tons. To the Sandwich Islands in 1893 we exported 32,000 tons; in 1849, 46,000 tons, giving an increase of 14,000 tons. To Panama there was no coal exported in 1890, 1891, and 1892, but in 1893 we exported to Panama 2,034 tons; the quantity exported to Panama in 1894 shows an increase of 14,000 tons. To Western Australia in 1893 we exported 19,000 tons; in 1894, 31,000 tons, showing an increase of 12,000 tons. To Mexico in 1893, 3,600 tons; in 1894, 11,000 tons, showing an increase of 8,000. To the Mauritius in 1893, 5,841 tons; in 1894, 12,334 tons, showing an increase, roughly speaking, of 7,000 tons. To Hong Kong in 1893, 20,000 tons; in 1894, 25,000 tons, showing an increase of 5,000 tons. To New Zealand in 1893, 154,000 tons; in 1894, 160,000 tons, showing an increase of 6,000 tons. These are the chief increases.
576. Those are the figures of the export to the ports to which you traded prior to the strike? Yes.
577. That trade is gradually being secured to the port of Newcastle? Yes.
578. Have you ever seen the harbour so free from shipping as it is at present? I have.
579. When? Frequently. Shipping comes in spasmodically. One thing which I should like to draw attention to is this, that the greater part of the coal shipped from Newcastle is taken away by steamers. A steamer will come in at night and be away again by morning; but when the trade was carried on by sailing vessels the harbour used to look full, when, as a matter of fact, there was not two-thirds of the coal leaving the harbour that there is now.
580. Steamers are supplanting the sailing vessels? Yes.
581. Have you not seen as many as 200 vessels in the harbour in the old times? I do not think so. On one occasion when there was a strike on, and when the coal was taken away by small sailing vessels, information had to be sent to other Australian ports that they were not to send their vessels here, that there was not room for them in the harbour, but I do not know that anything of that kind has occurred in recent years.
582. But you cannot expect small vessels to be here in such large numbers when larger vessels are carrying the coal? No.
583. Would the proposed improvements, to a large extent meet the requirements of the port, and satisfy the Chamber of Commerce? I think they would.
584. You have had to write to the Minister for Works on more than one occasion complaining of the want of water in the channel? We have interviewed the Minister for Works on many occasions, besides writing to the Works Department. Deputations were formed specially to bring under the notice of the Minister the disabilities under which the port has laboured. It has been a standing complaint with the Chamber of Commerce ever since its inception here in 1886.
585. Then what is the general opinion of the Chamber of Commerce as to the proposed alterations? I may say that we have not had full information supplied us of the nature of the improvements. It is known that the northern breakwater is to be extended, and that the southern breakwater is to be extended, and that a wave-trap is to be formed. We also understand that it is part of the scheme that the north harbour shall be deepened so as to allow vessels to be moored there. We have not had an opportunity of seeing the plans. I have heard one or two persons speak in favour of the proposed works, and I have heard one or two speak rather in opposition to the scheme.
586. Were they members of the Chamber of Commerce? The members of the Chamber of Commerce are not competent to express an opinion on the matter. Every man has an idea that his own particular scheme is the best. If the question was put to a vote as to whether the Chamber of Commerce would suggest any alteration in the scheme, I think the vote would be in favour of not interfering with the proposals of the engineers. I may tell you that a number of them think that the proper thing to do is to extend the southern breakwater, and they think the wave-trap is a mistake. But those persons have no professional knowledge.
587. Did Mr. Darley, the Engineer-in-Chief, meet your committee? He did.
588. And explained the character of the proposed improvements? No. Mr. Darley's visit was made before these improvements were suggested. We complained very bitterly to the Government as to the way

way in which, according to our idea, Newcastle had been neglected, proper provision not having been made for the shipping. The result was that Mr. Darley was sent up to Newcastle, and the Chamber of Commerce had a general consultation with him. This scheme is, I believe, the outcome of what took place then.

S. Keightley,
Esq.
3 April, 1895.

589. Then you favour the scheme, thinking it will be of immense advantage to the trade of the port? Yes.

590. What are the freights to the United States and other ports as compared with what they were three years ago? They are very much reduced. The freights to San Francisco are 13s. or 14s. a ton. Three years ago they were 16s. or 17s. a ton. But the reduction in the freights to San Francisco are not nearly so pronounced as the reductions in freights in other directions. The freights to New Zealand have gone down very much. Some years ago I paid £1 a ton for a vessel to take cargo to Lyttleton. Now the charge is 8s. and 9s. a ton for steamers.

591. I gather from what you have stated that the reduction of the freights for coal from Newcastle to foreign ports will be very largely in favour of the coal industry at Newcastle? I may mention that, so far as San Francisco is concerned, wheat had a great deal to do with the freights from that port.

592. *Mr. Hayes.*] The freight question has nothing to do with it, because if there is a reduction of the freights to this port there are reductions to other ports as well? Certain vessels are obliged to come out here carrying general cargo. Some have to go to San Francisco for wheat, but instead of going in ballast they come to Newcastle to take coal. If there is a great demand for vessels for San Francisco it pays to take coal at a nominal rate. If the freights from San Francisco are not good they must have something from the coal to compensate them or they will not go.

Captain Henry Newton, Harbour-Master, Newcastle, sworn, and examined:—

593. *Chairman.*] What are you? Harbour-Master at the port of Newcastle.

594. How long have you been here? I have been here twenty-two years.

595. You have a thorough knowledge of the port? Yes.

596. You desire to make a statement in reference to the proposed improvements? Yes. My knowledge of the harbour of Newcastle extends over a period of thirty-two years. During 1873 I became more intimately connected with it, having been appointed to the position of pilot. In 1881 I was promoted to Assistant Harbour-Master and in December, 1884, succeeded Captain D. T. Allan as Harbour-Master, which position I have held up to date. At the time of my entering the pilot service the depth of water on the bar was 18 ft. 6 in. low-water springs. The class of vessels then trading to the port did not exceed 1,200 tons register, and the maximum draught was 20 ft. 6 in., and I have known loaded ships to be detained in the harbour for eight or ten days, waiting an opportunity to cross the bar. The northern breakwater was at this time in course of construction and during heavy weather there was considerable disturbance in the harbour, especially at the frontage of the Queen's wharf, causing coir springs to be used to ease the ships at their moorings. During 1875 the southern breakwater was commenced and eventually completed in 1883, but the last portion of the northern one was not finished until 1886. Whilst these breakwaters were being constructed, the scour commenced on the bar, carrying the silt outwards. In 1883 the depth on the bar had increased to 22 ft. 6 in. but at 900 feet outwards an accumulation of silt eventually formed another bar, caused no doubt by the lack of scour. Since 1880 I have watched very closely the changes that have taken place at the entrance of the harbour, by carefully sounding and recording the same, with the result that 900 feet outwards in the fairway from a point, that is, from the original bar or the signal masts on Nobbys in line; the depth of water decreased 7 feet, at 1,080 feet 12 feet during the past twelve years, at 1,284 feet 17 feet in the last four years, and at 1,500 feet 6 feet during the last twelve months. During this time the original bar has gradually scoured to the bare rock, giving a depth of 23 ft. 6 in. The shoaling that has taken place is the cause of a most treacherous sea running across the channel from Big Ben rock on to the tail of the Oyster Bank, and is a source of danger to navigation, also causing a great range in the harbour, thus compelling the vessels along the Queen's wharf and at the buoys to strain heavily at their moorings, parting their cables, and in several instances breaking the mooring posts on the wharf. The bar at present in the fairway carries 20 ft. 6 in., having decreased from 22 feet during the flood of January last. I have on several occasions reported the state of the entrance to the Marine Board here, strongly urging the necessity of further extending the southern breakwater, not that it would cause much greater scour, as the tidal influence is greater on the north side, but with a view to preventing the seas from Big Ben breaking in the channel, thus affording a greater amount of safety to vessels entering and leaving the port. This was fully endorsed by the local Marine Board and forwarded on to the Government. Of late years the class of vessel visiting this port has increased considerably in tonnage, and a number of the largest ships afloat arrive here from time to time to load coal; several of these have loaded during spring-tide to a draught of 23 feet, and steamers to 23 ft. 9 in., carrying 5,000 tons. There are many instances of vessels leaving short of cargo which cause complaints from shipowners and is an injury to the port, and should the shoaling at the bar still continue it will be necessary to curtail the draught. As the trade not only in coal but frozen meat, wool, and tallow is on the increase, and there being every prospect of still greater tonnage in ship-building, it is absolutely necessary that greater facilities be afforded without delay, not only to the entrance but in the harbour. Should the present state of things exist it will be absolutely necessary to make provision for the safety of ships loading in the upper part of the north harbour.

597. *Mr. Hayes.*] After the extension of that northern breakwater was the scour in the channel very materially increased? Yes; whilst the two breakwaters were being carried out the scour increased and the water was deepened on the bar.

598. And there was a steady increase until late years? Yes.

599. When did you first notice the alteration in the bar? I think in 1886 I noticed it first.

600. The shoaling has been increasing ever since? Yes; gradually increasing at the rate of about 6½ inches a year.

601. What direction is it forming from? From the end of the old northern breakwater to outside the "Cawarra" buoy in a south-easterly direction.

602. And working into the fairway? Yes.

Capt.
H. Newton.
3 April, 1895.

Capt.
H. Newton.
3 April, 1895.

603. That shoaling is not caused by floods bringing down silt? I think it is silt brought down from the Hunter, carried out until the tidal influence is lost and then deposited.
604. What is the material of that shoal forming there? Sand.
605. Is it sea or river sand? I have examined the sand and I find that it corresponds with the sand on the north shore.
606. The current at present in going down the channel from the eastern end of the northern breakwater begins to spread out fan-shaped towards the north? The current has always set to the north during my experience.
607. That being so would not the extension of the northern breakwater, as shown on the plan, increase the scour in the position where that shoal is now forming? It would carry the current out straighter and increase the scour.
608. And do you think from your own practical knowledge that the effect will be to remove that shoal into deep water? I believe that it will cause a great scour and remove the shoal.
609. Do you believe it would have a permanent effect? It will have an effect that will last for many years.
610. You say that the bank is forming from the eastern end of the northern breakwater, and working away past the Oyster Bank? Yes.
611. If the northern breakwater is extended, will it increase the scour and carry that out to sea? I believe it would carry it straight out into deep water.
612. You said just now that if the southern breakwater was extended it would have the effect of preventing the waves from breaking from Big Ben across the harbour? Yes.
613. Do you think the extension of the southern breakwater further seaward would increase the scour? I do not think it would cause much scour as there is not a great deal of tide on that side. The strongest tide is on the northern side of the channel.
614. And that is the deepest portion, is it not? Yes, down to the rock. I believe that the rock dips to the north.
615. The only effect of extending the southern breakwater would be to prevent so much sea from getting into the harbour? Yes; and it would give greater safety to the shipping entering and going out.
616. You do not think it would increase the depth of water in the channel? I do not think it would cause much more scour. At present nearly up to the end of the breakwater there is very little silt; it is nearly all rock.
617. You stated that when the two breakwaters were extended there was a strong range into the harbour causing vessels to strain a great deal. If the breakwater were extended as proposed, what effect do you think it would have on the seas coming into the harbour? I cannot speak from any experience of wave-traps, but if that wave-trap is a success it should prevent the range in the harbour. If it keeps open there is no doubt it will be a success. I cannot say whether it will keep open or not. If it does keep open the sea will run along the training-wall and expend itself on the beach.
618. What would be the effect of a heavy sea running along the breakwater—will it occur? It should scour the trap out. And then the scour should take the sand away.
619. Then the ebb-tide should take it out to sea? Yes.
620. You do not think there is much danger of the harbour silting up owing to the wave-trap? No; I am of opinion that it will be a benefit to the harbour, and to a large extent prevent the seas from breaking into the harbour.
621. You think that the proposal submitted by Mr. Darley will have the effect that he anticipates? I do.
622. Not alone in deepening the bar and keeping it permanently open, but also in quieting the water in the harbour? Yes.
623. What is the present depth of water on the bar? 20 ft. 6 in.
624. What is the maximum draught of vessels going out? I limit the draught according to the tide.
625. Under the most favourable circumstances? 23 ft. 9 in. has been the heaviest draught which has left this port.
626. Could a ship get out with that draught to-day? Yes, I think at high water it could.
627. Under the most favourable conditions a vessel drawing 23 ft. 9 in. could leave the harbour? Yes.
628. Looking at the present and the future of the port do you think that the deepening of the bar as proposed by Mr. Darley to a depth of 23 ft. would meet all requirements? No, not 23 ft.
629. What is the maximum draught of vessels that could go out with a depth of 25 ft. at low water? That would be according to the sea. If there is 25 feet at low water there would be another 4 ft. at high water. That would be 29 ft. In comparatively smooth water we could take out a ship drawing 26 ft. 6 in. That would be under the most favourable circumstances.
630. Is it not the tendency now to increase the beams of vessels so as to reduce their draught? Yes; the modern ship has now greater beam and less draught of water. We have some old fashioned ships coming here of 1,200 tons register, and drawing more water than modern ships of 3,000 tons register.
631. Do you think to increase the depth as proposed to 25 ft. at low water will be ample for the present and future requirements of the port? I think so.
632. What tonnage would a vessel be that had a draught of 25 ft.? We have had sailing vessels here carrying over 4,900 tons. We had the "La France" here, a vessel of 4,000 tons register, the largest sailing ship in the world. Her draught is 23 ft. 6 in. when fully loaded. She went away from the port about 10 inches light.
633. It will be impossible to increase the depth of the channel without blasting when the sand has been removed? I have not tested the bottom there. That has been done by the Harbours and Rivers Department. I think Mr. Darley says that some rock will have to be removed.
634. He says that by removing some rock the depth will be increased by two or three feet? Yes.
635. It was stated yesterday by Mr. Keightley that several vessels of light draught had been grounded in the channel? Yes, not in the fairway; it was in the harbour. During flood time there is a great deal of silting up, and the north channel used for navigating ships to and from the dyke silted up by over 8 feet.
636. That is caused by local floods? Yes.
637. And that of course there is no means of remedying? Not that I am aware of. There have been several schemes suggested.
638. By increasing the accommodation in the harbour you diminish the velocity of the current, do you not? Yes.
639. And the result is a deposit of silt? Yes.

640. The more you extend your area and increase your accommodation for shipping the larger is the deposit from the floods? Yes.

641. And the only way is to keep dredging? Yes, to dredge continuously.

642. Do you think that the proposed increased scour down the main channel will increase it in any way? No.

643. It will not affect the harbour? I do not think it will.

644. If the northern breakwater is extended, do you think there will be greater difficulty in entering the harbour during the south-east gales than there is at present? Yes, unless the southern breakwater overlaps the northern breakwater; that is essential.

645. The proposed extension does not overlap? No.

646. If the northern breakwater is carried out according to the design, do you think the southern breakwater would have to be carried out to a corresponding length? I think so; 500 feet would do it.

647. What depth of water is there? Thirty-five feet just outside the lower part of the extreme end of the southern breakwater. It would go out to a depth of about 45 feet.

648. You could extend it 500 feet at a depth of about 45 feet? Yes.

649. You observe that it is proposed to remove the present fairway to the north? Yes.

650. Will there be any risk in any of the gales of vessels being carried on to the breakwater? Not if the southern breakwater is run out sufficiently to give them shelter. The danger is from the seas from Big Ben breaking there and rolling across the channel. If they can be prevented it will materially lessen the danger.

651. If that is done would the port then be a fairly safe one in all weathers? I am sure it would be.

652. The seas from Big Ben break right across the harbour? They break right across the channel.

653. In what gales will that be? South-south-east.

654. *Mr. Roberts.*] For how long a period have you noticed the increase in the size of the vessels entering this port? They have gradually increased from my first knowledge of Newcastle Harbour which extends back to 1863. There has been a steady increase, but more especially during the last five years. They have made a big jump.

655. A jump from what? From about 1,800 tons up to 2,800 tons register.

656. What depth of water was available about five years ago? About 22 ft. 6 in. on the bar; now there is only 20 ft. 6 in.

657. And you think that it will gradually get less? I think it will. In my report for 1891 I brought under the notice of the Marine Board the fact that if something was not done soon to improve the entrance to the port we should have a bar forming at the eastern end of the northern breakwater from the position of the "Cawarra" wreck towards the light tower on the southern breakwater.

658. That a bar would be formed across? A bar of sand is formed from the position of the "Cawarra" wreck.

659. *Chairman.*] Which way does it go? Starting from the beach north of the northern breakwater it goes in a south-easterly direction towards the fairway.

660. That is how it is forming now? Yes.

661. *Mr. Roberts.*] Supposing the water on the bar silted up another foot, reducing the depth to 19 feet, what would be the size of the largest vessel that could go over it with safety? There would be great inconvenience caused. We have not accommodation for ships to lie here bar-bound; they would not do so, they would go away short of cargo.

662. Is it a fact that vessels are obliged to leave the port not fully loaded? It is.

663. Could you give us any idea of the number of those vessels and their gross tonnage? About thirty sailing ships and twenty steamers have had to leave short of their full cargo. They went away altogether, I think, about 12,000 tons short.

664. Have you heard it said that they would be prevented from coming to Newcastle again? I have heard shipmasters say that their owners would not send their ships here if they had to go away only partly loaded. I think I am hardly correct as to the 12,000 tons.

665. *Mr. Levien.*] Mr. Keightley said that the total deficiency was 9,000 tons? I think that is right.

666. *Mr. Roberts.*] I understand you to say that you favour the idea of extending the southern breakwater? I have always been under the impression that the southern breakwater has been the salvation of the entrance to this port.

667. I presume that you have noticed a great improvement in the harbour since that breakwater was constructed eastward of Nobbys? Yes; a great improvement.

668. How long is it since it was constructed? It was finished in 1883.

669. And nothing more has been done towards improving the entrance since 1883? Nothing more. About 200 feet of that breakwater has been washed down by the sea.

670. That is at the extreme end? Yes.

671. If I understand you correctly, it is the fact of the Big Ben Rock being just where it is to the southward of the end of the southern breakwater that causes the sea to break into the harbour? Yes; it is for that reason that I suggest the extension of the southern breakwater.

672. Which wind is it that causes this Big Ben Rock to give so much trouble? It is the wind from the south-east to east—anything easterly.

673. The southern breakwater extends much further eastward than the northern breakwater? Yes.

674. Notwithstanding that there is very deep water at the end of the southern breakwater, you think it ought to be still further extended? I do. I do not think that after the plant is all got into working order it will cost a great deal. There is deep water there, still it will be a protection even to the northern training wall as well as to the shipping.

675. Have you ever noticed the usefulness of that wave-trap? I have.

676. Has it prevented the seas from approaching the wall? Yes.

677. If the wave-trap has been a success it is fair to assume that the proposed new wave-trap will be a success? Yes.

678. Generally speaking, you favour the plan as proposed, but you would prefer to see the southern breakwater extended to a distance of 500 feet? Yes.

678½. *Mr. Humphery.*] What would be the effect of the south guide-wall shown on the plan? To prevent the sea from running up along the Queen's wharf.

Capt.
H. Newton.
3 April, 1895.

Capt.
H. Newton.
3 April, 1895.

679. If the first section of the northern breakwater, 3,000 feet, is constructed, the southern breakwater will then extend about 350 feet beyond it—will that be a sufficient lap for safety? No. I think that under any circumstances the southern breakwater should be run further out.

680. Upon that point you are firm? I am.

681. Then in the event of the northern breakwater being extended 3,750 feet, would it not be necessary to extend the southern breakwater more than 500 feet? I think that the southern breakwater should overlap the northern breakwater.

682. To what extent? A couple of hundred feet would do.

683. Assuming the first section of the northern breakwater to be constructed as proposed, do you think the increased scour would be sufficient to remove the bar? Probably it might. I think that the contour line will go out 800 feet past the end of the breakwater.

684. Is this your evidence: That in your opinion the construction of the first section of the northern breakwater will produce sufficient scour to shift the bar about 400 or 500 feet? It would shift it more than 400 or 500 feet.

685. You say 800 or 900 feet beyond the present breakwater? Yes.

686. Assuming the bar to be shifted 400 or 500 feet from where it is now, would it be much deeper water? Not much deeper.

687. What depth of water would it give in the fairway? In the fairway, I think 24 or 25 feet.

688. Then assuming that the bar had shifted 400 or 500 feet, would you have sufficient water for all purposes? Yes; if it came out as I anticipate.

689. Then it is only a question of the construction of the first section of the northern breakwater as far as the point shown on the plan and extending the southern breakwater 500 feet? Yes.

690. *Chairman.*] It is a question of going far enough out to intercept the seas from Big Ben? Yes.

691. *Mr. Humphery.*] At present the breakwater is not long enough? No, not by 500 feet.

692. *Mr. Davies.*] In the event of getting sufficiently deep water in the channel for large vessels, what state would the harbour be in to provide the necessary waterways? The harbour, until very lately, has caused a great deal of trouble. The dredges are working night and day, so we anticipate a better state of affairs than we have had for some time past.

693. Have you a difficulty at present in providing suitable anchorage for large ships? We have had very great difficulty to provide for loaded ships.

694. The only cure for that is to continue the system of dredging? Yes.

695. In the the event of your having a number of loaded ships in the harbour, and two or three million tons of silt were brought down by a flood, what position would you be in? We should be in a very awkward position.

696. What was the state of things in 1893, when you had a great flood? We had vessels lying here loaded and they could not get out until the flood was over.

697. Could not be moved for the silt? No; the greatest silting up was on the upper part of the North Harbour, and in the north channel.

698. Up near the wharf where the ships are loaded? No, out in the anchorage. The spit came down 1,100 feet.

699. That is opposite Bullock Island, is it? Yes.

700. How long had the vessels to wait before they could get away? On that occasion we had not many vessels loaded. We had two or three accidents through moorings being carried away.

701. If the Departmental scheme is carried out will it take the silt out of the harbour? I do not think it will take the silt out of the upper part of the harbour.

702. If you have ships of larger draught coming in where will you find a safe anchorage for them when they are loaded? I have had to resort to doubling the ships off alongside the wharf, which causes great inconvenience. If I had a ship drawing 23 feet of water, and I had to double her off alongside another vessel, that would be a source of extreme danger, because with a strong flood it is as much as you could do to hold the ships alongside the wharf without doubling them.

703. You have great trouble in handling the large ships that come here at present? Yes.

704. Would that trouble be intensified if there was sufficient depth in the channel to enable larger vessels to come here? Yes.

705. Will it increase your trouble in reference to anchorage? Yes; it will.

706. I mean within the harbour? I am looking forward to great improvements in the harbour which are much required.

707. There are five dredges at work in the harbour at present? Yes.

708. Have you any idea what length of time it would take to give you the depth necessary for larger vessels to come to the port? We should have to make a greater depth in the Horseshoe. I am afraid we would have to resort to blasting. I look forward to the time when vessels will be moored at the upper portion of the North Harbour.

709. What depth of water have you there now? It is a mud-bank.

710. If these works were carried out, and large ships came into the harbour, where would you put them after loading? I have not accommodation for anything larger than the ships coming into the port at present unless provision is made in the upper part of the North Harbour for them.

711. And it will be many years before that can be done? Yes.

712. It will take a number of years to get accommodation for shipping at North Harbour? It would depend on the plant that was put on.

713. If they put on all the plant that the Government possessed it would take many years? Yes, all the plant that is in Newcastle.

714. Is there not a basin in course of construction? Yes.

715. What depth of water have they there now? I think they have got down as deep as 25 feet, but there is no accommodation there for shipping.

716. Is the reclamation work being proceeded with with great expedition? Yes.

717. When finished it will afford great accommodation for vessels, will it not? Yes; there is 90 acres there.

718. If the work were carried out would it not give you much better accommodation than you have at present? It would. It is absolutely necessary to take the loaded ships out of the fairway; they are really an obstruction and a danger.

719. Would not the basin be a safe harbour? Yes; if there was a sufficient depth of water. 720.

720. Have they not some 25 feet in most parts of it? Not in that basin. There may be 23 or 25 feet, but it is only a narrow gutter, one cutting of the sand pump.

721. The alterations and improvements to the basin could be more readily achieved than attempting to do the north harbour? I think it could be dredged out much more readily than the North Harbour.

722. It will not be subject to the same amount of silting up as the North Harbour? No; it would be clear of flood waters.

723. In the event of the North Harbour being dredged it would still be subject to floods? Yes.

724. If these works are carried out they will cause a scour in the channel? Yes.

725. And keep the channel a fairly good depth? Yes.

726. Do you favour the extension of the second section of the northern breakwater, or are you of opinion that the first section would be sufficient? I think we should have to be guided by experience in that matter.

727. If the first portion is completed and is found to work well, you do not think it would be necessary to complete the second portion? Probably not, if you get sufficient water.

728. Near the boat-shed is there not a wave-trap? There is a natural one there.

729. Has that been of very great service? It has.

730. The action of the waves being provided for by the proposed northern and southern wave-traps will that have a great influence in reducing the range of the harbour? It will.

731. Did you read a letter in the newspaper signed "Delta"? Yes.

732. You see the boomerang-shaped line on the plan trending northwards? Yes.

733. That is the line of "Delta's" proposal—in your judgment would what he proposes be of any service in creating a scour so as to secure a greater depth of water on the bar? No. If that gentleman had watched with as much interest as I have the action of the sea on the north side of the harbour he would know that the sea was more likely to come into the fairway after it had struck the boomerang-shaped breakwater, and would be as likely to go south as to go north.

734. You entirely disapprove of the suggestion contained in that letter? Most decidedly I do.

735. You have been a pilot here? Yes, I was a pilot here for eight years, and I have been Harbour-Master for about ten years.

736. Then you are very familiar with the port? Yes.

737. Has there been any increase in the trade of the port during the last three or four years? There was an increase last year over 1893.

738. Can you tell why there was so large a falling off in the trade of 1893? There was a general depression at that time all over the world.

739. If this scheme is carried out will it make the port more attractive? I believe it will increase the commercial value of the port to a large extent.

740. *Mr. Lee.*] Part of your duty is to keep a tide record? Yes.

741. Could you give me any information in reference to the influence of the flood waters upon the tidal waters? I never noticed any particular influence until 1893.

742. Will you refer to Saturday, 11 March, 1893, and tell me the height at high water, and the height at low-water? The height at high-water on Saturday morning at 3 o'clock was 6 ft. 2 in. above low-water mark, and the height at low-water at 10 o'clock in the forenoon was 5 ft. 4 in. above low-water mark spring tides.

743. That shows a difference of only 10 inches? Yes.

744. That was the day on which the flood waters were highest in the harbour? Yes.

745. To what do you attribute this very small rise and fall of the tide on that day? The water did not appear to get away out of the harbour. I attribute the tide not receding to the fact that it could not get out of the entrance.

746. Could you draw any distinction between the rise of the flood water in the harbour, and the rise of the water under tidal influence? There was no material difference in the rise of the tide. The tide did not fall to what it should have done that day by about 3 feet.

747. Three feet ten inches should have been the rise and fall of the tide that day? No; the tide should have fallen lower than that on that day. It should have fallen to about 1 foot 6 inches above low water. Under ordinary circumstances it should have fallen 3 feet.

748. Instead of which it only fell 10 inches? Yes.

749. That is because the water could not get out of the entrance? Yes.

750. Could the tide have got in the entrance? There was a swelling of the tide. For the next tide the rise was 4 inches. The tide might swell and the waters still be running out.

751. Am I to understand that if there is a strong flood running out of the harbour that will prevent the tide from rising to its usual height? The flood current runs stronger than the tidal water; but the water below the flood current will come in and swell the tide.

752. The salt water will be the heaviest and the action of the tide will go on while the flood is running out? The vessels were lying with their heads to the ebb tide for days. They did not swing at all.

753. Was there much wind? Not on that day. The current was running out at a velocity of 10 knots.

754. What is the ordinary rate of the tide? The ordinary ebb tide would be about 5 knots.

755. Do you think that a heavy gale blowing against the bar would retard the flow of the flood waters? It would to a certain extent.

756. Have you noticed that after the cessation of a heavy easterly gale there has been any piling up of sand on the bar? Yes.

757. Immediately after the wind ceased? Yes. After a heavy breeze, before I allow a ship to go out we sound the bar, and generally find some alteration.

758. And generally speaking floods happen when there is a strong south-east gale? That is a fact.

759. It would be a fair thing to assume that under the conditions which I have already indicated there would be a certain amount of piling up at the entrance which would retard the outflow? Yes.

760. What do you think would be the state of things if the proposed improvements were carried out? If we get the depth of water that is anticipated we shall have a far greater sectional area than we have now at that particular part of the entrance to the port.

761. Therefore you think that the floods will not be aggravated in any way? I do not think it will have any effect upon flood waters at all.

- Capt. H. Newton.
3 April, 1895.
762. You lay stress upon the fact that it will create a scour, and that the water will pass out more rapidly? Yes.
763. You set up a current by concentrating the water? Yes.
764. You have seen a very severe current going out the other side? I have.
765. Had it not some effect upon one of your beacons? Yes, it snapped everything away.
766. Where was that beacon? It was about 200 feet from the northern breakwater.
767. And about how many feet from the eastern end of it? I suppose about 500 feet.
768. Of what was it built? Of piles driven into the ground.
769. Were they washed away? They were washed away by the flood of 1893.
770. Did that cause any alteration in the channel? It caused a great deal of alteration along the northern breakwater.
771. The new fairway is to be much closer to the northern breakwater than the fairway is at present;—how will that affect the entrance of vessels when there is a heavy sea? If they are protected by the southern breakwater there will not be a great deal of difference.
772. Will you have sea-room enough? I think so.
773. Suppose there was that roll coming round the eastern end of the southern breakwater and a ship in tow were to get a sea on the quarter, would she not be almost on top of the breakwater? Yes; ships at present get down close on the "Cawarra" buoy, but of course the tide would be different. It would have a tendency to run straight out; at present it runs across the Oyster Bank.
774. Do you think that the proposed fairway is close enough? Yes.
775. Of course, it is only the probable line of fairway;—it is possible that it may be much closer to the breakwater? I do not think it would be advisable to go any closer.
776. You have no reason to suppose that the construction of the breakwater will divert that channel and make it closer? I do not think so. There would be a tendency to keep it more in the centre.
777. *Chairman.*] That red line on the plan is the line of the future fairway, and that line is distant 400 feet from the "Cawarra" wreck? Yes.
778. Is that dangerously close? No.
779. Can you show us the place where, twenty or thirty years ago, at certain times, you entered the harbour? I never came through there; but Captain Campbell frequently told me that in running down with a fleet of vessels he used to come in through the rocks and run into the harbour and cut the others out.
780. *Mr. Davies.*] What was the size of his vessel? I suppose about 100 or 150 tons.
781. *Mr. Hayes.*] When the southern breakwater was finished, how far out did it extend? About 1,700 feet from the base of Nobbys there is, however, about 200 feet of it gone.
782. When that 200 feet stood, did it have any effect in keeping off the roll during a big gale? Yes; but not sufficient. I was under the impression that it should have gone a little further out.
783. *Chairman.*] Do you wish to say anything further? I do not desire to express an engineering opinion, but I do think that if the southern breakwater is run out further the end of it should go more to the north-east to shut out the south-easterly seas.

William Robert Logan, Esq., Sub-collector of Customs at Newcastle, sworn, and examined:—

- W. R. Logan, Esq.
3 April, 1895.
784. *Chairman.*] What are you? I am Sub-collector of Customs and Principal Officer of Customs at Newcastle.
785. How long have you been here? Twenty-five years.
786. You have a full knowledge of the port and its trade? Yes.
787. *Mr. Roberts.*] Are you aware that the Collector of Customs handed in a statement in reference to the trade of Newcastle in connection with his evidence on the subject? I am.
788. Have you looked through the figures? I prepared the return for the Collector of Customs.
789. Have you any other figures which you think would interest the Committee with regard to the trade at Newcastle? I have a return showing the value of the imports and exports, together with the total revenue collected at Newcastle during the years 1885 to 1894.
790. The revenue for 1894 amounted to £158,896? Yes. I may mention that if the imports and exports were added together for this ten years it means a trade of £25,000,000 for the ten years, or an average of £2,500,000 per year, the value of our imports and exports.
791. When did the 10 per cent. and the 15 per cent. *ad valorem* duties come into operation? The first *ad valorem* duties came into force in 1865. They ceased subsequently, but were commenced again in 1891.
792. In what month? On the 2nd of December, 1891.
793. That would account for the small amount received during that year? Yes.
794. Then, during the years 1892, 1893, and 1894, the revenue would be considerably augmented in comparison with that of previous years? Yes; in 1892 the amount was £17,257; in 1893, £11,827; in 1894, £8,832. There is a great falling off, and that may be accounted for a good deal, I think, from the depression, and from people preferring to get their goods from Sydney. They have been buying up cheap stocks in depressed times instead of importing them directly from home.
795. I notice that the imports for last year show a great decrease, the amount for 1885 being £930,200, the amount for 1893 being £451,253, and for 1894, £427,581;—could you tell the Committee why there should be such a falling off in the value of the imports? I have mentioned one reason, and that is that people buy their goods at Sydney instead of importing them to Newcastle, and pay duty at Sydney on them.
796. Could you give the Committee any other information to account for the falling off? I do not know what to attribute it to.
797. Would it be attributable to the general depression? I attribute it to the fact that people are not so well off as they were formerly.
798. Do many ships come to Newcastle direct from Great Britain with cargoes of general merchandise? Two or three yearly.
799. Would they be from Great Britain? They would be either from Great Britain direct or *via* Sydney or Melbourne. They came up here and discharged the balance of their cargo.
800. They came up here with goods consigned direct to Newcastle? Yes; then there were other vessels from Victoria, South Australia, and New Zealand.

W. R. Logan,
Esq.
3 April, 1895.

801. What sized vessels? All sizes. They bring the stuff out for nothing almost.
802. Do you know whether the shallowness of the harbour has prevented any great ships from coming from Great Britain? No; because most of the vessels which come direct with full cargoes are not so large as those which arrive here to discharge ballast. Those coming direct from London are ships from 1,600 to 1,800 tons burthen.
803. Has the number of large ships coming to Newcastle decreased of late years? We have not had more than two or three each year bringing general cargo from London.
804. What is the quantity of coal raised within the Newcastle district? That is outside my Department.
805. I find from a return for 1892 that in that year 2,611,731 tons were raised; in 1893, 2,203,480 tons were raised; and in 1894, 2,605,142 tons;—can you give us any information as to the output prior to those three years? I have got it as far back as 1885.
806. *Chairman.*] Do you hand in a return showing the quantity and value of the coal raised in the Newcastle district since 1885? Yes. [*Vide Appendix.*]
807. *Mr. Roberts.*] How do the figures for 1894 compare with those for each of the previous ten years? In 1885 the quantity of coal raised was 2,113,372 tons; in 1886, 2,178,116 tons; in 1887, 2,243,792 tons; in 1888, 2,067,042 tons; in 1889, 2,624,347 tons; in 1890, 2,120,046; in 1891, 2,853,251; in 1892, 2,611,731; in 1893, 2,203,480; in 1894, 2,605,142 tons.
808. In what year was the largest quantity of coal raised? In 1891, the quantity for that year being 2,853,251 tons.
809. Then it may fairly be said that the output of coal is certainly not decreasing? It is not decreasing. In the following year, 1892, the quantity was 2,611,731 tons. In the intermediate year there was a falling off, but in the following year it came up again to 2,605,142 tons. So it is keeping up very well, notwithstanding all the troubles in the trade. I have another return in reference to the draught of the vessels. I have a return showing the number and tonnage of the sailing vessels and steamships of over 2,000 tons net register entered at Newcastle in 1885 and 1894. That shows the increase in the number of vessels of large tonnage. When I first came here, the largest vessels that entered the port were vessels of about 800 tons burthen. Of late years they have been increasing in size. Although the number of the vessels may now appear to be small, the tonnage in the aggregate is considerably larger than formerly.
810. What was the largest year? I will take the sailing vessels first. The largest year was 1892. The number of sailing vessels was the largest in 1894. In that year we had forty-five sailing vessels of a tonnage of 106,006 tons, giving an average tonnage of 2,356 tons. The next year to that, as regards the number of the vessels, was 1892. In that year we had twenty-eight ships of a gross tonnage of 64,746 tons, giving an average of 2,312 tons. Those are the two highest years. As regards steamers, we commenced in 1885 with thirteen steamers of a gross tonnage of 28,150 tons, being an average of 2,165 tons; in 1892 we had thirty-eight steamers, the gross tonnage of which was 92,201 tons, giving an average of 2,426; in 1894 we had thirty-five steamers with a gross tonnage of 82,959 tons, an average of 2,370; so that the total tonnage of the sailing vessels that entered the port during the ten years (numbering 179 vessels) was 408,797, giving an average of 2,284 tons. The number of steam vessels during the ten years was 191 with a gross tonnage of 441,451 tons, giving an average of 2,311 tons. [*Vide Appendix.*]
811. What is the largest amount of tonnage carried by any one vessel? That I have not got, but the largest sailing vessel which came here was "La France," and the largest steamer was the "Southern Cross."
812. Where does the "Southern Cross" trade? When she came here she was going all round, getting cargo wherever she could. She was what they call a tramp.
813. Can you give us any information as to the export of wool from Newcastle? I have here a return which gives a comparative statement of the principal items of export from the year 1889 to the year 1894 inclusive. That shows that in 1889 there were 2,091,557 tons of coal exported of the value of £1,102,722; the quantity of wool shipped in 1889 was 41,638 bales, the value of which was £736,930. 1893 was a good year, the number of bales of wool exported for that year being 70,394. The quantity in 1890 was 45,820 bales; in 1891, 64,859 bales; in 1892, 61,795 bales; in 1893, 70,394 bales; in 1894, 56,263 bales. The total quantity of wool exported from 1889 to 1894 inclusive was 340,769 bales.
814. Does not a great deal of wool go *via* Morpeth? Yes; a good deal goes by steamer to Sydney and by rail too.
815. What steamers take it from Morpeth? The Newcastle and H. R. Company's regular cargo steamers. There are included in these statistics returns of the coal, bonedust, tallow, and preserved and frozen meat exported.
816. Is the shipment of frozen meat increasing? That seems to have commenced in 1892. In 1892 we shipped 9,620,194 lb. of frozen meat of the value of £81,626; in 1893 we shipped 6,372,271 lb. of frozen meat of the value of £40,358; in 1894 we shipped 10,154,427 lb. of frozen meat of the value of £75,952. The total quantity shipped during the three years was 26,146,892 lb. of the value of £197,936. [*Vide Appendix.*] This return does not include the coal exported for reintroduction, nor wool shipped coastwise to Sydney. We send out coal which is returned into the Colony to such places as Broken Hill. I have here a return, showing the imports and exports of the port of Newcastle, together with the revenue collected at Newcastle, during the years 1864 to 1893 inclusive. It gives also the pilotage, harbour dues, tonnage rates, harbour lights, and *ad valorem* duties. [*Vide Appendix.*] It is shown by another return that the other goods exported exceed in value the coal exported. The total value of the exports exclusive of coal, for the six years is £5,607,609, and the value of the coal shipped during the same period was £5,430,897. The total value of the exports for that period was £11,038,506. [*Vide Appendix.*] I have a decennial return showing the quantity and value of the coal exported from 1885 to 1894 inclusive, and the ports of destination. This return shows that the export of coal has increased to certain places, and that it has decreased to other places. There has been a great falling-off in the quantity of coal exported from Newcastle to Hong Kong of late years, owing to Hong Kong being supplied from Japan. To Victoria in 1885, we exported 544,005 tons; and in 1894 we exported to Victoria 606,686 tons.
817. Will you hand in that return? Yes. [*Vide Appendix.*]
818. Have you any other returns? Yes, I have a return showing the total number of vessels which have been entered and cleared at Newcastle, during the years from 1885 to 1894. I have two different returns with regard to this. One is made out in accordance with what the law requires of us—that is, to make it appear

- W. R. Logan, Esq.
3 April, 1895.
- appear that a vessel is only entered and cleared at one port in New South Wales. A ship will arrive at Sydney, discharge her cargo, come on here, and is cleared for another port *via* Newcastle. She has already been entered in at Newcastle or at the main port in the Colony; the consequence is that her arrival is recorded in the Sydney office and it goes into the general statistics of the Colony. Therefore, if we were to record her arrival at Newcastle we should be recording it a second time, and it would be misleading in the statistics. In the case of an inquiry as to the number of vessels which arrive here *via* Sydney from foreign or intercolonial ports we keep a separate book to supply that information. The first return contains a larger number of vessels as having entered inwards than the second one. This return shows the total number of vessels, exclusive of those employed in the coastal trade, from 1885 to 1894 inclusive. [*Vide Appendix.*]
819. How does the year 1894 compare with previous years? In 1894, 1,255 arrived, with a gross tonnage of 1,422,310 tons.
820. Is that an increase or a decrease? It is not a very great decrease. The highest number which arrived in any one year during the previous ten years was in 1889, the number for that year being 1,443 vessels. It went down to 1,159 in 1890; then the number was 1,392 in 1891; 1,325 in 1892; 1,090 in 1893.
821. So the year 1894 compares very favourably with previous years? Yes; it is a good average year. The tonnage, I may remark, for that year is larger than for the previous year, the vessels having increased in size. The tonnage in 1885 was 779,901 tons. The vessels that come here *via* Sydney appear in the returns as vessels entered inwards, and it seems for the year 1894 as if we had only 605 vessels entered inwards, whilst 954 went out. Our statistics only apply to intercolonial vessels and vessels from foreign ports. The coasters we do not take into account; they need not come to the Customs House unless they have any dutiable goods, which is very seldom.
822. Is there anything else you wish to state? I may mention that there are five bonded warehouses here, which is some indication of what the trade is.
823. What are their principal contents? Spirits, groceries, oils, stores, salt, and things of that kind. They are principally wholesale groceries.
824. Have you the total value of the goods at present in bond? I will supply it. [*Vide Appendix.*]
825. What amount of bonded warehouse duty did you receive in 1894? It is under the heading "Bonded Warehouse Duty"—that means bond rent.
826. I see that shows a steady increase? That is according to the number and capacity of the bonds, of course.
827. And according to the quantity of goods going into general consumption? It is not on the goods; it is a bond rent. In 1885 the amount was £181, in 1894, it was £905; there has been a considerable increase. Under the Act, it is called a license fee. In our cash-books it is put in the duty column.
828. From your observation do you say that the export trade of Newcastle is increasing? I do. It certainly has not decreased; there is every prospect of it increasing. I believe that every year we shall have a larger amount of shipping coming in.
829. The export of coal is keeping up satisfactorily? Yes.
830. And the general exports? The general exports have an upward tendency. Their value is greater than that of the coal exported. A great many people are not aware of that.
831. Is there any other matter which you would like to mention? I do not think there is anything except that we might be provided with a little better accommodation on the wharfs for the handling of goods. There are continual complaints about it.
832. Have any complaints reached you as to the insufficiency of the depth of water at the entrance to the harbour? No. Complaints of that kind would go to the harbour authorities.
833. Have you heard of ships having to leave the harbour not fully loaded? Occasionally I have; but I have been sometimes of opinion that it was not so much the depth of the water as the mismanagement of the people in charge that was to blame in some cases.
834. Are you prepared to offer any opinion on the scheme put before us by the engineers for the improvement of the harbour? I would not attempt it.
835. *Mr. Davies.*] How long have you been sub-collector of customs? Twenty-five years.
836. Have any complaints been made to you in reference to the depth of water in the fairway? No; they would not come to me.
837. How do you account for the very great difference in the imports to Newcastle for last year as compared with previous years? I think I have already said that I believe it is owing to the bad times.
838. The value of the imports in 1891 was £877,063? Yes.
839. But in the year 1894 the value of the imports was only £427,581? Yes, there was a great falling off.
840. In 1885 the value of the imports was £930,200, but in 1894 the imports only amounted to about half that value? It is very extraordinary how the trade of this place fluctuates. During the last thirty years the figures have gone up and down like the marks on a weather chart.
841. In 1891 the value of the exports from Newcastle was £2,337,382; in 1894, £1,485,475; so there is a great falling off there? Yes.
842. In view of these figures are you of opinion that the trade of the port of Newcastle is improving? I do not think it has gone back.
843. What do these figures show? They certainly show a great falling off in the trade. That, I expect, is in the coal trade.
844. *Mr. Levien.*] I suppose the railways take to Sydney a great deal of the traffic that used to come down here? Yes.
845. *Mr. Davies.*] The railway was opened before 1891. I am anxious that you should give some explanation of the falling off of the trade? I will endeavour to do so.
846. *Mr. Lee.*] I should like to know whether, under the heading "Imports and Exports," there are any goods coming from any port within the Colony or going to any portion of the Colony are included? No. The returns refer simply to foreign and colonial ports outside New South Wales.
847. Might not the falling off in the value of the imports be explained by the fact that goods are landed at Sydney and sent to Newcastle by rail or by coastal steamer? We receive large quantities of goods under bond from Sydney.
848. In the appendix to your evidence you show that the *ad valorem* and all other duties including bonded warehouse license fees make a total for the year 1894 of £122,250? Yes.

849. That I suppose is no criterion as to the importation at the port, inasmuch as some of the goods may have come up from Sydney under bond? There are certain imports on which no duty is paid at all.
850. The mere fact of so much duty having been paid does not prove that all the goods came to the port direct? No.
851. I refer to the year 1894. The harbour light dues, pilotage dues, removal dues, and tonnage rates amount to a total of £36,638? Yes.
- 851½. That is money actually earned at the port? Yes.
852. There is an item of £8,931 for tonnage rates for 1894—is not that the largest return to the port for any year since 1885, except 1891 and 1892? It is.
853. Will the collection of tonnage rates at the port of Newcastle be a reliable guide as to the tonnage of ships coming here? To a certain extent it is. That is the only guide I think, because pilotage is paid only in a case where the captain is not exempt.
854. If the tonnage dues increase every year, ought that not to be *prima facie* evidence that the trade of the port has increased? I think so.
855. *Mr. Hayes.*] Mr. Davies has pointed out that from the year 1891 to 1894 there has been a steady falling off in the value of the exports. Since 1891 has not the value of the wool and of all our exports fallen very considerably? Yes.
856. Does not that alone account for the difference? No doubt that will account for it.

W. R. Logan,
Esq.
3 April, 1895.

Thomas Croudace, Esq., General Manager of the Scottish Australian Mining Company, Newcastle, sworn, and examined:—

857. *Chairman.*] What are you? General Manager for the Scottish Australian Mining Company.
858. How long have you been here? About thirty-three years.
859. Have you a knowledge of the port and its surroundings? Yes.
860. Have you any knowledge of the proposed works to improve the harbour? I have.
861. Do you regard it as an important work? Yes.
862. How much greater depth is the scheme intended to give? I think three or four feet.
863. You believe that to be an important thing? I do.
864. You are an engineer, are you not? I am. I am a member of the Institute of Mining Engineers. I am also a mechanical and civil engineer.
865. Did you know Newcastle in the old days? Yes; about thirty-three years ago.
866. Is the map on the wall a fair delineation of the Hunter River in the days when you first saw it? I think it is.
867. Have the works carried out by the Government been beneficial? Yes; very much so indeed. From 13 feet to 15 feet was the depth on the bar in the early days.
868. And the result we have to-day has been owing to the Government works? Yes.
869. Do you know the result brought about by the construction of the southern and northern breakwaters? I do. That result has been beneficial. I have advocated the extension of the northern breakwater for some years.
870. The result of the construction of the breakwaters has been not only the clearing of the entrance at the Heads, but the removal of the bar 800 feet further out? Yes.
871. You see the northern breakwater shown on the plan? I do.
872. The Department contend that the extension of the northern breakwater will scour the channel, and give an additional depth of 3 or 4 feet;—do you think it will bring about that result? I do; for the simple reason that if the effect of the first extension of the northern and southern breakwaters was to deepen the channel and to send the bar further out any further extension must produce a similar result.
873. It will push the bar further out? Yes.
874. In all probability into deep water? Yes.
875. You believe that the Departmental scheme will bring about the results anticipated? Yes; I do, beyond doubt.
876. Do you approve of the extension of the southern breakwater? I do not think I would do more than make up what has been flattened out by the sea, until you see the effect of the extension of the northern breakwater.
877. Do the seas break on Big Ben and roll into the harbour? Yes, to a certain extent.
878. Would it remedy that if the breakwater was reduced to its original dimensions? I do not think it would entirely do so, unless carried out a great distance.
879. Is it a desirable thing to further extend the southern breakwater? I would not go to the expense of extending the southern breakwater until the northern breakwater has been finished. I think it will be more prudent to extend the northern breakwater first.
880. Notwithstanding the fact that you believe that the sea breaking on Big Ben will still roll round into the harbour? Notwithstanding that, I think the best course would be to extend the northern breakwater. Ships when entering the harbour in rough weather are in danger of being driven on to the Oyster Bank; but when the northern breakwater is extended that will practically be done away with, because vessels will get into the main fairway. There is practically no fairway from the termination of the northern breakwater now. The "Cawarra" and the "Colonist" were wrecked there, and I have known several coasters to be driven on the Oyster Bank.
881. Although it is a desirable thing to keep the roll out of the harbour, you do not think it is imperative? No; I do not think there will be so much wave in the harbour as some anticipate, more particularly if they make proper wave-traps. I wish you to understand that I should quite approve of the extension of the southern breakwater into deep water; but I do not think that that should be the first work. I think that more immediate benefit would be derived from the extension of the northern breakwater, and the making up of a portion of the southern breakwater which has been flattened out.
882. Of course that will intercept part of the roll? Yes.
883. Do you think it is imperative to carry out the second section of the northern breakwater in order to get a sufficient scour to remove the bar? At first I thought it scarcely would be necessary to go beyond the first section; but Mr. Walsh has shown me the extension of the bank formed by the action of the current, and now I think it will be decidedly necessary, so as to get that as far as possible out of the influence of any tidal operation.

T. Croudace,
Esq.
3 April, 1895.

- T. Croudace, Esq.
3 April, 1895.
884. Will not the need for it show itself as they proceed? It will, and it will probably be the best guide that the engineers will have. In theory you design to do a certain thing, but there are forces in nature which come in to interfere with your theoretical designs. I think there may be such results that you may perhaps only require half of the second extension. Still if the whole were carried out I am bound to admit that it would be better.
885. It is a question of money? It is.
886. Are we justified in believing that the southern breakwater is a question of money too, and that if the money is available it would be a good thing to extend it? Yes.
887. You believe the result a desirable one, and that the works proposed by the Department will bring about that result? Yes, I do.
888. The ships having come inside, is there plenty of room there for them? The ships at present have to lie all about the old Horse Shoe Bend. No doubt if they could get further up the harbour they would be more out of the influence of the tidal and storm waters as this harbour abuts right on to the sea.
889. Do you think there is any need of an extension of the area of the harbour in which vessels can lie? Yes. I believe that there ought to be a considerable amount of dredging carried on. The expanse of water across from the A. A. Company's shoots to Stockton is very great, and any current there is much less than at Stony Point, and the velocity, not being so great, silting will still continue although not so much as formerly.
890. You believe that this work will have a tendency to sweep it away? Yes.
891. Do you consider that the Newcastle trade has suffered any disability from the silting up of the harbour? Yes. In February, 1894, I had to load the "Southern Cross," and she could have carried a little over 6,000 tons of coal, but we could only put on board 5,400, so that she had to go away 600 tons short of her full cargo. I have heard of other similar cases, and we have complaints from London and Liverpool of the shallowness of the harbour.
892. The trade of the port depends upon wool and coal? Principally upon coal.
893. Is the export of wool increasing? I think it is.
894. You think that the export of wool from Newcastle will increase? I am inclined to think so.
895. You believe that the port being 3 or 4 feet deeper will enable you to hold your own in the foreign trade? Yes, I do, certainly.
896. With regard to the immediate future of coal half a dozen years hence, will there be a greater export of coal than there is now? That is a most difficult question to answer. The trade ought to increase under ordinary trading conditions, but we have been so much subjected to these unfortunate labour troubles that Newcastle is suffering severely. We had a strike in 1888 and another in 1890. Therefore, it would be difficult for me to say whether the trade will increase.
897. You think that the industrial disturbances have a great deal to do with the number of vessels that will come to the port? I do. And they have a great deal to do with the development of the trade at places which are competing with us, such as Japan and China. The Victorian coalfields got their great impetus from our 1888 and 1890 strikes. Even now, I know as a matter of fact that the proprietors of the Victorian coalfields urge the Government to consider, with regard to contracts, the probability of strikes at Newcastle.
898. Is the supply of coal at Newcastle likely to be permanent? There is no doubt that our present seam known in connection with the Bore-hole and the Wallsend mines is getting worked out. In my time the greater portion of it has been worked out. Two or three collieries have worked out their coal; but it is not improbable that by deeper boring we may prove lower seams.
899. Is it good for fifty years' ordinary working? I could not say that.
900. Is it good for twenty years? I do not think that we could get so much from the present collieries after that time as we can now, or that we could even in fifteen years, but we are getting new collieries to take the place of those which are worked out.
901. Are we justified in believing that the coal trade at Newcastle will last twenty years? Yes, I think so.
902. Do you wish to add anything further to your evidence? Only to say with regard to the twenty years that that point is very much affected by outside influences.
903. You are aware that a basin is being dredged out, and is to have a depth of 26 feet;—will that meet all the requirements of the port? I certainly think so, and it will be augmented. I have seen a plan according to which the Government propose to reclaim some land by dredging between the Waratah channel and the Hunter River channel. The Government also propose to take away a considerable portion of silt from near Stockton which will give further accommodation.
904. Will not one great advantage of the basin be that there will be no possibility of silt from the Hunter River going into it? Undoubtedly.
905. That is in the North Harbour? Yes.
906. When the basin is finished there will be no deposit of silt there? No.
907. It will practically be a dock? Yes. The basin which we now see was proposed by Mr. Moriarty thirty-two years ago. Looking at the plan generally, and speaking with engineering knowledge, I think it is an exceedingly good one. There are two or three advantages. The wave-trap on the southern side will tend to throw the current more over to the north, and consequently deepen the entrance by the rapid movement of the sand, and I know, from the sinking of the Stockton coal-mine, that the rock all dips to the north. There may be one or two trap dykes crossing it here and there.

THURSDAY, 4 APRIL, 1895.

[The Sectional Committee met at the Office of the Marine Board, Newcastle, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JOHN DAVIES, C.M.G.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

William Bethel Sharp, Esq., Mayor of Newcastle, sworn, and examined:—

908. *Chairman.*] What are you? General Agent, and I was manager for Dalgety & Co., Ltd.
909. Have you any official position? I am Mayor of Newcastle, and I am representative of the Chamber of Commerce, appointed by committee.
910. Have you been long here? I have been here thirteen years.
911. Have you a knowledge of the port? I have.
912. Are you acquainted with the scheme by which it is proposed to improve the harbour? I have not seen the plans yet.
913. *Mr. Davies.*] You state that you are connected with the trade and commerce of the port and are the appointed representative of the Chamber of Commerce to give evidence before this Committee? Yes.
914. Does your business bring you in contact with the trading community? I am intimately connected with it.
915. Has there been a fairly reasonable increase in the value of the imports and exports at this port during the last three or four years? The returns from the Custom House show a slight decrease in value, but that is very easily accounted for.
916. Can you account for it? The imports have fallen off very considerably. That, however, does not fully represent the imports, because a great body of them came from Sydney by coastal steamers, and are not represented in the returns.
917. Do not the imports pay duty whether by land or water? Yes; but the entries may be passed in Sydney and the goods brought in the coastal steamers. Those imports are not shown in the figures given here, or I dare say the amounts would be double.
918. I would ask you to look at the figures for 1891;—the value of the imports was £877,063 and the value of the exports was £2,337,382, and compare that with the value of the imports and exports for last year, which were, imports £427,581, exports £1,485,475;—I want you to explain how it is that in the year 1891 there is a difference of £800,000? I will deal with the imports first. In 1891, and for several years previously, ships came direct with imports from London to Newcastle. Then a class of ships were built that are too large to load for one port. They load for Sydney and Newcastle and for Melbourne and Newcastle. The consequence is that at the present time we seldom get more than one or two ships a year direct from London to Newcastle. The cargo comes in ships *via* Sydney and Melbourne. A very large quantity of the cargo that goes to Sydney is landed there, and is entered in the Customs there, and is then sent to Newcastle by coastal steamer. The consequence of this is that Newcastle is not credited with that portion of the imports, though the trade of the port is as great, if not greater, than ever.
919. Would the goods come in bond, or how? The entries are passed there, but they also come in bond.
920. The Customs Department would have some knowledge of them if they were in bond? I am confident that they are not included in the returns. Of course, the part of the cargo that comes to Newcastle is credited to Newcastle, but not the goods that are landed in Sydney.
921. If goods are imported in bond, would that not be shown in the returns? Goods coming from Sydney would not be sent as imports.
922. Goods coming in bond would come under the supervision of the Customs authorities? They might not be credited as imports.
923. In what way would they be? They would be credited as goods in bond.
924. To some extent there has been a difference in the character of the shipping trading to the port? Yes.
925. I want you to go back to 1888 when the imports were £758,586, and the value of the exports was £2,067,400;—the large ships were not coming to the ports in those days? No; up to 1891 ships came here direct from London. If we take the imports from 1885 to 1891 there is a pretty fair level of figures. The falling off takes place in 1891 when the large ships loaded in London for two ports instead of coming here direct. With reference to the exports, I should like to answer your question in regard to 1891 and 1894. First, with regard to the exports, the value certainly shows a very considerable shrinkage. The actual quantities, I think, on comparison will not show very much (if any) shrinkage at all. In 1891 the price of coal was 11s. a ton, and at present it is 7s. 6d. and as low as 5s. 9d. a ton. Then, in addition to that, in these returns there are any quantity of exports from Newcastle which are not credited to Newcastle. I would refer to the butter industry. You find from the Newcastle returns the export of butter is almost *nil*; but last year we exported about £10,000 worth of butter which went *via* Sydney. It is the same with regard to wool. In the off season any amount of wool comes here for shipment, but if there is no vessel it is taken coastwise to Sydney, and Sydney gets the credit for it. We are only credited with what is actually cleared at the Customs for foreign countries.
926. How long has the wool export business been carried on in the same proportion as at the present time? I was the first man who shipped wool here. It was about twelve years ago. I think that the export for the first year was about 32,000 bales. At present it is about 60,000 bales a year. A great deal more comes to Newcastle, but goes on to Sydney for shipment there.
927. There has been an increase in the export value of the wool? Not in the value but in the quantity.
928. Take five years back—what would be the gross increase in the number of bales that were shipped in 1890 and the following years? There has not been a very great increase during the last five years.
929. Has the output of wool from this port doubled itself in the last five years? No.

W. B. Sharp,
Esq.
4 April, 1895.

- W. B. Sharp, Esq.
4 April, 1895.
930. There has only been an increase in five years of 5,000 bales? Yes. The reason for that is the growing tendency in the minds of wool-growers to try two markets. They try the Sydney market first, and if they cannot get satisfactory prices there they ship their wool to London.
931. Then they try the local market as well as the foreign market? Yes.
932. Would not the increase in the export of wool make up for the reduction in the value of the coal exported? No. Wool has gone down nearly 30 per cent. in value during the last five years.
933. Then an increased export would not make up for the difference in the value of the exports since 1890? No, not at all.
934. Can you tell us how you explain the difference in the value of the exports in 1891 as compared with 1894? Coal was selling in 1891 at about 11s. per ton; it is about 7s. 6d. now.
935. Is there any coal being shipped at 7s. 6d. per ton? Yes; the best Wallsend is selling at 7s. 6d. That is the best coal in the district. In 1891 that coal realised 11s. a ton, being a difference of nearly 33 per cent. in the value. The price of wool since 1891 has fallen 25 per cent.
936. Those are the two leading articles of export? Yes; that is why the value of the exports appears so much less in 1894 than it was in 1891.
937. Would this reduction in value make good the difference between the value of the exports in 1891 and the value of the exports in 1894? As a matter of fact between the quantity of coal exported in 1891 and the quantity exported in 1894, there is only a difference of 180,000 tons.
938. What was the export of coal in 1891? The export in 1891 was 2,244,000 tons, and in 1894 1,891,000 tons.
939. There is a slight reduction as compared with 1891? Yes; but it was made up by the increased quantity of coal used in the Colony. The output of coal in 1891 was 2,779,000 tons. The total output in 1894 was 2,605,000 tons. The local consumption has increased, but the exports have slightly decreased.
940. To what other causes do you attribute the reduction in the value of the exports; have the disturbed relations of capital and labour had anything to do with it? I think that the strikes have interfered considerably with some of our markets.
941. Have they had a bad influence on many of the foreign markets? Yes; in some of them, and the production of coal in other countries has had an adverse influence on our export trade.
942. Has the greater production of coal in other colonies been brought about by the strikes in this Colony? I would not say that.
943. Was not the production of Japanese coal brought about primarily by the great strikes we had here? No; it was a natural development on the part of the Japanese.
944. Has not a large proportion of the trade which formerly came to Newcastle been lost by reason of the development of the Japanese mines? Yes.
945. Do you think it possible, having to compete with the cheap labour of Japan, that we shall be able to regain the trade that we have lost by reason of the strikes? I do not believe that we shall ever regain that trade; but we can develop the trade that is left us. I do not think that if our coal was selling at 5s. a ton we could get it into Hongkong against the Japanese coal. Labour there is so cheap; the same argument applies to other Chinese ports. It applies to Singapore and to Java. The Borneo coal is going there. That is another competitor, and the Indian market which used to be very large in those days is almost lost entirely.
946. Where do they get their supplies? From their own provinces. They have developed large coal-fields, and the only coal that we now ship to India is for gas purposes.
947. Then we are not likely to get back that large trade which we had? Not the trade with the countries which I have named, but we can increase our trade with other countries. As population increases our intercolonial requirements will increase.
948. But in view of the development of the coal industry, would the Newcastle district have any prospect of increasing to a large extent its output of coal by simply depending on local consumption? If we have Federation the output of coal at Newcastle will be doubled and trebled in my opinion.
949. Are you not at present supplying all the Australian Colonies with coal from Newcastle? No. We are not supplying New Zealand with nearly as much coal as they use. They work their own coal. We are not supplying Victoria with anything like the quantity that we used to supply, because they are developing their own mines.
950. Has not that been in consequence of the strikes? No, I think it was owing to a determination to foster the industry in their own country.
951. But was it not principally in consequence of the great strike, when they had to use wood on the engines? That would have some influence, but the main object was the development of their own resources.
952. You look forward to the day when Federation will be a means of causing a larger output of coal from your district? Yes, for intercolonial consumption.
953. What about the San Francisco trade? I do not think we shall ever lose that trade.
954. Can it develop into larger proportions? Yes; as long as California requires ships to carry her wheat those ships will coal at Newcastle on the way so as to get sufficient freight to pay expenses.
955. And you say that coal is realising 7s. 6d. per ton? Yes.
956. Is that the best coal in the district? Yes, Wallsend coal.
957. From your commercial knowledge, what is your opinion about the price—will 7s. 6d. a ton leave a large profit? The company, I understand, has paid a very handsome dividend.
958. From reserves or from profits? I think it was from profits.
959. Do you know any mines in Newcastle at present yielding profits to the owners at the ruling prices? Some of them are dividend-paying, but not many of them.
960. In view of the disturbed state of your district with regard to labour are you likely to attract shipping to take cargoes of coal to foreign countries? Yes, I think ships will always come here.
961. Whether the coal can be had or not? No, if it could not be had they would not come.
962. If there is a general strike? Of course they would not come then; but the moment it was ended they would come.
963. There has been a general strike during the time that you have been here, and ships have come and had to leave in ballast have they not? Yes, a few.
964. Would they come again? Yes. It is the same as a flood in the river; it is soon forgotten.

965. A flood in the river is a very costly thing to the country? It is a very costly thing to me personally.
966. The coal trade forms the life of your district? Of course.
967. If the trade of your port is not going to increase it is of no use spending money in improving the harbour? I want you to understand that if a general strike took place it would naturally interfere with the trade, but only for a time.
968. Does it not very materially affect the trade? Yes; but I do not want you to anticipate that we are going to have a strike. I do not think that we are going to have one.
969. How do you explain the difference between the exports of 1891, and those of 1894;—is it the reduced values of the exports that makes the difference? Yes; not a reduced volume of trade.
970. The volume of trade has been the same, but the articles have been reduced in value? Yes.
971. You are hopeful that the good trade that has been lost to you will yet be recovered? Yes.
972. Are you familiar with the proposed improvements? Yes, from what I have read.
973. Do you know the two breakwaters? Yes.
974. From your knowledge do you believe that if these improvements are carried out they will have the effect of deepening the channel? Yes, I believe it would improve the channel.
975. It is anticipated by the Department that if the works are carried out the breakwaters will create such a scour as to remove the sand, and leave in the channel 25 feet of water at low tide. Would that give greater facilities for larger ships to come here? Of course it would.
976. Do you approve of the scheme for giving a better entrance to the harbour? Yes.
977. If you get ships in this harbour drawing 25, 26, or 27 feet of water where will you put them? I do not think any ship could come here drawing 27 feet of water.
978. Where would you moor ships drawing 24 feet of water? They could be taken alongside the dyke.
979. And when they were loaded where would you remove them to? They would have to go to sea from the dyke.
980. Therefore it is not only the entrance to the harbour that would have to be improved, but the whole harbour would have to be dredged to give a sufficient depth for these large sea-going vessels? It would not have to be dredged; a scour could be formed.
981. Where would you get it? From the river. There will be a scour when the works are completed.
982. It is only anticipated that the scour will be in the channel? The works at the entrance will only cause a scour at the entrance. If you want a scour in the harbour you will have to make it.
983. Can you tell us how to make a scour? The natural trend of the river is on to the dyke. After it strikes there it goes over towards Stockton Point; there the current slackens and the silt drops. If you extend the breakwater you will make a scour in that part of the harbour. If you want to scour in the north harbour, to do away with the great amount of dredging which otherwise would have to be carried on, there is a plan which has been prepared by the Harbours and Rivers Department, showing the walling-in of all those islands, so as to contract the channel; and instead of taking silt out to sea, it is to be used to reclaim the whole of the land on the islands. That contracted channel would make a great scour in the harbour itself, the consequence being that it would deepen the harbour and minimise the dredging. If we are going to have these large steamers here, I do not think that a loaded ship ought to lie in the Horseshoe—in the fairway. They ought to be removed to the upper end of the harbour.
984. If you look at the depth of the water at present in the north harbour, you will find that it is only 6 or 8 feet in some places? Yes.
985. No ships can go there? No; but if a scour is created probably there will be 20 or 30 feet of water there in a short time.
986. Would it not take years of dredging to get the silt out? Yes; but I maintain that the scour itself would do it. It is an endless job dredging.
987. Supposing it were dredged out to-morrow, would it not again silt up? Yes.
988. So that dredging is a continuous operation? Yes; as it is done at present.
989. You believe that a scour of sufficient force could be obtained? Yes. We want a main channel and we want depth. All our dredging has been concentrated on the sand-bank, where people could walk over many years ago. If the proposed reclamation of the northern side of Stockton and on the island were carried out, I believe it would create a very great scour in the harbour and do away with a great deal of the expense of dredging.
990. That is your opinion? Yes; I think if the stream were divided, opposite Hereford-street, by an artificial breakwater, it would cause a current on both sides and make two deep channels, so that ships could lie on the inside of the artificial breakwater.
991. You know the basin in course of construction at Bullock Island? Yes.
992. Do you think that would afford any great accommodation when it is completed? Yes; but I do not suppose we shall ever see it completed.
993. Would it not be more economical to do that than to carry out the work you have suggested just now? I do not think so.
994. Would the basin be free from silt, not being inundated by the floods? The flood waters would get in there just the same as into the harbour, and silt would be deposited there.
995. You do not think that that work would be of much service if carried out? No.
996. Not if they got 25 feet of water? They would have to remove the bar across there. It would be an expensive job.
997. They have a depth of 20 feet in some parts, and are still dredging? There is a bar across the entrance from the end of the dyke to the A. A. Co.'s frontage—a bar of rock which they have been at for five or six years.
998. Is that your principal objection to that basin becoming a receptacle for vessels? That is one of my objections. I think it will take a tremendous time to get that basin made.
999. How long have they been working at it? I think about five years.
1000. That you regard as a fatal objection to that basin? I think it is an objection. I do not think that any of us will see it completed.
1001. To return to the exports—you say that butter and other commodities are exported from Newcastle, and are not credited? Yes; we get no credit for them.
1002. How do they go from here? By coastal steamer to Sydney, in the same way as the wool and tallow.

W. B. Sharp,
Esq.
4 April, 1895.

- W. B. Sharp, Esq.
4 April, 1895.
1003. The Customs returns do not show the absolute volume of trade done here? No; it never will until Newcastle is credited by the Custom House with her proper share of trade, and it could easily be done by cross entry.
1004. *Mr. Lee.*] You have already stated to Mr. Davies that the desire of the shipowners and exporters is to obtain a greater and more reliable depth of water at the entrance? Yes, that is the first object.
1005. Have you found that the present depth of water in the harbour prevented ships of a large draught from trading to the port? It has prevented ships from coming here, and it has prevented ships from loading to their full draught. It is very aggravating to the shipowners when they cannot get the full load.
1006. Are you representative of the British India Company? I was when I was manager for Dalgety & Co., Ltd.
1007. Do the vessels of that company come here? Yes.
1008. What is their ordinary draught? About 24 feet. Several of their steamers were prevented from coming to Newcastle because they could not get into the port, and they loaded southern coal at Sydney.
- 1008½. It suited their arrangements better to get a full cargo at Sydney than to come to Newcastle for a portion of their cargo? Yes.
1009. Do you remember the visit of Mr. Darley to this port in 1891? Yes.
1010. Do you remember giving him some particulars in reference to ships? I do.
1011. The "Lawada" for instance? Yes.
1012. Is this an extract from a letter which you received from the owners of that ship: "*re* "Lawada," 3,269 tons: "We have decided to load this vessel with coal in Sydney. We find that her loaded draught will be 24 ft. 4 in., so that she could not take a full cargo from your port. We would urge upon you the necessity of getting a greater depth of water at Newcastle as we could have given you orders for cargo several times had a greater depth of water been available?" Yes, that is a letter from the representative of the B.I.S.N. Co. at Brisbane.
1013. Is this a further letter that you received: "*re* "Navasa": "Referring to previous correspondence regarding this vessel we have now to advise that it has been arranged that she will load coal in Sydney for Singapore, her draught, 23 ft. 9 in., being too great to allow us to send her to your port?" That is a letter from the same company, I gave those letters to Mr. Darley to show the necessity for increasing the depth of the water.
1014. It is proposed to give a depth of 25 feet at low water;—I presume that if that were obtained ships of that class would be able to trade to the port? Yes.
1015. Would that increased depth be ample? Yes; and, of course, there would be the channel up to the dyke at the same depth.
1016. You also state that twenty ships went out of this port last year which could not load to their full capacity? Yes, I believe more than that.
1017. What amount would the cargoes be short? I suppose from 150 to 700 or 800 tons each.
1018. I presume that the opinions you held then you hold now as to the necessity of improving the port? Certainly.
1019. I will read what you then said, as it summarises the thing very well:—"The object of the Chamber was to ask if some system of deepening the harbour could not be devised. A ship drawing 22 ft. 6 in. of water could not fully load, and the Chamber were only desirous to give Mr. Darley their opinion. Their main object was to get more water in the harbour, so that ships might take full cargoes, and that trade should not be driven from the port. At the present time the Harbour-master at Newcastle would not allow vessels to leave with more than a certain draught, and the Chamber thought that if they could get another foot or 18 inches of water it would meet the difficulty. His idea was that if the bar were deepened it would do away with a great deal of dredging";—that is your evidence in a nutshell? Yes.
1020. When Mr. Darley was here had you any idea of the nature of the contemplated improvements? None whatever.
1021. Had Mr. Darley at that time submitted the plan to you which is now before you with a statement of the estimated results, would you have been satisfied to have adopted it? I think the plan would carry out what is needed.
1022. I think you have held somewhat different ideas yourself? Yes.
1023. Would you mind stating what your idea is? My idea is that the southern and northern breakwaters ought to be run out simultaneously for the reason that if the northern breakwater is run out without the southern breakwater the seas from the south-east will strike the northern breakwater and rebound to the Queen's Wharf and make it very unpleasant for ships lying there.
1024. Do you think that the southern breakwater should be carried out a further distance? Yes; I should think about 500 feet. We have lost a good deal of it. At present it turns towards the south-east and by turning it you lose a lot of valuable breakwater. It allows the waves to come in more freely than it would if it were turned to the north-east. It ought to be turned a little to the north-east.
1025. It ought to be carried out a further distance of 500 feet with a turn towards the north-east? Yes.
1026. The northern breakwater ought to be carried out also? If the southern breakwater is carried out 500 feet further, the northern breakwater could safely be carried out a 1,000 feet. I think that if the northern breakwater were carried out a 1,000 feet, it would give a good scour.
1027. Then you do not think it would be necessary to proceed some distance beyond the Oyster Bank? I do not think that that would be advisable, because I believe that the waves would come into the harbour if that were done. If you are going to carry out the northern breakwater a distance of 3,000 feet you must carry out the southern breakwater 1,000 feet and I should carry it in a north-easterly direction.
1028. If the northern breakwater were extended 1,000 feet then it would be sufficient to extend the southern breakwater 500 feet? Yes.
1029. Have you observed that if that were done you would be deprived of the present wave-trap? Yes.
1030. And would not the effect of a wave coming in be to strike on the extended northern breakwater, then roll into the harbour? No; because the southern breakwater if extended another 500 feet would prevent that.
1031. There would still be some rollers coming into that entrance? No more than at present.
1032. Your idea is to prevent the entrance of the rollers from the Big Ben rock? Yes, from the south-east.
1033. Taking the scheme as it stands, do not you think it will have the effect of preventing the waves from rolling in? Yes, I believe it would up to a certain degree. Of course I am not an expert, but my own opinion is that the wave-trap would fill up with sand.
- 1034.

1034. I think you had a further idea of utilising a portion of the southern breakwater? I did give an opinion on that subject, because at that time we had not got the soundings from Mr. Darley of the depth at the bar. The bar originally was from Nobby's to Stockton Point, but the bar, according to recent soundings, has shifted out a considerable distance, and it is composed of sand and silt. The scour has taken it out and dropped it there.

W. B. Sharp
Esq.
4 April, 1895.

1035. I think your idea was to have wharf accommodation under the lee of the extended southern breakwater? My idea was, if the state of the harbour was absolutely incurable, that a ship should partially load at the dyke and come down to the southern breakwater to complete loading.

1036. But now that it is found that the bar has extended so much further out to sea, have you modified your opinion? Yes. If that is not a rocky bar, and the scour would deepen it, the scour is all that is necessary. If it is 25 feet to the rock, that will give us ample water for the port of Newcastle.

1037. As far as I am able to gather, the only point of difference between you and the engineers is that you think the northern breakwater should be extended? I think that the northern breakwater should be extended for 1,000 feet at a cost of £18,000 or £20,000.

1038. You do not attach much importance to the suggested wave-trap? I think it would silt up.

1039. Have you seen the influence of it yourself? Yes; but it was sand travelling southwards that filled that up. All along the coast the trend of the current is between two and three knots an hour southerly.

1040. Have you any suggestion as to how these improvements are to be paid for? I think the Government get a fair revenue from the money expended at Newcastle.

1041. Do you think it would be an equitable thing for the port to contribute some portion of the interest on the cost of these works? I think the revenue derived from the port is a very fair interest to the Government for the outlay. The value of the land reclaimed at the back of the dyke—some 40 or 50 acres—the Government will be entitled to if they give us a depth of 25 feet at low water, and they will be able to lease every inch of that land.

1042. Do you not think that this revenue may be very fairly supplemented by the imposition of wharfage dues here? I do not see how you can impose wharfage dues when you have a private company owning a large wharf in the centre of all your wharfs. It will be a repetition of what happened before. The steamers will discharge their cargo at the A. A. Company's wharf, and evade the wharfage. You could not impose a wharfage rate at Newcastle unless you took over the frontage of the A. A. Company.

1043. They would not always have the use of a private wharf without charge? They would make a small charge and you would not get any revenue.

1044. Wharfage dues were imposed for a short time? Yes.

1045. How long were they in existence? It was before I came to Newcastle.

1046. Why were they removed;—was it owing to political influence, or because they could not be equitably charged? Of course there was political influence brought to bear.

1047. Would wharfage dues contribute a large sum towards the interest on the cost of the proposed works? No, but we have tonnage rates here.

1048. They have tonnage rates in Sydney? Not at private wharfs.

1049. Here there is a tonnage rate upon all ships? Yes, except ships discharging—those are free.

1050. And I suppose coasting vessels too? Yes.

1051. The estimated revenue that might have been obtained in 1888 from wharfage dues, inwards and outwards, was some £7,733, was it not? It would all depend on what the rate was.

1052. You, as a commercial man, are very much opposed to wharfage rates? No, I am not opposed to them if you can make them general. It is a fair charge.

1053. *Mr. Hayes.*] I notice that Captain Jackson, manager of the public wharfs in Sydney, when giving evidence in 1888 said: "The approximate amount of wharfage in 1886 at Newcastle, if collected, would be £5,758 15s. 8d. inwards, and outwards £1,274 15s. 4d."—that is based on the same rates which they have in Sydney;—this would not include coasting steamers? No.

1054. You think it would be impossible to collect these rates here, for the reasons you have given? I take it that if a wharfage rate were struck it would be on the intercolonial boats as well.

1055. Then, would it much more than cover the proposed interest on outlay in harbour improvements? I do not know what they propose to expend.

1056. £140,000? That would be about it.

1057. Have you anything more to say on the subject? I may say, with regard to the calculations for 1888, that a lot of new business has sprung up since then—the export of frozen meat for instance. If we could get 25 feet of water at the entrance it would be easy to get a depth of 25 feet up to the dyke, and that would be ample for the present.

1058. When this inquiry was held in 1888, it had special reference to the providing of more harbour accommodation for vessels. The Committee spoke very strongly about it, and this is what they said—

The proposed basin, and the construction or completion in its vicinity of the necessary wharf accommodation, will provide the authorities with additional mooring space for vessels, and enable them to load coal from the western side of a portion of the present dyke as well as from the eastern. In the basin there will be, according to the Harbour Master, room for a dozen vessels waiting their turn to load, and, as a mooring ground, it will better than any other part of the harbour, as it will be out of the tideway.

Do you agree with that? Oh, yes; I agree with that if the basin is made.

1059. *Mr. Roberts.*] You are aware that the estimated cost of the proposed improvements is £141,000? Yes.

1060. Have you made any calculation as to whether the increased trade of the port would bring in sufficient to pay interest on that amount at 4 per cent.? I never worked it out, but no doubt there will be an increase in the trade, and the Government will receive considerable revenue from the ships that come here.

1061. What revenue does the Government receive from the ships coming inwards, and going outwards? Pilotage 4d. inwards and 4d. outwards; light dues, 4d.; then while lying at the wharf $\frac{1}{2}$ d. per ton per day.

1062. According to my calculations, it would take 171,000 tons at 8d. a ton to yield the sum of £5,640;—is it a fair thing to assume that the trade of the port would be increased to that extent? You have only calculated it at 8d. a ton, but if you calculated it at 1s. a ton and $\frac{1}{2}$ d. a ton per day, it would increase the amount considerably.

1063. Can you tell the amount of tonnage for twelve months of ships that have not been able to fully load? I think there were thirty sailing vessels and twenty steamers.

1064.

- W. B. Sharp, Esq.
4 April, 1895.
1064. What would be about the average tonnage of each vessel that went away short? I believe they went away short from about 150 to 600 or 700 tons each.
1065. It would not be a very large increase if they went away full? If we had 25 feet at low water there would be a greater inducement for vessels to come. I look forward to the day when Newcastle will be the final port for all the mail steamers.
1066. You mean you think they would come to Newcastle for their coal, instead of loading it at Sydney? Yes.
1067. What is the difference in cost between steamers loading in Sydney from a collier and coming to Newcastle for coal? She would not get the coal in Sydney under 10s. 6d. or 11s. a ton, but she could get similar coal put on board here at 6s. 6d. per ton.
1068. Did I understand you to say that no record is kept at the Custom House of the goods imported from Sydney and exported to Sydney? I do not think there is.
1069. It is from your knowledge of that fact that leads you to believe that is the cause of the falling-off in the exports? Partially. With regard to the steamers coming here, there is not the slightest doubt that if we had a depth of 25 feet in the port the mail boats would make Newcastle their final port. Every voyage they bring large quantities of cargo for Newcastle, which has to be transhipped at Sydney; and at Newcastle they would get cargoes of wool and meat. All this would tend to increase the revenue at the port of Newcastle.
1070. Have you heard it or do you state it as a matter of fact? I state it as a matter of fact. Those companies would be only too glad to send their ships to Newcastle.
1071. Have you carefully considered the proposed improvements? I have.
1072. Have you heard it suggested that the southern breakwater to the eastward of Nobby's ought to be extended further beyond the part that is to be repaired? Yes; I think it ought to be extended 500 feet in a north-easterly direction.
1073. What causes you to form that opinion? I think it would prevent south-easterly gales and breakers from affecting the northern breakwater and it would be an additional help to the scour.
1074. In a heavy gale does not the roll from Big Ben sweep round that corner? Not from Big Ben; it comes from the open ocean.
1075. You are decidedly in favour of the extension of the southern breakwater for a distance of 500 feet? Yes.
1076. There are about 200 feet washed away? About that.
1077. You would have 500 feet in addition to the 200 feet that it is proposed to restore? Yes.
1078. *Chairman.*] There is one point that I am not quite clear about. You said that in 1891 the direct trade to the port ceased, and that it finds its way to Newcastle either by railway or coastal boat. What I want to know is the reason for the cessation of this direct trade? As a rule, when the leading brokers are loading in London for one port they have to get a small vessel for Newcastle, otherwise they would have to wait a long time to get a cargo, but if they can get a vessel to call at Sydney, and go on to Newcastle they load it for both ports. Nearly all the steamers from England and Germany bring part cargoes for Newcastle.
1079. It seems strange that they should have started a direct trade, and then partially abandoned it? Nearly all the vessels which used to come here, were small vessels, but those are dying out now.
1080. The small boats are disappearing, and big vessels are taking their places, and it is necessary to fill them up? Yes, and instead of coming to Newcastle the larger vessels would tranship their cargo into an intercolonial boat.

Mr. Alexander Hacking, Government Pilot, Newcastle, sworn, and examined:—

- Mr. A. Hacking.
4 April, 1895.
1081. *Chairman.*] What are you? Pilot, employed here by the Government.
1082. How long have you been here? I have been in the pilot service fourteen years.
1083. *Mr. Lee.*] You know the question that we are engaged upon? I have heard of it.
1084. Have you seen the plans of the proposed improvements to the port? I just glanced at them yesterday. I understand them.
1085. Your business is to bring vessels in and to take them out of the port? Yes.
1086. Tell the Committee what you think of the proposed improvements;—do you think the scheme is a good or a bad one? As far as the scour is concerned, I think it is a very good one; but I think it will have a bad effect as regards running the sea into the harbour.
1087. Why do you think that? The heavy seas from the east and south-east will strike the northern breakwater, and it will cause a heavy swell to roll into the harbour, and we shall not be able to hold our ships. During the last flood here everything was breaking adrift. The north harbour buoy broke a shackle $3\frac{1}{2}$ inches in diameter, in consequence of the ground swell, and the shipping in the harbour was all breaking adrift.
1088. Supposing these waves were to come in, and were caught in the wave-trap on the northern side, and again in a wave-trap on the southern side, do you think that that would minimise the trouble? The northern wave-trap would take a large portion of the sea. During the last gale we had a sea breaking from the end of the breakwater right to the "Colonist," one sea going all the distance. A great deal of that water must rush into the harbour, in spite of the wave-trap.
1089. How do you propose to get over that? By lengthening the southern breakwater. I think it should be run out 500 or 600 feet. That would reach a depth of 40 or 50 feet of water, and it would give us smooth water upon the shallow part of the bar. At present, when taking ships out, we get a lift from the sea further in than we should if the breakwater was extended with a slight curve to the northward.
1090. Would you recommend the proposal to carry out the northern breakwater as well as extending the southern breakwater? I would not. I do not like the northern breakwater scheme. When I first came here there was no northern breakwater. We first started it by using ballast, and there was no southern breakwater, but they had to discontinue making the northern breakwater in consequence of the swell that was driven into the harbour.
1091. How far did the southern breakwater extend when you first came here? There was no southern breakwater at all.
1092. You have seen the growth of that year by year? Yes.
1093. What has been the effect of the gradual extension of that breakwater? It has minimised the range in the harbour very much.
- 1094.

1094. And that has led you to the opinion that if it were carried out further still it would still further reduce the range? Yes.

1095. And if that is done the northern breakwater is not needed at all? No. If the northern breakwater is continued you must continue the southern breakwater to cover it. We often get a very heavy swell here without any wind.

1096. Do you anticipate any difficulty in entering the channel if the works are carried out as proposed? I think it will be a very dangerous harbour to approach in heavy weather with that northern breakwater. During the flood of 1893 we had not a boat on the coast that would have been able to enter between the two heads. There would not have been steam-power enough. Our fastest steamboats could barely crawl past Stony Point.

1097. I want to know the influence of the current on a sailing vessel? A sailing vessel could not look at it. I brought in a sailing ship in tow of the "Stormcock," the most powerful tug in New South Wales, and the "Awbina," and it took one and a half hour to go from Stony Point to the lightship, and there I stuck. The "Awbina" could not withstand the tide. I had to let her go. The "Young Bungaree" came and got a rope on to the "Stormcock," and she, being able to get over into smoother water, pulled us along.

1098. What is the rate of the current during a big flood? It was 11 miles an hour at the Narrows during the highest part of the flood. There were only 3 inches difference between high and low water.

1099. If these difficulties occur under present conditions, do you think they would be still greater if that extra wall were carried out, so as to make the channel longer and narrower? I do.

1100. You have taken a very serious position now? I am only giving my opinion.

1101. Do you think that the idea of the northern breakwater should be abandoned altogether? I would rather see the money spent on the southern breakwater.

1102. You see on the map two lines, a black one and a red one—the black line shows the present fairway, and the red line the probable fairway;—do you think that if the works were carried out, the probable fairway, which would be 400 feet from the northern breakwater, would be a safe fairway for ships entering the port? For steamboats it would be a fair channel.

1103. Outside the fairway you have very deep water? Yes.

1104. Consequently, you would not be confined to that fairway on entering the port? You would not be confined to that line.

1105. Therefore, it does not follow that that will be the line of entering? No more than it follows that the old line is the line of entering. At present we do not use it; we go to the southward.

1106. Do you know anything about wave-traps? I have had very little experience of them.

1107. Have you seen them in other parts of the world? Not of the same magnitude as that.

1108. Do you know what is the effect of them? No.

1109. *Mr. Hayes.*] You were not here when the northern breakwater was commenced? I was.

1110. Has not the effect of the breakwater been to increase the scour very materially in the channel? It has assisted it.

1111. Has it not increased the depth of the water very materially since it was constructed? I do not think it has increased it a very great deal.

1112. If we have evidence that it has increased the depth of the channel by several feet, is that incorrect? It may have increased the depth by 18 inches, but the bar formerly used to increase and decrease.

1113. Has one of the effects of the scour gained by the extension of the northern breakwater been to remove the bar out seaward? It has.

1114. Therefore, the scour must have been increased considerably? It created a scour.

1115. Is there not a shoal forming to the north of the present bar? There is a shoal forming out from the wreck, to the northward of it, from the "Cawarra" buoy.

1116. Is that shoal extending? It has come out a little. Only the other day the harbour-master put a notice in the newspapers warning mariners to keep to the southward of it.

1117. Has that shoaling considerably decreased the depth of the water within the last year? Yes.

1118. Judging by the results of the extension of the northern breakwater, if that breakwater is carried out to the "Cawarra" buoy, is it not reasonable to suppose that the scour will be very much increased? No doubt it will.

1119. It will take the shoal away and send the bar into deeper water? We shall have deeper water, and there will be a scour.

1120. Your only objection to the scheme is, that if the northern breakwater is extended, unless the southern breakwater is also extended for a certain distance, the range in the harbour will be increased? Yes.

1121. And you are not prepared to give any opinion as to whether the proposed wave-traps will minimise the evil? It must minimise it; but I do not think it will absorb the heavy seas that will run in against the northern breakwater.

1122. *Mr. Davies.*] Would you prefer the extension of the southern breakwater, with a depth of 24 feet on the bar, or the extension of both with a depth of 26 feet on the bar? I would sooner have 24 feet on the bar, and the southern breakwater extended. My reason for that is, that if we could get the southern breakwater extended to the northward or north-north-east, the seas would get away to the north. At the present time the easterly seas run in there, and give us a big lift on the bar. If we have a swell there that takes away 3 feet of water. We might as well have 3 feet less in depth and smooth water. If we touch with a vessel in going out in smooth water it does not hurt it, but if there is a big lift there is a serious danger.

1123. How long do you say you have been a pilot here? I got my exemption in 1867 as pilot.

1124. You were a pilot before the breakwater was started on the northern side? Yes.

1125. Do you remember, before the erection of the breakwater, a sand-bank coming rather a long distance from the shore from the starting-point of the northern breakwater? Yes; it came right out.

1126. What has removed that sand-bank? The last flood took away a large quantity of it.

1127. Did the breakwater contribute to the scour that carried that sand away? It must have done.

1128. If there had not been a breakwater, would that sand, which had been accumulating there for many years, have been taken away? That has formed since I have been here. There has been a spit formed since the northern breakwater was made.

1129. Is there any spit there now? No; it is cleared away.

1130. What is the depth of the water? Twelve feet very close in.

1131.

Mr.
A. Hacking.
4 April, 1895.

- Mr. A. Hacking.
4 April, 1895.
1131. What is the depth at the end of the breakwater? It is almost dry at low water.
1132. What is the depth opposite the starting-point of the northern breakwater? There are 23 feet of water there now.
1133. Does that vary much? Only just at the point; it has varied a little.
1134. Has the breakwater been the means of taking away that sand-spit? There is not the slightest doubt about it.
1135. And it has left 23 or 24 feet of water? Yes.
1136. Do you find a uniform depth of water running up to the end of the present breakwater? It varies there very much.
1137. How much? Five or 6 feet.
1138. What is the uniform depth opposite the northern breakwater, midway between the line of the fairway and the northern breakwater? It varies very much.
1139. To what extent would the depth vary? The last flood cut away 6 or 7 feet from there.
1140. What is the depth opposite the end of the northern breakwater? It varies from 11 feet to 14½ feet.
1141. A greater depth has been obtained since the erection of the breakwater along that side? Yes.
1142. You see on the plan a boomerang-shaped line, illustrating the idea put forth by a writer named Delta in the papers;—would you favour the extension of the breakwater in that direction? I cannot see what good it would be. There is really no water where that is.
1143. From your practical knowledge of the port, you would recommend the extension of the southern breakwater? Yes.
1144. You believe that that would secure safety and a good depth of water? The southern breakwater has done that as far as it has gone.
1145. *Mr. Levien.*] What effect have the silt barges in going out over the bar? They drop a lot of sand there. In the north-east weather it is continually washing out of the barges.
1146. That tends to silt up the bar? I believe that a lot of sand has been brought in. Before the Newcastle dredge began to dredge the silt up we had not a grain of sand between Allan's Hill and Nobby's, now it is right up to Nobby's.

Mr. George Melville, Deputy Harbour-master, Newcastle, sworn, and examined:—

- Mr. G. Melville.
4 April, 1895.
1147. *Chairman.*] What are you? I am Deputy Harbour-master.
1148. Have you been long in Newcastle? About thirty-five years.
1149. *Mr. Hayes.*] Do you know the object of this inquiry? Yes.
1150. Will you inform the Committee what you think of the proposed harbour works? I have not seen the plans yet.
1151. Will you tell the Committee your opinion upon the subject? I think that to deepen the bar at present we must have some wall to keep the water in the channel. The water at present runs over the Oyster-Bank and does not give a scour. That you would have by building a breakwater on the north side of the harbour, but that northern breakwater is going too far out for the southern breakwater. It will make a dangerous entrance unless the southern breakwater is extended along with it. Tremendously heavy seas come in when there is a south-east gale, and unless there is sufficient protection from the south-east gales no vessel can approach that part when the tide is confined between two walls. I have seen a current going out at the rate of 10 knots an hour. In 1893 it was passing out by the lightship at 10 knots an hour, and big steamers could not get past Stony Point. And if that is confined to the bar, and there is no protection on the south-east, ships can never enter in a heavy sea with that current running out.
1152. That was the flood of 1893? Yes.
1153. Did what you have mentioned occur at the height of the flood? Yes.
1154. How long did that flood last? From two to three days.
1155. What is the velocity of the current of the ebb-tide at ordinary times? From 3½ to 4 knots; spring-tide, about 4 knots.
1156. It varies from 3 to 4 knots? Yes. It does not run so rapidly when there is a neap-tide as it does when there is a spring-tide.
1157. Are you aware that there is a shoal now forming opposite the "Cawarra" buoy extending across the fairway? Yes.
1158. Has the water been steadily shoaling at that point? Yes. The north side of the channel has shoaled a great deal. Yesterday I was sounding there, and found 20 feet where we have had 22 and 23 feet.
1159. Were you here when the northern breakwater was extended? I was here before there was any breakwater at all.
1160. Since the extension of that breakwater has not the effect been to create a considerable scour towards the entrance? Yes; it took away a bank which existed near the end of the northern breakwater. It came a long way out into the harbour. The first fresh that came down afterwards cleared the bank away. I suppose it left 7 feet of water where before it had been almost dry.
1161. Do you think that seas coming from the south-east, and striking the northern breakwater, would expend themselves on the wave-trap? I believe they would.
1162. Would that create a greater range in the harbour than there is at present? A sea coming in has a tendency to follow any wall. It would go along close to the northern breakwater, and expend itself on the beach instead of coming into the harbour.
1163. You are of opinion that if the breakwater is extended as far as the "Cawarra" buoy it will be necessary to extend the southern breakwater 500 feet? Yes, to make a safe entrance.
1164. You also suggest that that breakwater should curve to the northward? Yes.
1165. In a south-easterly gale which way would the seas tend? They will strike the northern breakwater, and run along into the harbour if not protected by the southern breakwater.
1166. *Mr. Levien.*] When the dredges take out sand, has it any effect upon the bar? It must have a little effect upon the bar when they are towing out in a north-east wind; the barges are full, and the sea makes a clean breach over them. I have seen them towing out those lighters, and I can safely say that they have lost a fourth or a fifth of what was in them before they got clear of the end of the breakwater in the very place where we want deep water.

1167. It is washed over on the bar and makes it shoal? They lose the silt from the barges on the bar.
1168. How much? A good percentage. I should not like to say how much. I believe that if the silt was deposited on land, instead of being taken outside, we should have deeper water on the bar than we have.
1169. Have you noticed, since they commenced depositing silt outside, any more sand at Nobby's than there was before? Until they commenced this heavy dredging at Newcastle I never saw any sand about Nobby's at all; it is bare stone; but since this heavy dredging, every south-east gale brings thousands of tons into the harbour, making it shallower.
1170. *Mr. Lee.*] You would lead us to believe that depositing the silt outside is having an injurious effect upon the bar? Yes.
1171. A portion of it is washed up and deposited on the bar? I am certain that a lot of it is lost on the bar as they are going out with it.
1172. Is not that silt which they take out of the harbour nearly all mud, deposited by the floods? It is mud and sand.
1173. Did you ever find this silt on the bar? I cannot say that I did.
1174. Is it not always clean sand? As a rule it is sand and gravel.
1175. Would that lead you to believe that any portion of the silt had been washed up in that place? No doubt the tide took the mud away but not the sand.
1176. They have been dumping the silt outside off Big Ben for a long time at the rate of a couple of million tons a year? Yes.
1177. Has it caused any shoaling at that point? It has made the water perceptibly shoal. The Harbour-master is continually looking after them to see that they deposit the silt in the right place.
1178. What was the depth of the water before they commenced dumping there? I could not tell you.
1179. How much do you think it has shoaled? I do not know.
1180. *Mr. Hayes.*] The loss of silt is only in heavy weather? In the north-easter when there is a sea on.

Mr.
G. Melville,
4 April, 1895.

Thomas Brooks, Esq., marine surveyor, Newcastle, sworn, and examined:—

1181. *Chairman.*] What are you? I am a marine surveyor—Lloyd's surveyor for the port of Newcastle.
1182. Are you a member of the Marine Board? I am.
1183. You know the proposed harbour works? I do.
1184. *Mr. Levien.*] How long have you resided in Newcastle? Thirty-five years.
1185. How long have you been on the Marine Board? About a couple of years.
1186. Have you seen the plans of the proposed harbour works? I have not studied them very carefully.
1187. Will you give us your opinion of those improvements? I think they will be of very great advantage to the port.
1188. Why? They will increase the scour, and deepen the bar.
1189. What is your opinion as to the proposed northern breakwater? My opinion is that the northern breakwater is absolutely necessary to create a scour. You cannot dredge the bar, so you must create a scour by artificial means.
1190. Do you think the southern breakwater ought to be lengthened? I do, decidedly. Unless the southern breakwater is extended, I should let the northern breakwater stay as it is.
1191. What distance would you extend the southern breakwater? I could not give you the exact distance, but it should be extended sufficiently to break the seas from the Big Ben rock.
1192. Roughly speaking, how far would you say? About 500 feet; 200 feet of it has been washed off the end. When that was standing the water was comparatively safe and smooth, but since that end has been washed off the bar has been absolutely dangerous. The seas have been heavier and more dangerous during the last five or six years than they ever were before.
1193. Do you think the southern breakwater ought to be continued before they proceed with the northern breakwater? I think it would be judicious to have them carried out simultaneously.
1194. Have you had any complaints made here to the Marine Board about ships of large draught being unable to take their full cargoes? I have heard several complaints, but nothing has come before me specially.
1195. Will you give us your opinion generally as to what ought to be done for the improvement of the harbour? I am not a harbour engineer, but from my long observation, and having an interest in steamships that leave here morning and night every day in the year, I have some knowledge of the matter. I think that something must be done to obviate the heavy seas which break on the bar. Years ago it was a very short bar, and there were a couple of seas and you were over it. Now it has extended seaward; the shoal water has been gradually shifted out, and instead of having one or two seas when you cross the bar, you have half-a-dozen very dangerous seas in consequence of the shoal waters.
1196. Do you think there is any necessity to increase the accommodation for the shipping in the north harbour? Decidedly. The want of facilities for mooring ships after being loaded has been a very serious drawback to the port. Eight or ten vessels of large tonnage have been detained from five to ten days. Sometimes they have been compelled to lie alongside the cranes, there not being a berth in the north harbour where they could be moored, and that, of course, has prevented the loading of other vessels with coal, causing serious loss to the port and to the railways.
1197. When these detentions take place is it more expensive to the shipowners? Unquestionably. £25 a day would be the loss to the shipowners for the detention.
1198. Is there anything else you wish to say why these improvements should be gone on with? I came here in 1858 with a small vessel only drawing 12 feet of water. At that time we could only take 250 tons of coal, and we had to lighter the balance to the Horse-shoe. I have seen the port grow. The improvements which have been carried out hitherto have been of very great advantage to the port, and to the Colony at large.
1199. What is your opinion about the basin? If the trade grows the basin will be necessary, and it will be a safe place for vessels. That is a very old scheme—I saw it twenty years ago. By the reclamation, they are utilising ground which was valueless, but which, in time to come, will be of incalculable value to the country.
1200. *Mr. Davies.*] Have you had the carrying out of improvements in connection with the harbour under your own supervision? I constructed a great portion of the wharf along the Bullock Island dyke.

T. Brooks,
Esq.,
4 April, 1895.

T. Brooks,
Esq.
4 April, 1895.

1201. You suggest that immediately opposite Bullock Island, in the northern harbour, there would be a good mooring place for ships? Yes, if it is deepened sufficiently to allow ships of ordinary draft to swing.
1202. You are aware that it is very shallow at present? Yes, and there is a very dangerous rock with only 13 feet of water upon it, in the north harbour opposite No. 4 crane.
1203. Are you surprised that that should have been allowed by the Harbour Department to remain? I am. I have reason to believe that serious damage has been sustained by vessels in consequence of that rock.
1204. Do you know whether attention has been called to the existence of that rock? Yes.
1205. And no action has been taken? No action has been taken as far as I know.
1206. Is it shallow water all along opposite Stockton, a considerable distance up north harbour? Yes, there is a mud flat there. To get into the channel you have to cross straight over from Bullock Island to Stockton.
1207. Is that the portion of north harbour which you say would, if dredged out, make a good place for mooring vessels? That is part of it. The whole space should be dredged out in the north harbour.
1208. That would be a very expensive undertaking, would it not? I do not think so.
1209. Would there not have to be millions of tons of silt removed? Yes; but they say that they remove 3,000,000 tons a year.
1210. How many years would it take to remove it to the depth of 4 feet? You would have to take into consideration the silt continually coming down the river.
1211. Supposing that the silt is taken out to sea, would not the first great flood in the Hunter replace it? At present our dredging appliances are only sufficient to cope with the silt washed down the river by the floods.
1212. Do you regard the Hunter and its floods as great contributors of silt to the harbour? Unquestionably. If we had not the silt that comes down the Hunter during flood-time to contend with we could have dispensed with our dredging appliances long ago. For the last two or three years they have done nothing but take out silt which had been washed down by the floods.
1213. What influence, in your opinion, has the northern breakwater had upon the channel? It has created a very great scour indeed. From the line of the northern breakwater there was a spit running out about 500 feet. I have fished there for whiting years ago, but the effect of the breakwater has been to wash away that spit, and to deepen the channel.
1214. You admit then that the construction of the northern breakwater has created a scour, deepened the channel, and shifted the bar further out? Unquestionably it has. It has removed the bar further out to sea, and it may have made it more dangerous.
1215. Then you are in favour of the Departmental scheme which provides for the continuation of the northern breakwater? I am, decidedly.
1216. Would that continue the scour and carry the bar out into deep water? As far as I can judge it would. From the end of the breakwater about 1,000 feet out, the influence of the scour is felt. I conclude that if the breakwater is carried out, as proposed, 1,000 feet from the end, it would take it into 40 feet of water.
1217. You are also strongly of opinion that it would be absolutely necessary to extend the southern breakwater? I am. We have what we term a lift on the bar—a rise and fall of the waves. If you prevent the wash from the Big Ben rock from breaking across the harbour, and can reduce that lift, say 2 feet, that will give you a foot more water on the bar. Every foot that you reduce that lift is equal to 6 inches more depth of water on the bar.
1218. Are you more strongly in favour of the extension of the southern breakwater than of the construction of the northern breakwater? Supposing there was only sufficient money available for that, I should say spend £50,000 on the southern side before you spent twopence on the northern side.
1219. Would you prefer to spend money on the southern breakwater instead of on the northern breakwater? Yes; I believe it will give us greater safety on the bar. It will save the dangerous sea that now exists. I am connected with the Hunter River Company. Our ships run every day, and it is sometimes appalling to me to see the great seas that break across that bar. It is much more dangerous than it has been during any other time for the last ten years. I attribute that to the washing away of the end of the southern breakwater.
1220. Are you in favour of the carrying out of both the breakwaters? I am very much indeed. It will give us a great scour, and gradually deepen the bar.
1221. Will it make the harbour safer, and more attractive to shipping? Unquestionably it will.
1222. Are you in favour of the wave-traps? That is a matter that is new to me—I have not studied harbour engineering. We have a natural wave-trap which has a splendid effect. But for it, we should not be able to use the Queen's Wharf at all. The proposed improvements will make it still more effective.
1223. Did you see the letter in the newspaper, signed "Delta"? I did.
1224. What is your opinion in regard to the suggestions contained in that letter, and illustrated on the plan? I believe that if the proposal made by "Delta" were carried out, it would ruin the harbour. I read that letter very carefully, thinking, at first, that there was something in it, but after studying the thing out, I found that it was all bunkum. When the steamer "Federal" was ashore, I had to float her, and then I had a special opportunity of testing the strength of the current during flood-time, and at other times, and my observation was that there was an immense scour during an ebb-tide along the northern breakwater going to sea, and during flood-tide the current sets southward, from the beach. It made the water where the "Federal" was, like a boiling cauldron, like pea-soup. A great quantity of sand came in, and formed that spit. The flood-tide came in a certain distance and then set in a southerly direction. That is what formed the spit in front of the northern breakwater. As for the wave-trap silting up, the scour on the north side would, I think, be sufficient to prevent that.
1225. *Mr. Hayes.*] You do not favour the suggestion of "Delta" with regard to the construction of a breakwater? I think it would ruin the harbour.
1226. You say that during the last ten years a heavy sea was breaking across the present entrance? Yes.
1227. Is that not caused by the shoaling of the bar? The original bar was abreast of Nobby's, but it was gradually washed out between 800 and 1,000 feet, and the water being less shallow than it was when the bar was opposite Nobby's it is more subject to the influence of heavy seas. It creates a continual sea, and makes it absolutely dangerous for ships, in the heavy weather, to come in.
1228. *Chairman.*] Of what material is the Oyster-Bank composed? Sand.

Clarence Hewson Hannell, Esq., Shipping-master, Newcastle, sworn, and examined:—

1229. *Chairman.*] What are you? Shipping-master at the port of Newcastle.
1230. *Mr. Roberts.*] How long have you resided in Newcastle? Fifty-eight and a half years. I was born at Newcastle.
1231. How long have you occupied your present official position? Thirty-two years.
1232. I suppose you have taken an interest in the improvement of the harbour? I have.
1233. Have you been a shipowner during that time? I was a shipowner for some years.
1234. Therefore you are financially interested in it? I was, and I may say that I am now. All my property is here.
1235. Your position as shipping master does not officially make you acquainted with the navigation of the port? No; it does not. But I have been brought up here. Boating has been my pastime; I have been a yachtsman, and I have knocked about the harbour for many years, so I can speak pretty well on matters concerning it. I have been over it thousands of times.
1236. Have you made yourself acquainted with the present proposals for improving the entrance? I have not seen the plans, but I have read about them in the newspapers.
1237. You will see that it is proposed to build the northern breakwater on the Oyster Bank, the first section being 3,000 feet, then afterwards to add another 750 feet, and it is proposed to replace some 200 feet of the southern breakwater which has been washed away. It is expected that the breakwaters will create a scour that will ultimately remove the bar into deep water. What is your opinion of the proposal? I believe it will have a good effect in giving us deeper water on the northern side of the harbour.
1238. Were you in Newcastle when the present northern breakwater was constructed? I was.
1239. Will you admit that after the work was finished there was a greater scour in the channel, causing the bar to be removed further seaward? I think it has given more scour. All along the northern side the water runs very slack, and always did. From the point where the northern breakwater is constructed to the point where they are building the retaining-wall, with the tide at spring ebb, by keeping close in on the Stockton side, you would have the current the reverse way, and *vice versa* with the flood-tide.
1240. Would you favour the construction of the northern breakwater as shown on the plan? I think it would have a good effect.
1241. Then the remaining work is the construction of the south guide-wall for 1,000 feet on the southern side near the boat-house? There can be no doubt as to the efficacy of that.
1242. Have you noticed that wave-trap? I have not taken particular notice of it. But I have heard pilots and others speak of its usefulness.
1243. You certainly view with satisfaction the contemplated improvements? I do. They will be very good indeed. I think that the southern breakwater should be run from 250 to 300 feet further.
1244. Two hundred feet of it has been washed away, and it is proposed to reconstruct it? I think one of the best things would be to run it out 300 yards further outwards and outside the line of Big Ben. A fearful sea comes in that direction. If the southern breakwater was run out in a curve towards Big Ben, about 300 yards, so as to let the sea come and break outside of Big Ben on the breakwater, instead of across the harbour, it would have a good effect.
1245. Do you think that an additional 500 feet would be of great service? I should take it out 500 feet. You cannot run it too far, and you will find that the water is not so deep towards Big Ben.
1246. Your object is to prevent the seas from getting into the harbour? Yes. The southern breakwater is a great boon to the port, but it is not of sufficient length.
1247. Would you prefer the southern breakwater being extended to any improvement whatever being effected on the northern side? I think it necessary to have a little extension of the northern breakwater to increase the scour. I think the plan of removing the sand from the bar would have a good effect.
1248. The only improvement you suggest would be the further extension of the present southern breakwater? Yes, to keep the seas out.
1249. If the entrance be made pretty well perfect do you think we should have visits from a large number of ships of heavy tonnage? Of course we should. Vessels of large tonnage are prevented from coming to Newcastle because of the scarcity of water.
1250. Would there be a difficulty in mooring them after they were loaded? I do not know. Dredging would, of course, have to be resorted to provide accommodation for them.
1251. Is it not considered that the mooring of vessels in the fairway now is fraught with very great danger? It would be as well if there were more room. I do not think we can get more room by scouring—it will have to be done by dredging.
1252. I suppose that in the north harbour would be a good place to moor ships? Yes, there is a lot of room there. The Government are doing good work on the northern side of the harbour by that retaining wall that they are making from Stockton, and by reclaiming the land.
1253. You quite approve of that? I do. They throw a lot of dead water that covered a considerable area of shallows into the harbour. You will now not get more than 2 feet on it at high water. By building a wall you throw the water into the channel. The water comes down from the flats just above Stockton, and the silt and sand are deposited on that corner. But by building the wall and filling in, I think we shall get an effectual scour.
1254. Have you heard complaints as to the difficulty of mooring ships in the harbour after they have loaded at the dyke? Yes, there have been complaints about vessels having to go straight to sea from the cranes.
1255. Are you acquainted with the basin in course of construction at Bullock Island? I have seen it.
1256. Do you not think that that would be preferable to dredging out the north harbour. If we dredged out north harbour would not the first flood that came fill it up? It would do a great deal towards it.
1257. Do you not think the basin there would be less liable to be filled with silt? I do.
1258. What effect would it have upon the harbour as regards the mooring of ships? It would be a capital thing if it were dredged out inside the dyke. It would be a very good work indeed.
1259. The principal work at present is to get over the difficulty at the entrance? Yes.
1260. Do you think that the proposed works are satisfactory? I think they are very good indeed, especially if they run a breakwater out towards Big Ben to stop the seas from coming from there.
1261. The extension of the southern breakwater for the distance you speak of would be very expensive, would it not, on account of the great depth of water? It would be an expensive work, but it would be worth all the money.

C. H.
Hannell, Esq.
4 April, 1895.

- C. H. Hannell, Esq.
4 April, 1895.
1262. You know it is proposed to make two sections of the northern breakwater, one of 3,000 feet, the other of 750 feet? Yes.
1263. Do you think it would be more desirable to make the first section only up to the "Cawarra" buoy, and then spend the balance of the money in extending the southern breakwater, instead of on the second section of the northern breakwater? If you only extend the northern breakwater to the "Cawarra" buoy you will scarcely give the bar enough scour. It would not be far enough out.
1264. You think that it ought to go out the full 750 feet? Yes, it would be better to give sufficient scour, but the action of the heavy seas would probably wash it away.

Thomas Brooks, Esq., marine surveyor, Newcastle, sworn, and further examined:—

- T. Brooks, Esq.
4 April, 1895.
1265. *Chairman.*] You wish to make a statement? Yes. I should like to state, in addition to my evidence, that, from the reports received from the harbour master from time to time, I am of opinion that the place in which the silt is now deposited by the dredges is injurious to the harbour, or if not at present it ultimately will be, as it is placed to windward, that is, to the south-east. Our prevailing winds are from the south and south-east. It will shoal the entrance to the harbour, and the shallower the water the worse the sea is.
1266. Do you know the depth of water in which they have deposited the silt? They say it is 15 fathoms.
1267. Do you suggest that the position shall be altered? I would suggest that the silt be deposited away to the north, where it can do no harm—to leeward. Then it will be impossible for it to enter the harbour.
1268. Have you any evidence of its having done any damage? I have not, except from my own personal observations. When it is blowing hard, if you walk out on the southern breakwater, the sand is blown about, and it nearly cuts your eyes out. Where does it come from. We have a bare bed of rock extending a mile out to sea. The sand cannot come from the rock. It must come from the sand deposited outside that rock being stirred up by the continual action of the ocean. If you have walked over the breakwater you would notice a deposit of sand between the rocks, like snow deposited by a snow-storm. To obviate the possibility of any injury to the port the silt ought to be deposited to the northward instead of to the south-east.

Captain John Paton, Berthing-master, Newcastle, sworn, and examined:—

- Capt. J. Paton.
4 April, 1895.
1269. *Chairman.*] What are you? I am Berthing-master at present.
1270. Have you been here long? I have been here ever since 1856.
1271. You have a full knowledge of the port? Yes; I have not been above eight or nine months away during all that time.
1272. Are you at times inconvenienced in regard to the berthing of ships by the roughness of the harbour? Yes. There is a range in the harbour which causes great trouble in securing a vessel.
1273. Is the range greater or less than it used to be? It has increased since that northern breakwater was put there.
1274. You believe that the northern breakwater is the cause of it? I have seen the sea running along it, instead of expending itself on the beach.
1275. You think that the northern breakwater has increased the range? Yes. Years ago, when there was no range, we used to lay two or three vessels off. There was no range then close up to the A. A. Company's ground, and the A. A. Company's shoots.
1276. What effect has the building of the southern breakwater had? It has been a great protection to the harbour. It made the harbour more secure.
1277. You say that the range is getting worse? There was no such thing as a range at the A. A. Company's wharf until that northern breakwater was built.
1278. Has it got worse during the last five years? Not during the last five years.
1279. Do you know the scheme by which Mr. Darley proposes to get deeper water? I have had a look at it.
1280. Tell us briefly what you think ought to be done with the harbour? The scheme looks very well on paper. I think that the southern breakwater wants extending. If the southern breakwater were extended 400 or 500 feet it would prevent that roll that breaks on the northern breakwater, and runs up the harbour. It would go into that wave-trap.
1281. You would extend the southern breakwater another 500 feet? Yes, and then it would be as safe a harbour as there is anywhere.
1282. That is what you want to tell us? Yes.
1283. Is there anything that you want to say? I would stop the silt punts from going outside.
1284. You believe that they spill the stuff when going out? Yes. They are level with the water when they are going out. You can stand on the breakwater past Nobby's, and see the wake of discoloured water behind the barges as they go out to sea. There is plenty of room to the northward for depositing the silt.
1285. You approve of the silt being used for reclamation purposes, and the second idea would be not to fill the punts quite so full? There is plenty of room up to the north for the punts. I would not let them go out at all.
1286. You think they would spill the silt whether they went north or south? Yes.
1287. So you do not want the silt to go outside at all? No; the sea washes over them, and it is dangerous for the men to be on them.

David Williams, Esq., agent for the Union Steamship Company, Newcastle, sworn, and examined:—

- D. Williams, Esq.
4 April, 1895.
1288. *Chairman.*] What are you? I am agent for the Union Steamship Company, and resident at Newcastle.
1289. *Mr. Davies.*] How long have you resided in Newcastle? About twenty-three years.
1290. Have you been all that time connected with the shipping trade? Yes. Previous to that I was running a vessel out of this port.
1291. Have you seen the plans of the proposed improvements? Yes.
1292. Have you made yourself thoroughly acquainted with all the features of the scheme? I think so.

1293. What is your opinion, as a practical man, in reference to the proposed work? If the northern breakwater is carried out it must do good in several respects. I believe that a deal of sand comes round the northern breakwater and settles in the harbour, and on the bar, and the extension of the northern breakwater would stop that. When taking heavy ships down we have a strong current of from 5 to 6 miles an hour running direct across to Stony Point, which is a very dangerous part. If the northern breakwater was run out it would also stop that, but it would run the seas into the harbour. We shall never be able to hold the ships in the harbour unless the southern breakwater is run out at the same time.
1294. Unless we extend the southern breakwater it will be impossible to moor ships alongside the wharf? Not only that—a ship coming round from the southward gets the sea on the port quarter, and broaches to and runs inside the southern breakwater. If you have not sufficient room for your ship to pick herself up from about where the bar of 1894 is, before reaching the southern breakwater, she would run ashore. The southern breakwater ought to be carried out more to the north-east.
1295. And extended how far? I could not tell. It should certainly go outside Big Ben. If it was carried out to the north-east it would turn the water to the southward, instead of taking it across as it does now. When running in with the barque "Australind" I was signalled to go to sea, but I could not go to sea—it was impossible. Our ship would not beat out of the bight against the wind and sea, and as soon as you get under Nobbys you lose the wind. If the southern breakwater is extended, and the end is turned towards the north-east so as to carry the sea to the south and westward, instead of as at present to the north-west, we should have very little sea on the bar.
1296. So as to conduct the waves out of the harbour, instead of into the harbour? Yes. Then, as soon as the ship got inside the breakwater, we should have calm water. It is stated that it is 1,300 feet across at Stony Point, but I do not think there is more than 120 feet of deep water there. I had one of our ships drawing 22 ft. 11 in. outside that rock; she was only 60 feet southward of the line of fairway, and she was aground. It is the narrowest part of the harbour, and it is most dangerous for vessels meeting at this point.
1297. Was it high tide, or what? It was high water. There was a barque coming in on the northern side passing us on the port side.
1298. Had she plenty of water? Yes; there is plenty of water both north and south of this Stony Point rock.
1299. How was it that you had not plenty in the fairway? On account of the rock. That rock holds the sand, and the sand had silted up outside. If that rock were removed it would make a better current there.
1300. Is that the only occasion on which you had trouble with the shipping? No. When the "Wakatipu" was going out the other morning we did not know whether we had not got aground—and she draws only 18 feet—on account of another steamer crossing in on the leading mark and we had to come very close to the rock or strike the incoming steamer.
1301. So that in your opinion, one of the most awkward parts of the harbour is the fairway at Stony Point? Yes; the rock at Stony Point should certainly be removed. In going down the fairway you cannot tell whether you are on that rock or not. It is a cable length from the shore, but the thing is to judge a cable length.
1302. Has the channel improved since the extension of the northern breakwater? Yes. When I first came here we could only get 17 ft. 6 in. over the bar.
1303. The harbour has been very much improved by the construction of the present existing breakwater? Yes.
1304. Do you believe in the carrying out of the breakwater on lines shown on the plan? Yes; but it will throw the sea into the harbour. At the same time it will stop the sand which is lodging on the bar of 1894. It is very hard to say where that sand comes from—some people say it is from the silt that is now taken out to sea. If you go down the line of the proposed breakwater the water is thick with sand coming round into the harbour. It must either come into the harbour or settle in the channel.
1305. Supposing the northern breakwater is carried out as shown on the plan, you are strongly of opinion that the southern breakwater must be extended a considerable distance out to sea? Yes; I do not think the northern breakwater will stand without the extension of the southern breakwater.
1306. Supposing the northern breakwater were constructed to the point shown on the plan by the Department, and the southern breakwater were extended a considerable distance to sea, and instead of turning towards Big Ben it turned towards the north; would that give greater safety at the entrance for ships entering the channel? Yes; I am quite sure of that.
1307. Do you think it would quieten the water at the wharfs? I am sure it would. When they started to extend the northern breakwater, and we were lying at Queen's wharf, we had to buy bales of hay, saw them in two, and hang them over the sides of the ships for their protection. We have had to let go all our moorings except the bow chain. That was before the southern breakwater was extended.
1308. The southern breakwater has been of great advantage to the port? Yes; it has stopped the sea from coming in.
1309. Is there anything else that you want to tell the Committee? I can make no more suggestions. The southern breakwater will have to be extended—and that is compulsory—after the northern breakwater is finished, to make it a safe harbour. The American mail-boats could not come up here, because their ships at flood-tide could not make the turn at North Shore point.
1310. What about the rock opposite Stony Point—will it be necessary to remove that rock? Yes.
1311. Have representations been made to the Department about it? Yes.
1312. But nothing has been done? No.
1313. The red line on the plan is the line of the probable fairway, and if the breakwater was carried out towards the bar it would leave about 400 feet in that line;—is that a sufficient space for vessels to travel up and down? Yes; ample.
1314. Would it not get rid of a good deal of the objections to coming down to Stony Point if that is the fairway when the works are carried out? No; you come down end on with a loaded vessel on a spring-tide, and if you alter the course in the least you will send your vessel on to Stony Point. There is no room to pass there.
1315. Have you anything further to suggest? Along that line there will be a shorter curve round Stockton Point. To make Newcastle a safe harbour the mooring buoys should be up the north harbour.
1316. Have you a sufficient depth at north harbour? No.
1317. It would take a long time to get the depth, would it not? I do not think so. I think that if Spectacle Island were stoned round it would not.

D. Williams,
Esq.
4 April, 1895.

- D. Williams, Esq.
4 April, 1895.
1318. You think they could soon get the depth? There is a gutter kept clear there. A good deal of the north harbour is deep water.
1319. Have you anything further to say? The flood-waters are greatly against the interests of the port, and when the harbour is in flood we cannot shift our ships, because there is such a strong current. If that rock at Stony Point were shifted, it would enable the water to get out better. It is said that there is sufficient space at that point to take the water from the river. The tug "Goolwar" in assisting the "Wairarapa" to get away from the wharf down off Stony Point was seven hours in getting back. To prove that there is not sufficient space opposite Stony Point to get the flood-waters out, I may state that when coming up the harbour the water was like a hill. We steamed about half-way abreast of Stony Point, then were driven back by the flood-waters.
1320. The force of the water coming down would force you back again? Yes; the water being fully 8 or 9 feet lower outside the harbour than it was inside.
1321. *Mr. Lee.*] The water was 8 or 9 feet lower outside at Stony Point than it was on the harbour side? Yes; you could see the water like a bank.
1322. That is a very big statement—I presume it was all flood-water? Yes, and the tide-gauge would prove this as the water was very high at the wharf, and for two days did not fall more than 9 inches, but at the end of the breakwater would go down to its usual low-water mark, clearly showing the water much higher inside than out.
1323. Where would you mark the line showing where the bank of water was? About 100 yards inside of Stony Point.
1324. Did it ever occur to you what made the water higher? There was not sufficient space for it to get out to sea.
1325. Therefore, the water in the harbour was much stiller than it would be at Stony Point? Yes.
1326. During the time that the flood-water was in a state of suspension, would it be likely to deposit its sediment? It does, most decidedly.
1327. So that there is a large quantity of silt deposited after every flood? Yes.
1328. Do you think it is sound reasoning to assume that a current being unable to get out steadies itself and deposits silt? It does. If I had my way I would have a channel through to the other side of Stockton to take the flood-water away, which would save about three miles and give the water a straight run to sea.

Mr. James Rorison, master mariner, Newcastle, sworn, and examined:—

- Mr. J. Rorison.
4 April, 1895.
1329. *Chairman.*] What are you? A marine engineer. I have been in the Harbours and Rivers Department for twenty-four years in charge of the dredges. I am a marine engineer and master.
1330. Are you in charge of dredges at the port of Newcastle? I have been in charge of the dredge "Newcastle" for sixteen years. I am now retired.
1331. During that period was it your practice to convey the silt out to sea? Yes; that has been the practice for many years.
1332. Where did you dump the silt? About 3 miles outside of Nobby's. We have a mark in the city that we go by.
1333. Have you always confined yourselves to the same spot? Yes; as nearly as possible.
1334. What is the depth of the water there? We were not allowed to dump the silt in less than 14 fathoms of water.
1335. After many years of dumping did you notice that it caused the place to shoal? It does shoal when you go further out.
1336. Are you prohibited by a regulation from dumping silt in less than 18 fathoms of water? Yes.
1337. And are those regulations adhered to? They are.
1338. Was it your practice to load the barges gunwale deep? They must be loaded gunwale deep to get the proper quantity.
1339. Did any of the silt wash overboard when it was going outside the heads? Very little. The silt settles before it gets to the heads. It is pure water that goes over the sides there.
1340. Supposing there were occasional waves, would they wash out the silt? Very little; it would not be perceptible.
1341. Of course, the number of hoppers sent out in a year would be very large? Yes.
1342. Has it ever been complained to you that you were doing damage to the harbour by sending the silt out there? No one has complained to me; but there have been complaints about the punts not going far enough out to sea.
1343. In heavy weather has any portion of that silt found its way to the bar? I do not think so. It has made no perceptible difference on the bar.
1344. Then, whatever may have been the cause of the shoaling on the bar, you do not think that it arose from silt being washed off the barges, or from the silt being deposited by them outside? No.
1345. What theory do you hold as to the formation of that bar? I cannot form any theory. That is an original obstruction—it is getting deeper now than it used to be.
1346. If you take the position of the bar at the present time, you will see that it is very much more eastward than it was formerly? Yes. If there is any silting at all, I think it is from the silt coming down the river.
1347. I am informed that it is not silt but sand? It may come in from the sea; it is not from the silt carried out by the barges. A lot of sand comes down the river.
1348. Those connected with the shipping say that you have not taken enough care in taking out the silt? We are very strictly watched. If the steamer is not taken out the right distance the matter is reported to the harbour-master.
1349. You must have deposited many thousands of tons? Yes.
1350. And would not that form a bank and be affected by heavy weather? I think it would go away to the south. It is well out to sea.
1351. When you first took charge of the dredges was any portion of the breakwater from Nobby's constructed? They were making it.
1352. What has been the effect of the southern breakwater upon the entrance to the harbour? That would give a partial scour.
1353. Has it caused a larger sea to flow in there? No; the range is not so great now as it used to be.

1854.

NOTE (on revision):—The extension of the breakwaters will not mitigate the floods in the Hunter Valley.—J.R.

1354. Have you lost as many days in the year since that breakwater was made as you did before it was made? No; it is only when there is bad weather outside that we cannot take the punts outside. It is not on account of the range.
1355. Do you desire to offer any opinion as to the proposed works? From what I have read, I should say that the northern breakwater ought to be extended as far as the southern breakwater.
1356. It is proposed to start the new breakwater near Clyde-street, and carry it out to the Oyster-Bank, a distance of 3,750 feet, leaving a space for a wave-trap; do you approve of that scheme? I think it is a very good scheme.
1357. If the proposed northern breakwater were constructed, and the southern breakwater were restored to its original length, do you think that would be an advantage to the port? I think it would be a great advantage to the port. It is necessary for vessels coming in and going out. That breakwater being carried straight out will cause a great scour through the channel.
1358. Is there any necessity to construct any of these works? Yes.
1359. Is not the harbour sufficiently good at present to enable the traffic to go on? It is not. We are getting such long deep ships now.
1360. When you talk about long ships, you are referring to the inside of the harbour? Going in and out, and inside as well.
1361. It does not matter how long the ships are if they do not draw more than a certain depth of water? Long ships are more difficult to manage than short ones. They are more difficult to steer, and at the entrance we have no true current. It requires great judgment to steer a ship into this harbour.
1362. Do you think that by confining the water we can create a scour? Yes.
1363. And it would offer no serious obstacle to navigation at that point? No, it would improve the navigation.
1364. *Mr. Davies.*] Did you see the scheme proposed by "Delta" in a letter to the newspapers? Yes.
1365. Do you know anything about it? I do not.
1366. You see a semi-circular line on the plan representing "Delta's" proposal;—would you favour that? Certainly not.
1367. You do not think it would improve the harbour? No. It would protect Stockton beach, but nothing more. I have got a scheme myself for the improvement of the inside of the harbour. I will hand in a description of it.

Mr.
J. Rorison.
4 April, 1895.

FRIDAY, 5 APRIL, 1895.

[*The Sectional Committee met at the Office of the Marine Board, at 10 a.m.*]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).	
The Hon. JOHN DAVIES, C.M.G.	JAMES HAYES, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	ROBERT HENRY LEVIEN, Esq.
CHARLES ALFRED LEE, Esq.	

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

Herbert Cross, Esq., President of the Marine Board, Newcastle, sworn, and examined:—

1368. *Chairman.*] What are you? I am a master mariner, and President of the Marine Board of Newcastle. H. Cross, Esq.
5 April, 1895.
1369. Have you a full knowledge of Newcastle and its surroundings? I think so.
1370. *Mr. Hayes.*] Have you seen the plan of the proposed improvements to Newcastle Harbour? I have only seen it for a few minutes; but I perfectly understand it.
1371. Have you been long connected with the port of Newcastle? Thirty years.
1372. What is your opinion as regards the proposed improvements;—will they have the effect anticipated? As to scouring, yes. But I have always thought that an extension of the southern breakwater should go on contemporaneously with the extension of the northern breakwater. There is no doubt in my mind that that should be done, for the purpose of protecting the end of the northern breakwater, and also to smooth the water inside. It would be a barrier to keep back the heavy seas that come from the south-east.
1373. You were here when the present northern breakwater was erected? Yes.
1374. What was the effect? The effect of that, before the southern breakwater was commenced, was to disturb the ships lying at Queen's wharf, where they formerly lay quite still. It was the only wharf at that time. The sea impinging on that northern breakwater created a range, and the ships lay very unsafely there.
1375. When the southern breakwater was extended to its present position, did that improve the state of the harbour? It improved it to a great extent.
1376. Is the range in the harbour now more than it was before the erection of the northern breakwater? Not since the southern breakwater was completed.
1377. Then you are of opinion that if the northern breakwater were extended it would be absolutely necessary to extend the southern breakwater? I think so.
1378. To what extent? I should say 500 or 600 feet, even more, but at least 500 feet.
1379. Are you of opinion that if the breakwater is extended 500 feet further there will be no probability of the seas coming into the harbour? There will be a great lessening of the probability of that.
1380. What, in your opinion, will be the result if the breakwater is not extended? A greater swell and range in the harbour, and the possibility of bringing more sand, and the blocking up of the entrance.
1381. Would the effect of extending the northern breakwater be to create a still stronger scour on the bar as it now stands, and to carry that bar seaward? Without extending the southern breakwater?
1382. Yes? I do not think so. I think it would deposit itself sooner on the bottom. The flood waters and the ebb tide would bring down what silt would be there, and it would fall to the bottom before it ought to do.
- 1383-4. Is not the shoal which is now forming on the site of the present bar caused by sand coming round from seaward, and not from silt brought down by the river? I should fancy it is formed by the silt mostly.

- H. Cross, Esq. 1385. Silt from where? From the river, because it has developed itself more since the flood of 1893.
- 5 April, 1895. 1386. But at present is the current which is confined to a line between Stony Point and the eastern end of the northern breakwater very strong, and is there not a scour there? Yes.
1387. When it leaves that place the current breaks off towards the north? Yes.
1388. How is the current at the bar now? The ebb tide goes away to the northward.
1389. Where does the effect of the current cease? That is according to the strength of the ebb tide.
1390. On the average? Not more than 2 or 3 miles.
1391. Is the velocity of the current, taking it from Stony Point across to the eastern end of the northern breakwater, very much diminished by the time it reaches the end of the southern breakwater? No; not until it gets outside altogether.
1392. You have stated that it breaks off to the northward at the end of the breakwater? No; not close to the end—further out.
1393. In your opinion, does it become diminished at all up to that point? Yes; as the area enlarges it diminishes naturally.
1394. Does the velocity of the current diminish by the time it gets to the end of the southern breakwater? No.
1395. Then what is the use of bringing up the other breakwater to increase the scour? The purpose for which I should advocate the extension of the southern breakwater is the protection of the northern breakwater.
1396. The object of the northern breakwater is to create a scour by which the present bar will be carried out into deep water. If it will not increase the velocity of the current there, it cannot increase the scour? I say that it would—it has done all along.
1397. You say it would be absolutely essential to carry the southern breakwater 400 or 500 feet further to give easier access to the port, and to protect the northern breakwater? Yes.
1398. Would it be more difficult in ordinary weather to come into the port if the southern breakwater is not extended? No; it might not be more difficult than it is now, but if the breakwater were extended, it would make it safer for the ships.
1399. Is there not a break right across to the end of the southern breakwater? The break would be further out. The extension of that southern breakwater has already sent that break further seaward, and if it is further extended it will make the break go further out.
1400. By creating a current? No, by protecting it from the south and east winds.
1401. Is it essential, looking at the future development of the port, that the depth of the water should be increased in the channel? Yes; I think it is necessary to meet the requirements of the future trade, and to preserve the trade which we have already, it is necessary to have more water in the harbour and on the bar. It is no good having deep water in the harbour unless there is a sufficient depth of water on the bar to enable deep-draught vessels to get out.
1402. If the water at the bar is increased by 3 feet in depth as proposed, will that necessitate a similar depth in the harbour? Yes; it is not only that the depth of the vessels is increasing, but they are increasing in length, and it is necessary to have space for them after they are loaded, so that they can stay a day or two. They cannot do so now, because very long vessels cannot swing in the harbour without running a great risk of coming to grief. The consequence of that has been that those vessels must go to sea straight from the dyke, which is inconvenient, because a ship cannot always sail directly after the last lot of cargo has been put on board. The ships have had to remain at the cranes where they have been loaded, thus preventing other vessels from loading.
1403. Then you say that the harbour accommodation is not sufficient for even present requirements? It is not sufficient.
1404. And it will have to be increased? Yes.
1405. You see that basin marked on the plan—it contains an area of about 90 acres. When that is finished and has a depth of 26 feet, will it not be ample for the requirements of the port? It will be very awkward to take loaded vessels in and out there, and expensive too. There would be room for large vessels when loaded, but it would be a very inconvenient and expensive thing to take loaded vessels round there prior to their going to sea. They ought to be in the north harbour.
1406. It is proposed to have that place for loading vessels on the western side of the dyke;—would not that give a much larger accommodation to the port? Yes; you cannot let loaded vessels remain at the wharf, underneath the loading cranes. They must be taken to an anchorage, or a buoy in the harbour, for a day at least. Very often, when they are loaded, the bar is in such a state that vessels cannot go to sea.
1407. You consider it absolutely necessary to have increased accommodation for vessels which have been loaded, and are waiting to go to sea? Yes.
1408. The present accommodation is not sufficient? No; we should have to wait a long time before we got 26 feet of water there. I may say that I believe that the trade of the port will increase. I have already a list of over seventy vessels which are bound for this port at the present time. The company that I represent has about eighteen or twenty large vessels coming of 2,000 or 3,000 tons register each.
1409. Do you advocate the extension of north harbour for that purpose? Yes.
1410. I suppose you are aware that in flood time a heavy deposit of silt comes down the north harbour? Yes.
1411. After a heavy flood that part of the harbour would not be available for shipping purposes until the silt was removed? The increased scour should keep it comparatively at the depth at which the dredges would leave it, except on occasions of very heavy flood, such as that of 1893.
1412. Do you think that the extension of this breakwater would give an increased scour in the north harbour at the dyke, and on the Stockton side? Yes; the freer that entrance is—allowing more space to go out—and the more water there is on the bar, the more will the scour increase all the way down in my opinion.
1413. You see the reclamation works marked on the map;—when those are finished do you think that it will materially increase the scour in the north harbour? Yes; it will keep up the velocity with which the water comes down the river.
1414. And prevent the deposit of silt? It will not altogether prevent it, but it will lessen it considerably.
1415. *Mr. Roberts.*] Did you say that you had a list of seventy vessels that are expected in Newcastle? Yes; it is in this morning's paper.

1416. Will you hand in the list? I hand in a list of seventy-five vessels which are expected to arrive at this port up to the present date. H. Cross, Esq.
5 April, 1895.
1417. Are they of such a tonnage that there would be a difficulty in getting them away from the port loaded? I do not know the tonnage of them all, but some of them will be large vessels.
1418. What do you call large vessels? Vessels drawing 23 feet of water.
1419. In the present state of the bar, would not such a vessel be able to leave with a load? In smooth water. If she drew more than 23 feet there would be a difficulty, and vessels drawing not more than 22 feet of water must wait for the tide and have smooth water.
1420. Have you had any experience of wave-traps? No; that is a part of the scheme which I think experimental.
1421. You may have noticed on the southern shore a wave-trap which has been in existence for some years, and has proved very useful? Yes.
1422. Considering the successful way in which that wave-trap has worked, do you not think it fair to assume that the wave-trap on the north side will be successful? The sea will bring a certain amount of sand with it. The idea is a little experimental, and not having had any experience of that kind of engineering, I should not like to give an opinion upon it.
1423. Do you think the trap would silt up there? I think it would a little.
1424. I suppose you have heard that wave-traps have been used in many other parts of the world? Yes; but perhaps not under the same conditions as those of this harbour.
1425. You entirely approve of the proposal to extend that northern breakwater shown on the plan? Yes.
1426. Do you think that the first section of the northern breakwater, that is, the 3,000 feet extending to the "Cawarra" buoy, would be sufficient to produce the necessary scour? When that is finished, I would stop at that, and look at the effect of it.
1427. Then the rest can be gone on with if it is found necessary? Yes.
1428. You think it would be more desirable to extend this southern breakwater 500 feet, and let the second section of the northern breakwater wait until you see the result? That is just my idea. With regard to the figures about the trade and other matters submitted by Mr. Keightley and others, I confirm them, knowing them to be very exact indeed.
1429. *Mr. Davies.* Have you read the suggestions made by "Delta" in a local newspaper? Yes.
1430. You do not know who is the author? I do not.
1431. Do you favour that suggestion? No.
1432. If carried out would it be of any service to the port? I do not think it would.
1433. You say that, from your general knowledge of the port, you favour the scheme proposed by Mr. Darley? I certainly do to the extent I have named, viz., first section of northern breakwater and the extension of the southern at the same time.
1434. You strongly advocate the extension of the southern breakwater to a greater length? Yes.
1435. If this scheme is carried out, you will have a depth of 25 feet of water on the bar; then vessels of larger tonnage and greater draught than any you have had yet may come in? Yes.
1436. When those vessels are loaded where will you put them? In a place that will have to be made sufficiently deep for them, that is to say, the north harbour.
1437. Then, you would advocate that the north harbour should be deepened to make it a mooring ground? Yes.
1438. Would not that be a work of many years? It depends on the amount of dredging power that you have.
1439. You have a fair share of dredging power now? Yes.
1440. How many years, do you think, it would take with that power to get a fair depth of water for vessels drawing 25 feet when loaded? I cannot say.
1441. What advantage would it be to the port for larger vessels to come here if you have not a place in which to put those vessels when loaded? They would have to lie alongside the wharf. They could not be put anywhere else with the present depth of water.
1442. You have got a greater depth of channel, and you are able to admit vessels of greater carrying capacity, but you have no place to put them in when they are loaded, unless these works are carried out? They could go under certain inconvenient circumstances straight away to sea after occupying the wharf for half a day.
1443. That would only apply to a very small number? Yes; sometimes they stop outside and heave to, until the captain has finished his business with the agents.
1444. Do you think it is likely that shipowners and traders will send their large steamers to load with coal, unless you have safe moorings for them? Those who have large steamers do not require moorings. They go straight to sea.
1445. Would not the owners of sailing vessels require to know that the harbour is perfectly convenient and safe before they sent their ships? There would be very few sailing vessels drawing 25 ft. 6 in. It is only the large steamers, and they do not require mooring-stations. They go direct from the cranes to sea.
1446. If you were a shipowner, trading in the coal trade, would you send large vessels to Newcastle, if there was a sufficient depth of water in the channel, but not a sufficient depth in the harbour for mooring the ships and loading? I should not hesitate about it if I knew that my ship could be taken to sea directly she was loaded.
1447. That is a question of convenience, is it not—waiting for your turn, then a question of getting away from the crane when loaded? When loaded the ship has to get away from the crane, and if it is a sailing vessel she does not go straight to sea.
1448. Where would you put the sailing vessels when loaded? I could not put them anywhere if they drew more than 22 feet of water, and were long ships. If you moor a long vessel now in the north harbour, drawing 22 feet, there is a risk when she swings with the tide that her heel will catch.
1449. The only mooring ground that you have in deep water is in the fairway? Yes, the outer buoys.
1450. Though you have a deeper channel, and greater facilities for getting larger vessels into port, it will be absolutely necessary to dredge out the north harbour to get a sufficient depth for mooring vessels? Yes.
1451. At present the water in the north harbour is shallow, simply a mud-bank? No; it is better than that.

- H. Cross, Esq. 1452. How much better is it? I forget the depth of the water, but it is as much as 18 feet in some portions.
- 5 April, 1896. 1453. It would require a great deal of money to make a sufficiently safe harbour for ships when they are loaded with coal? Yes.
1454. Is there a great deal of danger attaching to the mooring of sailing vessels in the fair way? I do not think so.
1455. Ought not your fairway to be clear? It is better of course that it should be. It requires a great amount of skill to bring vessels in when ships are lying at the buoys.
1456. There is a basin at the back of Bullock Island—what do you think of that place as an anchorage for vessels with their cargo;—it is proposed to have a line of loading berths on one side, then the large ships after loading there could haul off into deeper water? That would be a great advantage if the bigger vessels were taken in there, because they could haul off into the centre of the basin; but I do not like the idea of the inconvenience of vessels loading outside that dyke and having to haul in there. I think that the owners would rather take their ships to sea from the cranes.
1457. You are aware that the necessary appliances will be provided, and there would be no objection to loading vessels there? None whatever, and they could take much larger vessels into that basin.
1458. That would be a very safe anchorage for vessels when loading? Yes.
1459. And it would not be liable to be shoaled up so readily as the north harbour in flood time? Certainly not.
1460. Do you know whether there is a bar of rock at the entrance to that basin? I do not know that it is rock.
1461. You do not know anything about the rock existing there? I know there is a shallowness there, but do not know the nature of it.
1462. Does your board know anything about it? We know the depth there; and that it is at present being deepened.
1463. You admit that that would be a very good auxiliary to your means of mooring your ships when loaded if there were the necessary appliances, and the water was of a sufficient depth? Yes.
1464. And your larger ships would go there with safety? Yes, and could be moored with safety.
1465. You are of opinion that the southern breakwater must be extended 500 or 600 feet? Yes.
1466. *Mr. Roberts.*] In your opinion the volume of trade to the port of Newcastle is increasing? Yes.
1467. And as a proof of that you have handed in a list of some eighty vessels to arrive? Yes.
1468. *Mr. Lee.*] It would appear from the list of vessels that the trade for 1895 promises to be rather a good one? Yes; if the amount for the first quarter is kept up afterwards, it will exceed the trade of the previous year.
1469. Without knowing the tonnage of those vessels, the fact that they are consigned to this port shows that the owners are aware that the ships will be able to enter this port to get their cargo? Yes.
1470. What reason can you offer to the Committee for the necessity of any improvements to the entrance to the port? As I stated, the improvements are necessary in the first place to create a more effective scour.
1471. From the entrance? Right down along the fairway.
1472. Supposing it has been shown on reliable evidence that the construction of this work would not create a scour in the harbour? I cannot conceive such a thing.
1473. Apart from your own opinion, supposing it were shown that it will not create a scour, and that whatever depth is wanted in the north harbour will have to be dredged, I want to know what advantage there would be to the port of Newcastle if these improvements were carried out? It would make it safer for ships; it would be more easily sailed into, and more easily left; it will stop the damage of the floodwaters, and preserve the entrance of the harbour, and prevent what is already taking place—the silting up of the bar.
1474. How long have you been President of the Marine Board? About seven years.
1475. During that time have you had to adjudicate upon many cases of accident which have been brought about by the imperfect entrance to the harbour? No; it is the imperfect management of the ships that has caused accidents. Ships in going out have touched the bar to the great risk of the vessels.
1476. Have you any evidence of that character? It is known to the Pilot Department. I have known several cases of vessels having touched. Sometimes it has occurred owing to the captain of a ship taking his vessel out a little too soon on the tide. Several ships have bumped on the bar when going out.
1477. Some have bumped through carelessness? No; if the bar had not been there they would not have bumped.
1478. If they had waited for better water they would not have bumped? Perhaps not.
1479. There is always a large discount to be allowed for foolhardiness? Yes.
1480. Do you consider the entrance to the port is getting more dangerous? It has not improved since the washing away of that southern breakwater.
1481. You should know officially whether that bar is an obstruction to the ships? The local Marine Board have, from time to time, represented through the Marine Board in Sydney, the necessity of something being done. They have called attention to the filling up at the bar, and the necessity for extending the breakwater.
1482. Without giving any opinion, from an engineering point of view, as to the proposed works, you hold that it is necessary to do something to improve the entrance to the port? Yes.
1483. Among others, I believe the question of charges to the port is included in the matters that you have to deal with? Certainly not; the imposition of charges has nothing to do with the Marine Board. The regulation of the pilot service, and of the port, is part of their duty.
1484. Does your Board recommend, in any case, the imposition of any charges? No.
1485. Would you care to give an opinion as to the advisability of imposing further charges, such as wharfage dues? I think that if accommodation is provided charges should be made. I would not make them very high, but I would charge something in the shape of a wharfage rate. Tonnage rates are already paid at the rate of $\frac{1}{2}$ d. per ton per day, during the time ships are loading.
1486. Any improvement that is made to the port must be for the benefit of all concerned? Yes.
1487. And if they receive these direct benefits, would it not be a fair thing to impose a charge which is the usual charge at all these ports, such as wharfage? I think it is only a fair thing. They charge it in Sydney. The revenues are already pretty high, and will go a long way towards paying for the improvements.
1488. You have been a long while resident here? Yes

1489. Were you trading on the coast before you came here? Years ago I was trading on the coast for four or five years. H. Cross, Esq.
5 April, 1895.
1490. You have seen the progress of this port? I have watched the progress of the port. It has progressed and improved very satisfactorily. I think that the money spent in improving it has been spent judiciously from the commencement.
1491. If the improvements in the past had not been made, would the large trade now going on in the port ever have been obtained? Never.
1492. The large shipping trade going on here now is due almost entirely to the improvements of the port? Undoubtedly.
1493. What is the prospective trade of the port? I think we have every reason to believe that the trade will gradually increase. The coal trade has increased in spite of the loss of the Eastern and China trades, which has been compensated for by new markets in other directions. The wool trade is increasing, and the frozen meat trade—a new industry—bids fair to increase rapidly. There is every reason to look forward to the increase of the trade; I do not see that anything can reduce it at all.
1494. Are you of opinion that so long as the coal measures last there will always be a large traffic from here? Yes; I think so.
1495. And that must always be regarded as the principal traffic? The shipping of coal is the chief traffic of the port.
1496. Any developments that may be made as to the shipment of frozen meat or live stock, or the development of minerals other than coal and all kinds of station produce will add to the existing trade? Yes.
1497. Which may fairly be expected to increase? Yes.
1498. The northern and north-western districts lying behind the port of Newcastle are very large districts? Yes.
1499. And capable of supplying enormous quantities of stock and station produce for exportation? Yes.
1500. Which Newcastle has a right to expect its proportion of? Yes.
1501. And if the port is made available it will get it? Yes.

Henry Deane Walsh, Esq., Principal Assistant Engineer, Newcastle District, Department of Public Works, sworn, and further examined:—

1502. *Chairman.*] During the inquiry here, several matters have arisen in reference to which we think it well to ask for a further explanation. Mr. Williams, in giving evidence, pointed out the danger of navigating in the fairway, opposite Stony Point? Yes; it is owing to what we call the 13-ft. rock. H. D. Walsh,
Esq.
5 April, 1895.
1503. Will you give us your views with regard to the removal of it? The rock is just off Stony Point, about 190 feet. About two months ago I was asked to report upon the removal of it; but in view of the works we proposed to carry out in connection with the improvements to the entrance to the harbour, and seeing that the guide-wall would probably throw the future line of the fairway some 200 feet further north than the present ones, I did not recommend the removal of the rocks.
1504. 190 feet across? Yes; the new line of fairway will be 200 feet further north than the present line.
1505. And how far is the present line of fairway from the rock? 190 feet. That will give 390 feet clear, and until we see what the effect of this guide-wall will be, I did not think the matter was urgent enough to spend the money on it at present.
1506. Would it be very expensive to take the rock away? I do not think it would be very expensive.
1507. Can you give an approximate idea? I do not know exactly the size of it. It shows 130 feet by 50 feet. No doubt as soon as we have finished the works already authorised—and which to my mind are more urgently required—there will be nothing to prevent us removing portion of this rock.
1508. You expect that in a short time it will be 390 feet out of the fairway? Yes; therefore a good deal of the danger that now exists will be got rid of.
1509. A statement was made that the punts, in going over the bar, lose a considerable quantity of silt;—will you give us your view with regard to that? My view is that the statement is erroneous.
1510. There are two views that may be taken of the matter—one is that the silt is intentionally spilt, and the other is that there is a natural loss of silt when the punts are going out to sea;—take the first view—the intentional loosening of the doors to let some of the silt out? It has been inferred that the men, in order to make it safer for themselves when going out to sea, ease the doors down to lighten the punt. We have not to knock off towing on account of the safety of the punts so much as for the safety of the tugs. We can send the punts to sea when we cannot send the tugs out. The reason for this is that when there is a following sea, the tug is anchored by the punt, she is held down at the stern. We have had instances of the rollers going right over on to the deck of the tug, because she is practically anchored by the punt. That is the danger. There is also the danger of snapping the tow-line. There is not that danger to the punt; she has nothing to hold her back, and therefore rises with the waves.
1511. Now, will you explain whether it is possible for the men to loosen the doors to let some of the silt out? We send two men out in each punt. Take the case of one of the "Newcastle's" 400-ton punts. There are twelve doors in the bottom of the punt, and each winch lifts two doors, so there is one-sixth of 400 tons on each; that is, over 60 tons. It is nearly as much as two men can do to lift up the doors when the punts are empty; but when the punt is loaded there are 60 tons of silt on the two doors, and the winches are worked with a friction brake. The brake is screwed tight up. To let go the door the brake is eased off. It would be a matter of impossibility to ease the brake enough to allow an opening of 1 inch without letting it go altogether. With a weight of 60 tons on the two doors, it would be an utter impossibility to let it go an inch or so without letting it go entirely.
1512. It is in two compartments? Yes.
1513. They could not let one go? That would empty one-half, and the end would go up in the air.
1514. *Mr. Hayes.*] You are of opinion that if they attempt to use the friction-brakes the doors must go altogether? Yes.
1515. *Mr. Levien.*] One witness said that the silt was washed over by the sea? Yes; that is another view. Anybody who knows anything about these punts going out will be aware that when we are dredging we must pump up a large proportion of water into the punt with the sand, the silt, and the mud. The heavier portion settles to the bottom; the lightest remains at the top. Owing to the joggling as the punt goes along, a little of the lightest portion of the silt is thrown off. If you throw a bucket of dirty water

H. D. Walsh, Esq., into the sea it will spread out just as the muddy water which escapes from the punt does, and makes the water dirty for some distance. I do not think that the dirty wake behind the punt indicates that much of the stuff has got out of the punt. I think that the quantity of dirty water that there is in the top of the punt would be quite sufficient to cause that. With regard to the silt being deposited on the bar, I would ask you to refer to the harbour-master's evidence. He is the head of the Department in which Pilot Hacking and Pilot Melville are employed; he should therefore be well qualified to judge of these things. His evidence most distinctly is that any samples of stuff which have been taken from the bar have been coarse, sharp sand, similar to that found on the north beach and on no occasion has he ever found mud on the bar.

5 April, 1895.

1516. *Chairman.*] The current over the bar would be running 2 or 3 miles an hour, and before the silt could get to the bottom it would have travelled some distance? Yes; but I have not mentioned that point, because our punts go out upon flood-tide as well as on the ebb. If it were true that our silt was going overboard, we should find it all along the fairway beyond the influence of the northern breakwater.

1517. With regard to your dumping ground to the south-east, it has been stated that that is disturbed, and that the silt comes back on the beach right over the breakwater;—what is your view of that? I think my view is very well explained in the letter written by the local Marine Board on the 8th March, 1895, on the report of the harbour-master to them in connection with this matter. I may mention that for some years we have used this same ground that the harbour-master mentioned in the letter. It has been our dumping ground for several years. At the time we started there was about 16 fathoms of water. That letter says:—

I have the honor, by direction of the local Marine Board, to inform you that the harbour-master has reported to them that the silt from the dredges has been for some years past, and is still deposited in less than 14 fathoms of water, and that being within the prescribed limit, the Board would advise that the punt should be towed further to the south-east, say $\frac{1}{2}$ a mile.

Then it goes on to give the bearings of that $\frac{1}{2}$ mile. That means that during those few years that we have been dumping our silt from the dredges in that place, a hill has formed. That hill has been raised on the bottom of the sea. $1\frac{1}{2}$ mile south of Nobbys, and $1\frac{1}{2}$ mile east of the coast, 18 feet high on the bottom of the ocean. If the silt was being carried, as stated, over the southern breakwater, and on to our bar it seems an extraordinary thing that it should leave a hill at the bottom of the sea 18 feet high. I do not see how it would be possible.

1518. How deep is the water? About 13 fathoms.

1519. How far down is it absolutely silent? About 10 feet below the bottom of the wave. Hassall says, "A wave 10 feet in height and 100 feet in length would only disturb the water 10 to 18 feet below the surface." It would simply down there be a wave of oscillation—it would have no disturbing motion at all.

1520. You have got 84 feet to come and go on at present? Yes.

1521. At a depth of 50 feet would the water be quite still? I should think it would be perfectly still.

1522. Engineering authorities are unanimous that at a depth of 70 or 80 feet there is no movement in the water at all? No movement whatever.

1523. *Mr. Hayes.*] What is the set of the current where you are depositing the silt? The set of the current would be from north to south. Just inside the bight there is a slight current from south to north. One-and-a-half mile out there would be very little current either way.

1524. *Chairman.*] How much ballast has been placed on shore? The ballast discharged by me from ships since 1882 to December last year was 800,974 tons.

1525. That has been used in reclaiming works? Yes; in reclaiming Bullock Island from the hydraulic engine-house up.

1526. And has cost you nothing? Practically nothing, further than the cost of men to attend to the work.

1527. You are aware that in 1888 there was an inquiry into the improvements in the inner harbour at Newcastle? Yes.

1528. Can you show what has been done since then? It is shown on the plan. The portion of the rock at the entrance, estimated to be removed for £12,000, has been removed as far as we think it judicious to remove it.

1529. And the wharfs? We have put up about 720 feet of wharfs at the south end of the dyke, and we have reclaimed the whole of the land behind the dyke to the future wharf frontage.

1530. At what cost? The cost of the removal of that rock was £12,950 0s. 1d. That includes £7,040 10s. 4d., the cost of the "Poseidon," and machinery, and work, to December, 1894. We have finished the work, and we have the "Poseidon" to go on with other work, and she is in as good order as when she started. The extension to the south end of Bullock Island Wharf, including the facings, cost £5,378 15s. 5d. The reclamation work done at Bullock Island, including part cost of altering the "Juno," and the cost of stone, labour, &c., up to date has been £9,985 11s. 4d. The other item we have carried out which was mentioned in the report of 1888, was the erection of further engine-plant in the hydraulic engine-house. We put up No. 3 engine of 250-horse power at a cost of £2,639 12s. 7d.

1531. What is the total? About £30,000.

1532. Out of a vote of £112,000? Yes; other things have been done for the improvement of the harbour, which I have always held should have been charged to that item. There were the Auxiliary engines, the condensers, new boiler house, new set of Babcock and Wilcox's boilers and so on.

1533. Which have been charged to some other vote? Yes; they have been charged to the 1888 and the 1891 harbour votes. The amount for the new boiler house and the Auxiliary engine house is £6,700; the condensers and Auxiliary engines, £3,173; the Babcock and Wilcox's boilers, £2,986.

1534. What is the total? About £12,700.

1535. What work has the "Cliona" done between the dyke and the Newcastle side? When she started to work at the end of the dyke, the average depth was from 11 feet 6 inches to 12 feet, along the wharf, deepening slightly towards the A. A. Company's Wharf. We have excavated for 100 feet along the wharf, and at the end of the wharf down to 18 feet 6 inches, and at 100 feet out we have excavated a channel from the new basin outwards, 100 feet wide, and 650 feet long to a depth of 25 feet.

1536. How much longer will that require to be to make it 25 feet right across? We cannot get 25 feet right across out there; but we can excavate to 21 or 22 feet, which in that smooth water would be quite sufficient for some time to come for any loaded ships.

1537. Is there very much more cutting to be done? No; I think that probably by the end of this year, I shall have a sufficient channel 100 feet wide; so that in smooth water a vessel drawing 23 feet of water could get into the basin. H. D. Walsh,
Esq.

1538. There is one more point with regard to this aspect of the case: if we get a little more water on the bar, and you have nowhere to put the loaded ships, you might get them in? There is no reason why we should not dredge a broad channel along the future line of the wharf on the inside of the dyke—that is, to the westward of the present dyke—and place dolphins along that to moor ships at. The class of dolphins we now construct are simply 20 feet sections of wharf, so it is so much wharf finished. 5 April, 1895.

1539. If they loaded at one side of the dyke, and were brought round into the basin, would that be inconvenient? It is an extra removal; but under present circumstances there is an extra removal to the buoy. It would not be quite so convenient as to drop down to No. 5 buoy and lie there; but I think it would be safer for the ship.

1540. Have you made suggestions as to mitigating the difficulty of want of area? I mentioned that as a ready remedy in case the present accommodation for loaded ships should prove insufficient by-and-bye.

1541. And you could have this ready in twelve months? I could have it ready in a very short time, and for about £300 I could put dolphins for one ship.

1542. Could you have the channel you refer to dredged in twelve months after this? If necessary, I could deepen it sufficiently to get a ship in in twelve months. The rush would not come on so suddenly that we should require accommodation for a large number at once. We could make accommodation for a couple of ships in case of immediate need.

1543. A good deal has been said in favour of extending the southern breakwater to intercept the roll of the south-east sea? Yes.

1544. Your idea is, that if it is made up to the original position that will intercept the roll? That is the Departmental idea.

1545. If the roll still came round the breakwater, would you suggest to the Department an extension of the breakwater? If it is found that the roll is not sufficiently intercepted when the breakwater is made up to its original length, I do not think the Department will object, if money can be provided, to run the breakwater a short distance further until it does intercept the roll.

1546. Can you express an opinion as to whether the present breakwater intercepts the roll? It allows some of the roll to go round in certain seas. In an easterly gale a certain portion does get round.

1547. Therefore, it resolves itself into a matter of opinion as to whether the other 200 feet will intercept the seas, or whether it will require another 500 feet? It is a tentative process.

1548. *Mr. Davies.* Can you tell the Committee what proportion of the amount voted in 1888 has been spent at Bullock Island harbour works? Of that £112,000 we have spent about £30,000.

1549. So there is some £70,000 or £80,000 still available? Yes; the money that is still available is for the construction of 3,000 feet of wharf on the east side of the new basin of which these dolphins would form a part, the erection of seven more hydraulic cranes along that wharf, and the completion of the reclamation that we have now in hand. These are the things included in the £112,000 that we have not carried out.

1550. So that the balance of the money still available out of that £112,000 is still in the hands of the Department for the completion of the work? Yes; I expect we shall get it when we want it.

1551. Is any portion of that sum available for dredging? Yes; a certain portion of the dredging inside of the basin was charged to that reclamation work.

1552. Then, as far as the work has proceeded, how has it harmonised with the estimate made by the Department in 1888? Very well, indeed. The wharf has been very much cheaper. We have put up about 800 feet of wharf. It has run about £2 a foot cheaper than the original estimate.

1553. Does that principle apply to all the works? The removal of that rock was estimated to cost £12,000. It has cost £12,900; but we have all the plant to the good.

1554. What has been the basis of the calculations to arrive at the estimate of £141,000 for these improvements? We kept a record of the actual cost of each month's work on the northern breakwater, and the price given here is quite above the average.

1555. You have based your calculations upon the prices ruling when you were finishing the last section of the northern breakwater? Yes.

1556. If that was the case I presume that you expected to be able to carry out the proposed work even at a less rate than that? Yes.

1557. Are you of opinion that the estimated expenditure of £141,000 will be ample for this work? I did not make the estimate—it was made at the head office; but I think there would be ample money to carry out what we propose.

1558. Is there any difficulty in estimating the cost of works of this character? They are more difficult than when you know what your foundation is. There is always a certain amount of guess-work, and it is only by experience one finds out how much extra to allow when tipping stone into sand.

1559. Do you reckon it by the cubic yard? We generally reckon these things by the ton.

1560. You based your calculations upon the actual cost of the last extension of the northern breakwater? Yes.

1561. And at that time prices were ruling at a higher rate for labour than at present? Yes.

1562. The Committee have had evidence from persons trading to the port that to secure a scour in the channel the southern breakwater should be extended beyond its original length;—what is your opinion? It is simply a matter of having the breakwater far enough out to lessen the roll which comes in with the easterly and south-easterly seas. I do not see any objection, if money can be provided for it, to continue the breakwater a little farther if we find that the work proposed there has not the desired effect.

1563. Supposing the northern breakwater were extended to a distance of 3,000 feet, and the money required for the second section was spent on the southern breakwater? I prefer to see the northern breakwater brought out to the end of the 750 feet. If the breakwater ends too near the coast line, the flood tide entering the harbour will draw the beach sand towards the entrance. At present the current is not taken far enough away from the beach to prevent it from drawing the sand to the back of the breakwater, and filling it up behind. If we carry the breakwater out into deep water, the current which draws along the beach will be so far out that it will not affect the beach sand; therefore, it would not fill up behind the northern breakwater.

- H. D. Walsh, Esq.,
5 April, 1895.
1564. But would not the velocity, if the first section is constructed, be sufficient to carry the sand at least 1,000 feet further? Yes; it would carry it 1,000 feet further than the end of the northern breakwater.
1565. You think it would give a scour 1,000 feet? Yes.
1566. Would the southern breakwater, if extended so as to clear the Big Ben Rock, have any influence in quietening the waves within the channel? Yes; if the waves come in when our present proposal is carried out, it will be possible to carry the breakwater still further until it stops them.
1567. So it would be of service? Yes; if the present proposal is not sufficient it will be better to extend it further out.
1568. And you would advocate an extension, provided it was necessary to secure that result? Yes.
1569. As to the deposit of silt outside the heads; if your training walls are to be carried out near Stockton Point, where you propose to dump a large quantity of silt, would it not be far more economical to have your training wall provided for, and make it a dumping ground for the silt, instead of taking the silt outside of the harbour? I have been trying to bring that about for some time.
1570. Might it not do away with the silt on the bar which is said to come out of the punts? We do not take any notice of such a stupid idea; but on grounds of economy it ought to be done.
1571. You have ample room for the deposit of the whole of your silt? Yes, to deposit the whole of our dredgings from the harbour for the next twenty years if we had the training walls completed up above, and had sand-pumps large enough to take the dredgings. We have no sand-pump at present that would take them.
1572. If you had a training wall, you would be able to do the dredging for nearly one-third less than it costs at the present time? For considerably less—I would not say one-third. It would be the difference in cost of towing half-a-mile instead of 3 miles.
1573. It would be a 1d. per ton? Say two tugs less in the year, that would be probably £3,000 or £4,000 a year.
1574. Not more? That is for tugs alone. We get the benefit of first-class land.
1575. What does all the dredging cost per year? It costs about 1½d. per ton.
1576. You would not have to send any of that out? No; but you would have to have tugs to take it to the dumping ground.
1577. Then you would have to save 1d. a ton. Yes. I daresay that the expense of putting the silt ashore would have to be charged.
1578. One penny a ton would be a large sum in a year? Yes.
1579. You strongly favour the idea of erecting a reclamation wall, and proceeding with the reclamation work? Yes. I reported on that two years ago, and tried to get the money on the estimates.
1580. On the ground of utility you advocate that the Department should proceed with the erection of a training wall, and dump the silt on the proposed reclamation? Yes; the greatest outlay would be the large dredge.
1581. It would help to deepen the channel and prevent the silting up of the harbour, and instead of it costing 1½d. per ton, you would be able to put it on the ground for less in that way? Yes.
1582. What would the extension of the southern breakwater cost? I have not got the sections to enable me to calculate accurately, but I have run it out roughly. I think we can have an extension of about 300 feet to cost about £26,000. We have an item of 7,000 for making up the present portion. That extension would have to be a very heavy portion of wall. We should be dumping into 37 feet of water.
1583. What is the total length of the Bullock Island wharf? About 8,000 feet.

Captain Henry Newton, Harbour-master, Newcastle, sworn, and further examined:—

- Capt,
H. Newton.
5 April, 1895.
1584. *Chairman.*] Do you hand in a return showing the gradual shoaling of the harbour? Yes. (*Vide Appendix.*) Mr. Hayes asked a question as to when I first investigated the bar and reported on it. The first report I sent in in regard to it, and giving my ideas as to the cause, was on the 2nd July, 1886. I sent in another report in reference to the same thing on the 1st June, 1891; another on the 11th September, 1893; another on the 1st February, 1895. I have always recommended the extension of the southern breakwater.
1585. And there has been a steady silting up all that time? Yes; a steady silting up all the time.

SATURDAY, 6 APRIL, 1895.

[The Sectional Committee met at the Council Chambers, West Maitland, at 2 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

THE HON. JOHN DAVIES, C.M.G.

THE HON. CHARLES JAMES ROBERTS, C.M.G.

JAMES HAYES, Esq.

ROBERT HENRY LEVIEN, Esq.

CHARLES ALFRED LEE, Esq.

The Sectional Committee further considered the proposed Harbour Improvements at Newcastle.

Henry Crothers, Esq., Mayor of West Maitland, sworn, and examined:—

- H. Crothers,
Esq.
5 April, 1895.
1586. *Chairman.*] What are you? A grazier; and I am Mayor of West Maitland.
1587. Have you any knowledge of the scheme for the improvement of the entrance to the river at Newcastle? None whatever.
1588. Do you desire to express any opinion with regard to the effect of the proposed harbour improvement works on the floods in the Hunter? I could not express any opinion, from my want of knowledge of the subject. Mr. Walsh says that the proposed works will improve the outlet.

1589.

1589. You say that it depends upon whether the proposed works will improve the carrying capacity of the river at the port? That is my opinion.
1590. You think the improvements may do some good? They may.
1591. The whole question is whether the works, if carried out at Newcastle, will have any effect here, and on that point you do not desire to express an opinion? I would not attempt it.
1592. It is an engineering question? Yes; and I know very little about the harbour at Newcastle.
1593. You prefer to leave matters of that kind to the engineering authorities? Decidedly.
1594. *Mr. Davies.*] After having had the matter explained to you by the resident engineer, are you of opinion that the scheme is one which should be carried out in the public interest? That is rather a large question for a non-professional person like me to give an answer to. Mr. Walsh's opinion has always considerable weight with me, and from my long knowledge of him, I should be inclined to believe the statement he has made that the works will be beneficial.
1595. You are inclined to agree with the resident engineer, who has already pointed out to you the nature and character of the proposed improvements? Yes.
1596. He has assured you that the improvements at the entrance to the Newcastle Heads will be of such a character as not to impede the passing out of the flood-waters? Yes; he has assured me of that, and I place every reliance on his assurance.
1597. The only apprehension in your district is that the contraction of the channel would back up the flood-waters? Yes; that is the opinion of a great many.
1598. Then, from the explanation of the resident engineer, you are satisfied that no possible injury can accrue from the improvements? Yes; I have every confidence in Mr. Walsh's statement.
1599. Were you one of a deputation to the Minister the other day in reference to the flood-waters in the Hunter? I was.
1600. The carrying out of the harbour improvements at Newcastle will not interfere with the proposal submitted to the Minister? We do not believe that it will.
1601. You had a scheme which you put before the Minister? Various schemes.
1602. You do not think that the harbour improvements will interfere with the flood-waters of the Hunter River? I do not think it would. The great difficulty arises between here and Newcastle.
1603. You are so far removed from the Newcastle Harbour that you do not think the improvements will interfere with it? The difficulty arises between Maitland and Newcastle.
1604. Do you believe that the Hunter River carries a large amount of silt into Newcastle Harbour? It is indisputable.
1605. Then the annual charge for draining Newcastle Harbour is mainly brought about by reason of the large quantity of silt and sand which is carried down into the harbour in flood time from the watershed of the Hunter? No doubt about it.
1606. Have you any scheme that could be brought into practical use for the interception of this silt that goes down into the Newcastle Harbour? Certainly not.
1607. Was there much harm done in the Hunter district by the flood of 1893? Yes, immense; we rowed boats into this hall.
1608. Did the producers suffer? Every one suffered.
1609. Engineering skill could not prevent that? It could mitigate it.
1610. In what way? By the proposed canal, across Bulwarra.
1611. You think that would be the means of relieving this part? Yes; the West Maitland district.
1612. And would it relieve Newcastle Harbour? I am not prepared to say that.
1613. All the knowledge that you have of the proposed harbour improvements is what you have obtained from seeing the plans, and from the resident engineer? Yes; and the evidence I have read that was given before the Committee.
1614. From that, you conclude that the scheme will not affect the Hunter River Valley? That is my opinion.
1615. Do you know of any gentlemen connected with the Council or resident in the district who holds a contrary opinion, and who would like to give evidence? I cannot say that I do. I asked Mr. Scobie to attend.
1616. *Mr. Hayes.*] You are only interested with reference to the flood-waters in the Hunter, and if you are satisfied that the proposed works in the Newcastle Harbour will not injuriously affect the flood-waters, you have no objection to the scheme whatever? Not the slightest.
1617. *Chairman.*] The intention of the Sectional Committee to visit West Maitland to take evidence was notified in the press last Saturday? It escaped my notice.
1618. The Mayor was written to from Newcastle some days ago? The people do not seem to take any interest whatever in the matter.
1619. The Committee having taken steps to give their visit publicity, the people cannot be interested or they would have been here; they must have known? Of course they knew. I inserted an advertisement in the *Mercury* to-day, requesting people to come here and give evidence.
1620. They have had ample notice, but they have not thought fit to come? Exactly so.

John Gillies, Esq., M.P., sworn, and examined:—

1621. *Chairman.*] You are a resident of West Maitland? Yes.
1622. And represent the Electorate in Parliament? Yes.
1623. Have you any knowledge of the improvements under consideration? I saw the plans of them some time ago.
1624. Are you prepared to express a definite opinion with regard to them? I could not say anything very definite about them. At first I was opposed to the work, because I believed it would be prejudicial to the interests of my constituents, as I thought that it would throw the water back upon West Maitland, and adjacent districts generally; but I have since inspected the plans with Mr. Darley and Mr. Walsh, and Mr. Walsh has altered my opinion.
1625. You realise that the question of backing up the water is dominated by that of a further contraction of the entrance, but it has been made clear to you by the officers of the Department that there would be no further contraction of the entrance? Yes.

J. Gillies,
Esq., M.P.
6 April, 1895.

J. Gillies,
Esq., M.P.
6 April, 1895.

1626. That removes your objection? My opinion is, from what I have been informed by the engineers, that it may bring about the advantage of making a greater scour. I have spoken to several residents about giving evidence, but they do not feel inclined to do so. I suppose they think the matter is in sufficiently good hands.

1627. *Mr. Lee.*] How long have you resided here? I have been here nearly all my life. I was 4 years old when I came here.

1628. Have you seen the ravages of every flood since 1867? Yes; I have been an active member of the water brigade for many years.

1629. Have the floods increased or decreased in their severity? It appears to me that they have increased.

1630. Therefore, the volume of water that comes down the valley of the Hunter now is perhaps greater than it was years ago? I think there is no doubt about it.

1631. To which are to be added the streams of the Paterson and the Williams Rivers? Yes.

1632. Therefore, as all that water has to pass through the port of Newcastle, the question of the improvement of the harbour is a matter of great importance to the residents of West Maitland? Certainly.

1633. Would it be fair to assume that if they were under the impression that the flood waters would be retarded at the entrance, they would not be satisfied with the proposed scheme, although it might improve the port of Newcastle? We should oppose it most strongly.

1634. As far as you know, the scheme proposed has been accepted? Personally I am satisfied with it.

1635. On the assurance that it will not retard the outflow of flood waters? Yes.

1636. That is the basis on which you accept the proposal? It is.

1637. Any scheme, no matter how good it might be, for the improvement of the port of Newcastle, if it were detrimental to West Maitland, or would retard the progress of the flood-waters, would not be accepted by the people here? Not unless we were provided with another outlet for the flood waters.

1638. I think there is an interest being taken in the question of another outlet? There is an agitation on the subject. There has been an agitation about it for thirty-five or forty years to my knowledge.

1639. Are you, or is any other resident, prepared to offer any suggestion with reference to the proposed works? Seeing that they will do no injury to our town, I say by all means improve the harbour of Newcastle as much as possible in the interest of the whole district.

1640. The more the passage of the water is accelerated through that entrance the better it will be for the people about here? Undoubtedly.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Harbour Improvements at Newcastle.

SECTIONAL COMMITTEE.

APPENDIX.

A.

[To Evidence of S. Keightley, Esq.]

VESSELS LEAVING NEWCASTLE WITH SHORT CARGOES.

RETURN of Steamers and Sailing Vessels that have loaded at the Port of Newcastle since 1st January, 1894, showing draught and capacity when fully laden, draught of water on leaving, and actual quantity of coal taken.

Date.	Name.	Fully Loaded.		From Newcastle.		Remarks.
		Draught.	Quantity.	Draught.	Quantity.	
<i>Steamers.</i>						
1894.		ft. in.	tons.	ft. in.	tons.	tons.
19 Feb. ...	Southern Cross.....	25 6	6,500	23 0	5,304	1,196 tons short.
21 April ...	Gulf of Mexico.....	23 4	4,100	Exempt.	3,804	296 "
2 June ...	City of Dundee.....	24 9	5,000	23 9	4,413	587 "
7 " ...	Gulf of Bothnia	24 6	3,700	Exempt.	3,596	104 "
7 " ...	Port Adelaide	23 7	3,750	23 3 a. 23 5 f.	3,717	33 "
20 " ...	Gulf of Taranto	24 9	4,000	Exempt.	3,967	33 "
16 Aug. ...	Specialist	23 6	4,300	23 3	4,056	244 "
28 " ...	Muttra	24 8	4,700	22 0	4,392	308 "
23 Oct. ...	Booldana	23 6	3,000	21 9	2,685	315 "
1895.						
14 Jan. ...	Strathcarron.....	23 7	5,200	23 4	4,300	900 "
6 Feb. ...	Ormidale	24 7	5,340	23 8	4,899	441 "
2 Mar. ...	Strathneirs	23 5	5,600	23 4	5,299	301 "
			65,190		50,432	
<i>Sailing Vessels.</i>						
1894.		ft. in.	tons.	ft. in.	tons.	tons.
2 Feb. ...	Eialto.....	24 0	2,500	22 5	2,246	254 tons short.
19 " ...	Warrior	23 6	2,500	22 6 a. 22 1 f.	2,287	213 "
9 Mar. ...	Drammen	23 6	2,100	.....	1,900	200 "
5 April ...	Otterburn	23 0	4,260	22 5 a. 22 4 f.	3,960	300 "
26 " ...	Forteirot	23 3	4,850	22 8	4,700	150 "
4 May ...	Osborne	23 3	4,900	22 11	4,800	100 "
24 " ...	Traveller	23 4	2,210	22 6	2,188	22 "
17 " ...	Geo. F. Manson	23 0	2,200	22 5	1,938	262 "
24 July ...	Achnashie	23 0	4,000	22 9 a. 22 4 f.	3,902	98 "
8 Aug. ...	Dumfriesshire	23 3	4,000	23 a. 22 f.	3,930	70 "
19 " ...	Lord Spencer	24 0	3,000	23 0	2,966	34 "
11 " ...	Artisan	22 6	1,850	22 6	1,816	34 "
15 " ...	Lowwood	22 4	1,760	21 6	1,756	4 "
7 Sept. ...	Glosscap	23 6	2,650	22 6	2,600	50 "
13 " ...	Bohemia	23 6	2,300	22 8 a. 22 7 f.	2,050	250 "
26 " ...	Mark Curry	22 6	2,000	22 4	1,960	40 "
30 " ...	Macedon	23 9	2,400	22 8	2,335	65 "
4 Nov. ...	Lyderhorn	24 0	4,500	23 1	4,099	401 "
14 " ...	Ancona	23 0	4,500	22 3	3,893	607 "
14 " ...	Penthesilia	23 0	2,400	22 3	2,370	30 "
19 " ...	Honolulu	23 6	2,600	22 5	2,434	166 "
26 " ...	Snow and Burgess	23 0	2,350	22 6	2,157	193 "
3 Dec. ...	Patrician	23 0	1,930	.....	1,911	19 "
4 " ...	Ditton	23 6	4,380	23 0	4,156	224 "
29 Nov. ...	Gowanbank	23 6	3,500	22 2	3,334	166 "
6 Dec. ...	Ebenezer	24 0	2,500	22 7	2,146	354 "
14 " ...	Launberga	22 10	2,050	22 6	2,037	13 "
16 " ...	Ellen A. Read	24 0	2,800	22 7	2,460	340 "
20 " ...	General Roberts	22 10	2,900	22 3	2,801	99 "
1895.						
5 Jan. ...	Geo. E. Skolfield	23 0	2,300	22 7	2,210	90 "
11 " ...	Esther Roy	23 0	2,320	22 6	2,139	181 "
25 Feb. ...	Creedmoor.....	23 0	2,330	22 5½	2,165	165 "
			92,840		87,646	
	Treasurer	23 6	2,350	.....	.....	In port.
	Glenorchy	22 10	3,200	.....	.....	"
	Favonius	23 6	2,425	.....	.....	"
	Steamers—Total .....	.....	65,190	.....	50,432	Deficiency.
	Sailing Vessels—Total .....	.....	92,840	.....	87,646	4,758 tons.
				Total loss in coal to the Port		9,952 tons.

Date.	Vessel's Name.	Draught on leaving.		Shot of loaded draught.	Estimated quantity of coal short.	Date.	Vessel's Name.	Draught on leaving.		Shot of loaded draught.	Estimated quantity of coal short.
<i>Steamers.</i>											
1894.		ft. in.	ft. in.			1894.		ft. in.	ft. in.		
4 Feb...	Southern Cross..	23 0	2 6	900 tons.		19 Oct...	Booldana	21 9	2 0		720 tons.
28 May..	City of Dundee..	23 9	1 0	360 "							
31 " "	Port Adelaide...	23 3 a. 23 5 f.	0 3	90 "		1895.					
12 Aug..	Specialist	23 3	3 0	90 "		24 Jan...	Strathcarron ...	23 4	0 3		90 "
22 " "	Muttra	22 0	2 6	900 "		27 " "	Ormidale	23 8	1 0		360 "
<i>Sailing Vessels.</i>											
1894.						1894.					
19 Jan...	Rialto	22 5'	1 4	480 tons.		4 Dec...	Ditton	23 0	0 1		30 tons.
29 Feb...	Warrior	22 6 a. 22 1 f.	1 6	540 "		3 " "	Patrician	Exempt.			no record.
9 Mar...	Drammen	22 6				29 Nov...	Gowanbank	22 2			
5 April.	Otterburn	22 5 a. 22 4 f.	0 4	120 tons.		20 Dec...	General Roberts.	22 3			
26 " "	Forteviot	22 8	0 1 1/2	45 "		6 " "	Ebenezer	22 7			
4 May..	Osborne	22 11				14 " "	Laumberga	22 6	0 2		60 tons.
24 " "	Traveller	22 6				16 " "	Ellen A. Read...	22 7			
17 " "	G. F. Manson ..	22 5									
24 July..	Achnashie	22 9 a. 22 4 f.				1895.					
8 Aug...	Dumfriesshire ..	23 0 a. 22 0 f.				5 Jan...	Geo. R. Skolfield	22 7			
19 " "	Lord Spencer ..	23 0	1 0	360 tons.		11 " "	Esther Roy	22 6	1 0		360 tons.
13 Sept.	Bohemia	22 8 a. 22 7 f.				25 Feb.	Creedmoor	22 5 1/2	1 0		360 "
7 " "	Glooscap	22 6	1 6	540 tons.		In	Treasurer.				
30 " "	Macedon	22 8	0 1 1/2	45 "		port	Glenorchy.				
19 Nov...	Honolulu	22 5	0 10 1/2	315 "			Favonius.				
4 " "	Lyderhorn	23 1	0 1	30 "		1894.					
14 " "	Ancona	22 3	0 8	240 "		11 Aug...	Artisan	22 6	0 3		90 tons.
14 " "	Penthesilia	22 3				15 " "	Lowwood	21 6	0 3		90 "
26 " "	Snow & Burgess.	22 6				26 Sept.	Mark Curry	22 4	1 3		450 "

A 1.

LIST OF DEEP-DRAUGHTED VESSELS VISITING NEWCASTLE.

RETURN showing the Sailing Vessels that have loaded at this Port having a draught of 22 ft. 9 in. and upwards, from 1st January, 1894, to 31st March, 1895.

Date.	Vessel's name.	Length.	Draught loaded.		No. of tons (cargo).	Date.	Vessel's name.	Length.	Draught loaded.		No. of tons (cargo).
1894.		ft.	ft.	in.		1894.		ft.	ft.	in.	
19 Jan.	Rialto	206	24	0	2,500	20 Oct.	Penthesilea	240	23	0	2,400
27 " "	Warrior	221	23	6	2,300	23 " "	Snow and Burgess.....	228	23	0	2,350
9 Feb.	Drammen	207	23	6	2,100	29 " "	Ditton	311	23	6	4,380
24 " "	Otterburn	300	23	0	4,200	7 Nov.	Patrician	200	23	0	1,930
31 Mar.	Forteviot	320	23	3	4,850	10 " "	Gowanbank	285	23	6	3,500
31 April.	Osborne	320	23	3	4,900	16 " "	General Roberts.....	284	22	10	2,900
2 May	Nil.					16 " "	Ebenezer	219	24	0	2,500
3 " "	Traveller	228	23	4	2,210	28 " "	Laumberga	263	22	10	2,000
16 June	G. F. Manson	206	23	0	2,200	28 " "	Ellen A. Read	250	24	0	2,800
5 July	Achnashie	293	23	0	4,000	18 Dec.	George R. Skolfield ..	232	23	0	2,300
21 " "	Dumfriesshire ..	313	23	3	4,000	1895.					
19 Aug.	Lord Spencer	337	24	0	3,000	1 Jan.	Esther Roy	210	23	0	2,320
26 " "	Bohemia	212	23	6	2,300	5 Feb.	Creedmoor	214	23	0	2,330
29 " "	Glooscap	250	23	6	2,650	20 Mar.	Treasurer	226	23	6	2,350
17 Sept.	Macedon	210	23	9	2,400	21 " "	Glenorchy	280	22	10	3,200
29 " "	Honolulu	221	23	6	2,600	21 " "	Favonius	213	23	6	2,425
10 Oct.	Lyderhorn	311	24	0	4,500						
	Ancona	285	23	0	4,500						

RETURN showing the Steamers that have loaded at this Port having a draught of 23 ft. 3 in. and upwards, from 1st January, 1894, to 31st March, 1895.

Date.	Vessel's name.	Length.	Draught loaded.		No. of tons (cargo).	Date.	Vessel's name.	Length.	Draught loaded.		No. of tons (cargo).
1894.		ft.	ft.	in.		1894.		ft.	ft.	in.	
15 Jan.	Pertshire*	420	25	8		22 Aug.	Muttra	380	24	8	4,700
20 " "	Mashoua	323	23	8	650	4 Sept.	Celtic King†	372	24	9	1,100
4 Feb.	Southern Cross ..	400	25	6	5,500	10 " "	Virawa	380	23	6	2,100
25 " "	Port Chalmers† ..	410	25	2		13 " "	Nowshera	332	24	9	2,000
Mar.	Nil.					19 " "	Booldans	329	23	6	3,000
17 April	Gulf of Mexico ..	350	23	4	4,100	21 Oct.	Port Victor§	326	23	6	800
28 May	City of Dundee ..	375	24	9	5,000	Nov.	Nil.				
31 " "	Gulf of Bothnia ..	360	24	6	3,700	12 Dec.	Crown of Arragon.....	300	23	4	450
31 " "	Port Adelaide	350	23	7	3,750	1895.					
14 June	Gulf of Taranto ..	350	24	9	4,000	14 Jan.	Strathcarron		23	7	
July	Nil.					27 " "	Ormidale	361	24	7	5,000
12 Aug.	Specialist	303	23	6	4,300	15 Feb.	Strathnevis.....	364	23	5	5,600
14 " "	Port Pirie	340	23	8	1,400						

* Load frozen meat.

† Load wool, &c.

‡ Load frozen meat also.

§ Load wool also.

B.

[To Evidence of Captain Henry Newton.]

SHOALING ON THE BAR.

RETURN showing the gradual Shoaling on the Bar in line of fairway during the past thirteen months.

Date.	Depth on bar.	Date.	Depth on bar.
1894.		1894.	
25 April	22·6	20 December	22·0
21 May	22·6		
18 June	22·3	1895.	
24 July	22·3	14 January	22·0
27 August	22·3	19 February	20·6
12 September	22·0	15 March	20·6
15 October	22·0	3 April	20·6
19 November	22·0		

Further out the shoaling is greater.

HENRY NEWTON,
Harbour Master, Newcastle.

Newcastle, 5 April, 1895.

B 1.

ADVANTAGES FROM EXTENDING THE SOUTHERN BREAKWATER.

I saw the south breakwater erected. As it proceeded, a marked change occurred; the range in the harbour was greatly reduced. Still there is a heavy, dangerous range, even with the waves having the whole of Stockton Beach to expend upon. If the north breakwater be erected as proposed without an extension of the southern, any sea to the east of south-east will run on to the wall and be conducted up the harbour, and make a range such as has not been experienced in Newcastle in the past. The wave-trap is well enough in its way; but, in my opinion, without an extension of the south breakwater the seas will be so heavy that a great body of them must rush past up the harbour. It is of great importance that vessels should get under the lee of the breakwater while the water is deep. The sea then is true. When the sea begins translation, from shallowness of water the rudder is comparatively ineffective, and the ship unmanageable. I consider a 3,000-ton ship, drawing 23 feet of water, scends about two-thirds of the lift of the sea. Say, for instance, the lift is 6 feet, the scend would be 4 feet; and therefore in a sea of this kind, and a boat as described, there would be 1 ft. 6 in. more at least available if the bar were smoother. As Newcastle Harbour is now, the range is felt as far up the harbour as opposite Cowper-street. I have seen a vessel jerk a wharf-post off, to which her cable was affixed a little below this point. It is a common occurrence for mooring-bitts to go up at the A.A. Company's wharf.

HENRY NEWTON,
Harbour Master, Newcastle.

C.

[To Evidence of W. R. Logan, Esq.]

COAL RAISED IN NEWCASTLE DISTRICT.

QUANTITY and value of coal raised in the Newcastle District from 1885 to 1894 inclusive.

	tons	cwt.	qr.	£	s.	d.
1885	2,113,372	13	0	1,032,904	13	0
1886	2,178,116	0	0	1,084,554	17	1
1887	2,243,792	0	0	1,096,720	0	7
1888	2,067,042	4	3	1,022,022	8	10
1889	2,624,347	3	0	1,261,224	16	5
1890	2,120,046	6	1	995,931	2	6
1891	2,853,251	13	1	1,354,028	12	8
1892	2,611,731	0	0	1,102,694	14	5
1893	2,203,480	10	0	880,218	4	3
1894	2,605,142	13	1	883,174	14	7
	23,620,322	3	2	10,713,474	4	4

JOHN MACKENZIE,
Examiner of Coal-fields.

29 March, 1895.

C 1.

SAILING AND STEAM VESSELS OF OVER 2,000 TONS.

RETURN showing Number and Tonnage of Sailing and Steam Vessels, over 2,000 tons net register, entered at Newcastle during the years 1885 to 1894, inclusive.

Year.	Sailing.			Steam.		
	No.	Tonnage.	Average.	No.	Tonnage.	Average.
		tons.	tons.		tons.	tons.
1885	3	6,516	2,172	13	28,150	2,165
1886	9	19,600	2,178	9	19,922	2,214
1887	8	16,895	2,112	10	22,202	2,220
1888	13	27,967	2,151	15	33,073	2,205
1889	16	35,270	2,204	10	22,152	2,215
1890	14	31,361	2,240	14	30,537	2,181
1891	16	33,187	2,337	20	45,235	2,262
1892	28	64,746	2,312	38	92,201	2,426
1893	27	62,249	2,306	27	65,020	2,408
1894	45	106,006	2,356	35	82,959	2,370
	179	408,797	2,284	191	441,451	2,311

Custom House, Newcastle,
1 April, 1895.WILLIAM R. LOGAN,
Sub-Collector of Customs.

C 2.

PRINCIPAL ITEMS OF EXPORT FROM NEWCASTLE.

COMPARATIVE Statement of principal items of Export from the Port of Newcastle for years 1889 to 1894 inclusive.

Year.	Coal.		Bonedust.		Tallow.		Wool.		Meats, preserved.		Meats, frozen.	
	Tons.	Value.	Tons.	Value.	Tons.	Value.	Bales.	Value.	lb.	Value.	lb.	Value.
		£		£		£		£		£		£
1889.....	2,091,557	1,102,722	1,047	6,270	26	629	41,638	736,930	Nil.	.....	Nil.	.....
1890.....	1,628,038	875,197	520	3,148	176	3,403	45,820	777,992	36,000	600	Nil.	.....
1891.....	2,244,720	1,160,965	833	4,756	241	5,870	64,859	757,409	131,184	2,186	Nil.	.....
1892.....	1,894,735	879,482	953	5,443	511	11,682	61,795	783,864	Nil.	.....	9,620,194	81,626
1893.....	1,583,882	702,190	1,823	9,118	1,363	29,823	70,394	848,308	48,770	1,808	6,372,271	40,358
1894.....	1,891,674	710,341	799	3,359	1,104	22,949	56,263	611,409	208,864	3,270	10,154,427	75,952
	11,334,615	5,430,897	5,975	32,094	3,421	74,356	340,769	4,515,912	424,818	7,864	26,146,892	197,936

The above return does not include the coal exported for re-introduction, nor wool shipped coastwise to Sydney.

Custom House, Newcastle,
29 March, 1895.

WILLIAM R. LOGAN,
Sub-Collector of Customs.

C 3.

NEWCASTLE TRADE AND REVENUE.

DECENNIAL Return of Imports and Exports, together with the Revenue collected, at Newcastle during the Years 1864 to 1893, inclusive.

Years.	Value of Imports.	Value of Exports.	Duty.	Pilotage.	Harbour Dues (Removals).	Tonnage.	Harbour and Lights.	Ad Valorem.	Warfare and Queen's Warehouse.	Fisheries Royalty.	Chinese Restriction.	Total Revenue.
	£	£	£	£	£	£	£	£	£	£	£	£
1864 to 1873	1,461,438	2,801,309	181,665	55,637	8,849	53,114	7,348	4,735	2,194	.....	.....	313,542
1874 to 1883	4,883,605	6,863,661	484,968	77,533	13,774	18,129	37,516	.....	16,750	.....	150	648,880
1884 to 1893	7,937,252	18,434,556	1,012,393	142,749	21,826	76,432	58,260	20,932	75	588	540	1,345,795
Total for thirty years.	14,282,295	28,104,529	1,679,026	275,979	47,449	147,675	103,124	34,667	19,016	588	690	2,308,217

Custom House, Newcastle,
2 April, 1895.

WILLIAM R. LOGAN,
Sub-Collector of Customs.

C 4.

VALUE OF EXPORTS, EXCLUSIVE OF COAL.

RETURN showing Value of Exports at Newcastle, exclusive of Coal, for years 1889 to 1894 inclusive.

Year.	Value of Exports, exclusive of Coal.	Value of Coal exported.	Total Value of Exports.
	£	£	£
1889.....	791,599	1,102,722	1,894,321
1890.....	893,182	875,197	1,768,379
1891.....	1,176,417	1,160,965	2,337,382
1892.....	972,654	879,482	1,852,136
1893.....	998,623	702,190	1,700,813
1894.....	775,134	710,341	1,485,475
	£5,607,609	£5,430,897	£11,038,506

Custom House, Newcastle,
29 March, 1895

WILLIAM R. LOGAN,
Sub-Collector of Customs.

C 5.

NEWCASTLE COAL EXPORT.

RETURN showing Quantity of Coal exported from Newcastle, with Ports of Destination, during years 1885 to 1894 inclusive.

Year.	Victoria.	New Zealand.	South Australia.	Queensland.	Tasmania.	Western Australia.	Peru.	New Caledonia.	Mauritius.	United States.	Java.	India.	Philippine Islands.	Hong Kong.	Chili.	Fiji.	Japan.	Singapore.	China.	Mexico.	Sandwich Islands.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	544,005	178,707	139,337	44,205	45,155	12,309	4,651	4,913	7,270	149,337	55,986	37,221	53,458	104,554	61,416	15,627	3,748	45,046	9,413	1,523	15,086	
1886	628,141	164,453	139,476	20,417	46,269	11,576	2,795	8,957	5,853	181,973	28,448	55,379	35,641	96,931	37,991	20,719	.....	5,565	2,475	8,071	23,765
1887	708,559	150,108	123,518	15,668	38,974	13,786	6,549	12,293	8,846	248,325	46,113	48,215	37,548	83,355	48,533	21,081	.....	30,953	1,366	2,310	10,720
1888	666,947	138,007	74,250	5,074	33,514	11,814	9,186	9,108	7,081	314,593	32,288	34,643	33,084	36,953	115,453	7,259	.....	17,879	.....	2,193	21,418
1889	811,818	156,172	181,411	5,319	61,535	14,780	18,432	10,838	15,422	296,357	70,494	63,870	45,026	79,826	149,849	10,966	1,003	39,057	933	9,601	27,081	
1890	725,868	154,773	130,073	5,279	51,909	14,902	24,272	6,702	7,009	145,935	24,531	25,522	28,603	41,185	167,726	7,446	.....	20,904	931	5,564	26,509
1891	868,631	160,158	252,986	13,674	67,350	34,457	23,976	17,263	17,429	319,869	43,639	16,060	52,782	36,037	187,458	11,796	.....	44,194	930	11,031	34,789
1892	791,960	154,276	138,186	20,689	69,042	24,652	32,055	20,296	8,440	224,095	20,966	29,424	45,878	15,696	102,734	11,614	.....	31,833	.....	8,191	35,779
1893	644,479	154,294	127,223	13,611	62,005	18,980	12,711	10,437	5,841	209,269	30,533	28,283	33,239	20,110	141,940	6,265	.....	9,900	.....	3,643	32,139
1894	606,686	160,244	167,799	16,499	55,099	31,430	31,573	6,965	12,534	272,352	25,414	29,484	86,679	25,723	266,541	3,060	.....	10,100	2,160	11,023	46,983
Total...	6,997,094	1,571,192	1,474,259	160,435	530,902	189,686	166,200	107,772	95,534	2,353,105	378,462	368,131	451,938	540,370	1,369,641	115,833	4,751	255,431	18,208	63,155	274,269	

Year.	Sumatra.	Guam.	Ceylon.	Panama.	New Guinea.	Siam.	South Sea Islands.	Canada.	Cape Colony.	Straits Settlements.	Guatemala.	Kanschatka.	Celebes.	British Burmah.	Ecuador.	Madagascar.	Annam.	Natal.	New Hebrides.	Great Britain.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1885	4,206	10,251	7,511	2,118	700	914	700	.....	.....	.....	.....	.....	.....	1,760	.....	.....	.....	.....	.....	.....	.....	1,552,136
1886	.....	1,795	5,560	2,655	600	1,885	.....	1,000	318	3,410	816	1,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,544,694
1887	.....	.....	.....	577	.....	.....	556	.....	433	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,658,386
1888	.....	.....	1,685	.....	435	1,367	4,526	.....	400	1,130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,580,337
1889	5,449	3,328	2,438	.....	.....	725	5,070	.....	487	.....	.....	.....	3,740	.....	.....	.....	.....	.....	.....	.....	480	2,091,537
1890	966	3,115	.....	.....	.....	1,213	4,101	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,000	1,628,038
1891	1,330	5,526	.....	.....	7,013	.....	1,160	.....	.....	8,454	.....	.....	2,048	.....	679	.....	.....	.....	.....	.....	3,930	2,244,729
1892	.....	.....	6,171	.....	.....	.....	3,113	.....	.....	.....	.....	1,600	1,323	.....	1,060	1,302	692	.....	.....	.....	3,668	1,894,735
1893	.....	.....	2,700	2,346	540	.....	906	.....	.....	.....	.....	.....	.....	.....	1,318	2,062	.....	3,002	.....	.....	5,106	1,583,882
1894	16,265	900	413	2,373	340	3,230	1,891,674
Total...	11,951	24,015	26,065	23,961	9,338	6,104	21,032	1,000	1,638	12,994	816	3,773	7,111	1,760	5,430	3,364	692	3,002	340	19,414	17,670,168		

APPENDIX.

Custom House, Newcastle,
4 April, 1895.WILLIAM R. LOGAN,
Sub-Collector of Customs.

59

C 6.

VESSELS ENTERED AND CLEARED AT NEWCASTLE.

RETURN showing total number of Vessels (exclusive of Vessels employed in the Coasting Trade) entered and cleared at Newcastle during years 1885 to 1894 inclusive.

Year.	Entered Inwards.		Cleared Outwards.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1885	1,002	779,901	1,388	1,076,346
1886	1,333	1,097,263	1,335	1,097,382
1887	1,332	1,155,667	1,334	1,154,439
1888	1,249	1,163,431	1,208	1,115,270
1889	1,443	1,344,833	1,489	1,378,812
1890	1,159	1,156,418	1,133	1,102,677
1891	1,392	1,418,890	1,425	1,486,097
1892	1,325	1,404,436	1,307	1,381,318
1893	1,090	1,188,644	1,108	1,209,467
1894	1,255	1,422,310	1,255	1,415,159
Total.....	12,580	12,131,793	12,982	12,416,967

Custom House,
Newcastle, 3 April, 1895.

WILLIAM R. LOGAN,
Sub-Collector of Customs.

C 7.

STOCKS IN BOND.

RETURN of Stocks in Bond at the Port of Newcastle, New South Wales, on 31 March, 1895.

Rum—33 hhds., 26 qr. casks, 353 cases, 7 pkgs.	Raw sugar—7 tons 12 cwt.
Brandy—21 hhds., 138 qr. casks, 25 octaves, 957 cases.	Tobacco—44 cases and 406 pkgs.
Whisky—111 qr. casks, 27 octaves, 2,121 cases, 6 pkgs.	Tobacco leaf—None.
White spirit—1 pkg.	Cigars—33 cases and 1,065 pkgs.
All other spirits—7 pkgs.	Cigarettes—1 case and 405 pkgs.
Geneva—387 cases.	Snuff—None.
Schnapps—366 cases.	Rice—4 tons.
Gin—81 cases.	Galvanised iron—None.
Liqueurs and bitters—3 cases.	Galvanised wire—None.
Still wine—56 qr. casks, 106 cases.	Galvanised iron and steel wire—None.
Sparkling wine—89 cases.	Salt—1,036 tons.
Chicory—None.	Blasting powder—62,000 lb.
Opium—None.	Sporting powder—4,118 lb.
Kerosene oil—1,602 cases.	

Custom House,
Newcastle, 4 April, 1895.

WILLIAM R. LOGAN,
Sub-Collector of Customs.

[Two Plans.]

PLAN I.
Departmental Scheme

PLAN
OF THE
PORT OF NEWCASTLE

Inner Soundings corrected to November 1891.
Outer do do do August 1894.

SCALE 1000 FEET TO 1 INCH

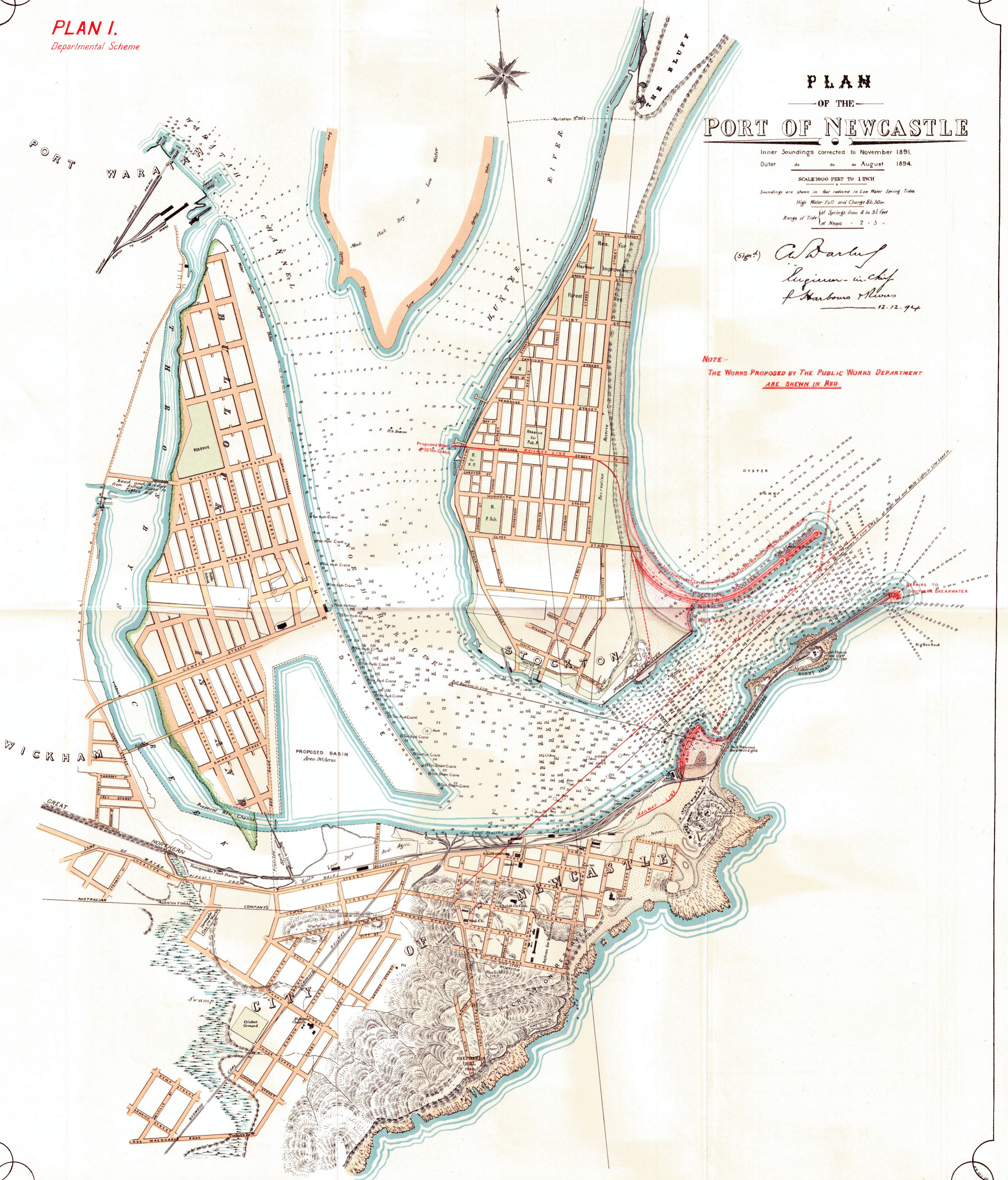
Soundings are shown in feet reduced to Low Water Spring Tides

High Water Full and Change 8h. 50m

at Springs from 4 to 5 1/2 feet
at Neaps " 2 " 3 "

(Signed) *A. Darling*
Lieutenant-in-Chief
of Harbours & Rivers
12.12.94

NOTE:-
THE WORKS PROPOSED BY THE PUBLIC WORKS DEPARTMENT
ARE SHOWN IN RED



PLAN II.

Scheme as recommended by the Committee

**PLAN
OF THE
PORT OF NEWCASTLE**

Inner Soundings corrected to November 1891.
Outer do do do August 1894.

SCALE 1000 FEET TO 1 INCH

Soundings are shown in feet reduced to Low Water Spring Tides
High Water Full and Change 8h. 50m
Range of Tides at Springs from 4 to 5 1/2 feet
at Neaps " 2 " 3 "

(Signed) *A. Darling*
Engineer-in-Chief
of Harbours & Rivers
12.12.94

NOTE:-
THE WORKS RECOMMENDED BY THE PARLIAMENTARY STANDING
COMMITTEE ON PUBLIC WORKS ARE SHOWN IN RED.



1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

NEWCASTLE HARBOUR IMPROVEMENTS BILL.

(MESSAGE No. 65.)

Ordered by the Legislative Assembly to be printed, 6 June, 1895.

FREDK. M. DARLEY,
Lieutenant-Governor.

Message No. 65.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Lieutenant-Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the carrying out of certain works of Harbour Improvements at Newcastle, and for other purposes.

*Government House,
Sydney, 5th June, 1895.*

1894-5.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NEWCASTLE HARBOUR BAR.

(RETURN SHOWING NAVIGABLE DRAUGHT OF WATER ON.)

*Ordered by the Legislative Assembly to be printed, 28 May, 1895.**[Laid upon the Table of this House in answer to Question No. 7, of the 28th May, 1895.]*

Question.

NEWCASTLE HARBOUR BAR:—MR. ELLIS asked THE COLONIAL TREASURER,—

- (1.) What was the navigable draught of water on the bar at the entrance of Newcastle Harbour during the year 1849?
- (2.) What was the greatest draught of water of any vessel which proceeded to sea from that port in that year?
- (3.) The same information for every year from that time up to the present date?

Answer.

- (1.) No record of navigable draught on the bar for 1849. The first record shows 19 ft. in 1851.
- (2.) No record of the draught of vessels leaving Newcastle for 1849.
- (3.) The first record kept was in 1859, when the greatest draught was 17 ft. 6 in., and the succeeding years are as follow, namely:—In 1860, 19 ft.; in 1861, 20 ft.; in 1862, 20·6 ft.; in 1863, 20 ft.; in 1864, 18·6 ft.; in 1865, 19 ft. 4 in.; in 1866, 20 ft. 6 in.; in 1867, 19 ft.; in 1868, 19 ft. 6 in.; in 1869, 20 ft. 3 in.; in 1870, 20 ft. 3 in.; in 1871, 21 ft.; in 1872, 21 ft. 7 in.; in 1873, 21 ft. 8 in.; in 1874, no record; in 1875, 21 ft. 1 in.; in 1876, 21 ft. 1 in.; in 1877, 21 ft. 9 in.; in 1878, 21 ft. 5 in.; in 1879, 21 ft. 10 in.; in 1880, 21 ft. 10 in.; in 1881, 22 ft. 2 in.; in 1882, 22 ft. 2 in.; in 1883, 23 ft.; in 1884, 22 ft. 11 in.; in 1885, 23 ft. 2 in.; in 1886, 23 ft.; in 1887, 23 ft. 3 in.; in 1888, 22 ft. 9 in.; in 1889, 23 ft.; in 1890, 23 ft. 3 in.; in 1891, 23 ft. 1 in.; in 1892, 23 ft. 5 in.; in 1893, 23 ft.; in 1894, 23 ft. 9 in.; in 1895, 23 ft. 8 in.

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WOLLONGONG HARBOUR TRUST.

(STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDED 31ST DECEMBER, 1893.)

Ordered by the Legislative Assembly to be printed, 10 October, 1894.

THE WOLLONGONG HARBOUR TRUST COMMISSIONERS.
STATEMENT of all moneys received and disbursed for the year ended 31st December, 1893.

Particulars of Receipt.	Received during 1893.		Particulars of Expenditure.	Expended during 1893.	
	£	s. d.		£	s. d.
To BALANCE—31st December, 1892— At English, Scottish, and Australian Chartered Bank.....	6,642	2 7	BY MAINTENANCE AND GENERAL MANAGEMENT.		
To GOVERNMENT ENDOWMENT.....	5,000	0 0	ADMINISTRATIVE BRANCH—		
To REVENUE— Wharfage and Tonnage rates Rents from wharf, land, &c.....	1,037	7 10	Rent of offices, taxes, &c.....	71	0 0
	2,285	16 7	Salaries	552	10 0
	150	0 0	Exchange, stamps, telegrams, &c.	11	13 3
	2,435	16 7	Stationery	34	11 2
To INTEREST ON CURRENT ACCOUNT (Balance).....		19 11 10	Printing and advertising	69	9 8
To TRUST ACCOUNT— Balance 31st December, 1892— At English, Scottish, and Australian Chartered Bank (Limited)	836	0 0	Cost of elections	65	3 6
Contractors' Deposit, with accrued Interest (as per contra)	439	10 3	Law costs	12	2 10
	1,275	10 3	Insurance of office furniture and fittings	0	18 0
To ENGLISH, SCOTTISH, AND AUSTRALIAN BANK (LTD.) ... Cheques Unpresented, 31st December, 1893	2,903	13 5	Guarantee fidelity premiums	20	0 0
	1,441	11 8	Auditors' fees.....	30	0 0
	4,345	5 1	Harbour Trust building	164	1 0
			Board Room Furniture	76	4 5
			Commissioners' attendance fees	566	0 0
			Commissioners' incidental expenses.....	69	19 6
			Incidental expenses	38	12 11
			ENGINEERING BRANCH—		1,782 6 3
			Rent of office, taxes, &c.	11	0 7
			Salaries	812	10 0
			Insurance of instruments, &c.....	1	10 3
			Repairs to boats.....	4	18 0
			Incidental expenses	9	1 9
			NAUTICAL BRANCH—		839 0 7
			Wages.....	549	5 0
			Steam-tug subsidy.....	541	13 4
			Stores	6	1 2
			Insurance of pilot's house	1	5 9
			WHARVES AND APPROACHES MAINTENANCE—		1,098 5 3
			Wages	59	19 0
			Repairs to lamps, &c.	8	2 5
			Lighting wharves, leading lights, &c....	76	7 8
			Timber, iron, &c.	36	4 0
			HARBOUR MAINTENANCE—		180 13 1
			Wages	0	17 0
			Light-house	27	14 5
			Stores	23	18 0
			Dredging Basin, &c.	99	16 0
			HARBOUR RAILWAY MAINTENANCE—		152 5 5
			Wages.....	299	11 8
			BY NEW WORKS AND HARBOUR IMPROVEMENTS.		299 11 8
			Liabilities under Contracts.		
			Contract "B" No. 2 (Hungerford)	12,686	13 5
			*Contract roof of east breakwater	212	11 9
			Wages	293	16 11
			Law costs	173	8 3
			Printing and advertising	28	15 6
			Machinery, plants, &c.	15	7 6
			BY ROCKET LIFE-SAVING BRIGADE.		9,491 18 1
			Drill pay.....	46	10 0
			Insurance of apparatus.....	1	10 6
			BY TRUST ACCOUNT—		48 0 6
			Contractors' deposit returned with accrued interest (as per contra) ...	439	10 3
			Ditto at English, Scottish, and Australian Bank (Ltd.), 31st December, 1893—		
			4 7/8 cent. debenture stock	209	0 0
			4 7/8 cent. terminable deposit	209	0 0
			4 1/2 cent. deposit stock	418	0 0
				836	0 0
			BY ENGLISH SCOTTISH AND AUSTRALIAN BANK (LTD.)		1,275 10 3
			4 7/8 cent. debenture stock	1,513	0 0
			4 1/2 cent. deposit stock	3,037	0 0
				4,550	0 0
			BY BALANCE—		
			In hands of Secretary		0 15 3
					19,718 6 4
					£19,718 6 4

* This contract was suspended March, 1892.

Wollongong, N.S.W., 31st January, 1894.

I certify that the above statement of all moneys received and disbursed by the Wollongong Harbour Trust Commissioners, during the year ended 31st December, 1893, has been checked and found correct.

Wollongong, N.S.W., 6th March, 1894.

I certify that the foregoing statement of receipts and disbursements by the Wollongong Harbour Trust Commissioners has been compared with the books and vouchers produced in support thereof by the Secretary and Treasurer to the Trust, and is considered to be correct, extending over the period from 1st January, 1893, to 31st December, 1893.

13th September, 1894.

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

[3d.]

Sydney: Charles Potter, Government Printer.—1894.

C. E. EGLESE, Secretary and Treasurer.

JAS. R. CAMPBELL, Auditor.

E. A. RENNIE, Auditor-General.

C. E. EGLESE, Secretary and Treasurer.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WOLLONGONG HARBOUR TRUST.

(STATEMENT OF ASSETS AND LIABILITIES, INCLUDING INCOME AND EXPENDITURE AND GENERAL BALANCE-SHEET FOR THE YEAR ENDED 31 DECEMBER, 1893.)

*Ordered by the Legislative Assembly to be printed, 6 November, 1894.**[Laid upon the Table of the House in answer to Question No. 4 of 19th September, 1894.]*

Question.

- (4.) WOLLONGONG HARBOUR IMPROVEMENTS:—MR. NICHOLSON asked THE COLONIAL TREASURER,—
- (1.) What was the total amount paid to Mr. J. E. F. Coyle and others in connection with the work carried out by him for the Wollongong Harbour Trust (date of final payment about May or June, 1890)?
 - (2.) What was the total amount paid to Sir John Coode in connection with the said trust?
 - (3.) The total amount paid to Commissioners in fees and allowances?
 - (4.) The total amount paid in salaries and office expenses?
 - (5.) The total amount paid on actual work done, naming same, in harbour improvements?

Answer.

THE WOLLONGONG HARBOUR TRUST COMMISSIONERS.

STATEMENT of ASSETS and LIABILITIES, including Income and Expenditure, for the year ended 31st December, 1893.

INCOME AND LIABILITIES.		£	s.	d.	EXPENDITURE AND ASSETS.		£	s.	d.	£	s.	d.		
Income—					Expenditure—									
Bank Balance, 31st December, 1893...				6,642	2	7	Harbour Improvements—General	22,128	11	6				
Government Endowment.....				5,000	0	0	Harbour Maintenance—General	152	5	5				
Ordinary Revenue, 1893				3,563	4	5	Harbour Railway Maintenance—							
Interest on Current Account (balance)					19	11	General.....	299	11	8				
							Wharfs and Approaches Main-							
Liabilities—							tenance—General	180	13	1				
Contracts in progress	12,686	13	5				Administrative Branch—General Ex-							
Trust Account—Contractors' Deposits		836	0	0			penses	1,782	6	3				
English, Scottish, and £ s. d.							Engineers' Branch—General Expenses	839	0	7				
Australian Bank	2,903	13	5				Nautical Branch—General Expenses	1,098	5	3				
Cheques unrepresented,							"Rocket" Life Saving Brigade	48	0	6				
31st December, 1893...	1,441	11	8								26,528	14	3	
				4,345	5	1	Assets—							
							Revenue to Collect.....	1,127	7	10				
				17,817	18	6	Trust Account—Contractors' Deposits	836	0	0				
							English, Scottish, and							
							Australian Bank—							
							4 per cent. debenture	£	s.	d.				
							Stock	1,513	0	0				
							4½ per cent. deposit							
							Stock.....	3,087	0	0				
								4,550	0	0				
							Balance in hands of							
							Secretary	0	15	3				
											6,514	3	1	
				£	33,042	17	4				£	33,042	17	4

Wollongong, N.S.W., 31st January, 1894.

C. E. EGLESE,
Secretary and Treasurer.

GENERAL BALANCE SHEET, 31ST DECEMBER, 1893.

Particulars of Receipt.	Received from 1st October, 1889, to 31st December, 1893.		Particulars of Expenditure.	Expended from 1st October, 1889, to 31st December, 1893.	
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
GOVERNMENT ENDOWMENT		21,250 0 0	MAINTENANCE AND GENERAL MANAGEMENT.		
REVENUE —			ADMINISTRATIVE BRANCH—		
Wharfage and Tonnage rates	Uncollected Revenue. 1,037 7 10	6,792 1 4	Salaries, rent of offices, and incidental expenses	3,448 5 6	
Rents from wharf, land, &c.	90 0 0	540 0 0	Cost of elections	153 10 7	
Pilotage rates		226 15 0	Harbour Trust, building, and office alterations	174 16 10	
Light dues		26 13 4	Board Room Furniture	76 4 5	
Crane fees		2 7 4	Law costs	93 18 4	
Old material sold		5 0 0	Auditors' fees	93 0 0	
		7,592 17 0	Commissioners' attendance fees	2,381 19 6	
INTEREST ON CURRENT ACCOUNT		240 0 10	Commissioners' incidental expenses	160 0 0	
TRUST ACCOUNT—			ENGINEERS BRANCH—		6,581 15 2
Contractors' Deposits		886 0 0	Salaries, rent of offices, and incidental expenses		2,669 7 5
BALANCE—			NAUTICAL BRANCH—		
Due English, Scottish, & Australian Bank (Ltd.)	2,803 13 5		Salaries and incidental expenses	2,029 18 7	
Cheques unrepresented, 31st December, 1893....	1,441 11 8	4,345 5 1	Steam-tug subsidy	1,416 13 4	
			WHARVES AND APPROACHES MAINTENANCE—		3,446 11 11
			Repairs to lamps, &c.	8 2 5	
			Repairs to cranes, &c.	37 4 10	
			Repairs to coal shoots	128 7 11	
			Repairs to I.S.N. Co's. approach	150 6 5	
			Lighting leading lights and wharfs	276 15 11	
			Wages and general expenses	190 10 8	
			New winch, &c.	17 16 6	
			HARBOUR MAINTENANCE—		809 4 8
			Dredging Basin, &c.	99 16 0	
			Wages	689 1 8	
			Buoys, moorings, &c.	87 11 0	
			Light-house	91 18 9	
			General expenses	74 10 4	
			HARBOUR RAILWAY MAINTENANCE—		1,042 17 9
			Wages, repairs, and incidental expenses		619 1 9
			BY NEW WORKS AND HARBOUR IMPROVEMENTS.		
			Liabilities under Contracts.		
			Fees to the late Sir John Coode	898 10 0	
			Special survey for Sir John Coode	1,150 5 0	
			Surveys	248 0 8	
			*Contract roof of east breakwater	1,774 3 5	
			Contract "T" Jetty Improvements, &c.	12,636 13 5	
			Wages, law costs, and incidental expenses	682 9 6	
			ROCKET LIFE-SAVING BRIGADE.		13,521 6 9
			Drill pay and incidental expenses		187 2 3
			TRUST ACCOUNT—		
			Contractors' deposit, at English, Scottish, and Australian Bank (Ltd.), 31st December, 1893—		
			4 ½ cent. debenture stock	209 0 0	
			4 ½ cent. terminable deposit	209 0 0	
			4 ½ cent. deposit stock	418 0 0	
					836 0 0
			ENGLISH SCOTTISH AND AUSTRALIAN BANK (LTD.)—		
			4 ½ cent. debenture stock	1,518 0 0	
			4 ½ cent. deposit stock	3,037 0 0	
					4,550 0 0
			BALANCE—		
			In hands of Secretary		0 15 3
	£1,127 7 10	£34,264 2 11		£12,636 13 5	£34,264 2 11

* This contract was suspended March, 1892.

Wollongong, N.S.W., 31st January, 1894.

C. E. EGGLESE,
Secretary and Treasurer.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WOLLONGONG HARBOUR.

(RETURN SHOWING AMOUNTS OF PUBLIC MONEY ADVANCED IN THE FORM OF GRANTS, SUBSIDIES, &c.)

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

RETURN showing the various amounts of Public Money advanced by the Government in the form of Grants, Subsidies, &c., for the construction of a Harbour at Wollongong from the commencement up to 1st October, 1894.

Year.	Endowment.	Moorings.	Clearing Ballast.	Basin and Harbour Works.	Lighthouse.	Pier and Concreting face of Pier.	Extension of Jetty.	Repairs to Jetty.	Repairs, Scabbis and Sidings.	Alterations, Coal Stacks.	Erection of three Steam Cranes and extra Coal Sidings.	Additional Shipping facilities.	Widening and Improving Basin.	Removal of Black Buoy Rocks.	Deepening Harbour.	Coal Stacks.	Approach to Stairs and Cranes.	Excavation of Silt by Dredges.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1860				141 10 3															141 10 3
1861				6,932 6 9															6,932 6 9
1862				7,239 0 5															7,239 0 5
1863				5,580 12 11															5,580 12 11
1864				6,920 0 2															6,920 0 2
1865		293 4 0	63 12 0	3,437 18 5															3,733 16 5
1866				3,581 7 11												2,500 0 0			6,082 7 12
1867				7,653 2 10												465 0 0			8,118 2 10
1868				911 16 5												513 10 2			1,424 7 7
1869				135 1 11	11 5 0													3,043 18 10	3,178 10 1
1870				38 15 0	2,338 3 7				12 0 0									3,043 18 10	3,181 0 7
1871					954 13 2														3,176 13 9
1872		44 9 8			20 7 0	570 1 8													3,176 13 9
1873				3 15 9		1,719 11 5										9 19 0			3,185 13 4
1874				1,989 5 1		226 17 4										499 2 0			3,185 13 4
1875				385 14 3					596 2 9							1,187 9 3			3,185 13 4
1876				747 18 1					72 1 6										3,185 13 4
1877				2,210 7 0															3,185 13 4
1878				2,225 11 3															3,185 13 4
1879				81 2 10			696 14 4												3,185 13 4
1880											572 11 6								3,185 13 4
1881											4,927 8 6	2,510 7 5							3,185 13 4
1882												10,055 8 8							3,185 13 4
1883				504 18 10						250 9 0	494 17 2	3,683 0 9							3,185 13 4
1884				221 15 11						70 9 6	12 0 0								3,185 13 4
1885				1,195 14 4				99 10 9											3,185 13 4
1886				902 18 2															3,185 13 4
1887				553 9 2															3,185 13 4
1888				567 18 6															3,185 13 4
1889				568 11 1															3,185 13 4
1890	6,250 0 0			58 1 8															3,185 13 4
1891	5,000 0 0																		3,185 13 4
1892	5,000 0 0																		3,185 13 4
1893	5,000 0 0																		3,185 13 4
1894	3,750 0 0																		3,185 13 4
Total	25,000 0 0	337 13 3	63 12 0	55,017 16 8	3,342 9 3	2,516 19 5	696 14 4	99 10 9	731 1 0	329 13 6	6,006 17 2	17,999 2 5	3,333 7 7	6,135 2 5	5,080 17 5	5,175 0 11	500 0 0	3,104 15 4	141,000 9 5

The Treasury, New South Wales,
Sydney, 12th February, 1895.

JAMES J. HINCHY,
Accountant.

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RICHMOND RIVER HARBOUR WORKS.

(PETITION FROM RESIDENTS OF THE RICHMOND RIVER DISTRICT, PRAYING FOR AN INQUIRY IN CONNECTION WITH THE CARRYING OUT OF.)

Received by the Legislative Assembly, 27 November, 1894.

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned residents of the Richmond River District,—

HUMBLY SHOWETH:—

1. That in the opinion of your Petitioners many irregularities and improprieties have taken place in connection with the expenditure of public money and the employment and discharge of men employed on the Richmond River Harbour works.

2. That abundant evidence was given in a recent civil action that a Government employee on these works set men employed by the Government, in working hours, to do his private work, and was afterwards paid for that work by the Government.

3. That the men who gave this evidence in a properly constituted Court of Law were immediately discharged after giving their evidence.

4. That the said Government employee was immediately reinstated in his position of trust, and still occupies the said position, while two of the men who gave the evidence are still unemployed, with large families depending on them.

5. That such a proceeding is not in keeping with the principles of justice, and does not tend to promote the well-being of the Public Service; but, on the contrary, reflects much discredit on the administration of the Works Department.

Your Petitioners consider that in the interests of justice, as well as for the well-being and purity of the Public Service, a full and searching inquiry should be made.

Your Petitioners, therefore, pray that you will be pleased to have a full and thorough investigation made by an impartial committee of inquiry, who will take evidence on oath, and see that the witnesses are not injured for what evidence they truthfully give.

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

[Here follow 93 signatures.]

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

SHOALING AT THE MOUTH OF NORTH CREEK,
NEAR BALLINA;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDICES.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
12 *March*, 1895.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1895.

1894-5.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 41. TUESDAY, 27 NOVEMBER, 1894.

6. SHOALING AT THE MOUTH OF NORTH CREEK, NEAR BALLINA:—Mr. Perry moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed to inquire into and report upon the claim of certain farmers on the North Creek, near Ballina, to compensation for losses sustained by them in consequence of the shoaling of the mouth of that creek, brought about by the construction of the harbour works.
- (2.) That such Committee consist of Mr. Young, Mr. O'Sullivan, Mr. Ewing, Mr. Waddell, Mr. Kidd, Mr. Frank Farnell, Mr. Edden, and the Mover.
- Debate ensued.
Question put and passed.
-

VOTES No. 51. THURSDAY, 20 DECEMBER, 1894.

3. SHOALING AT THE MOUTH OF NORTH CREEK, NEAR BALLINA:—Mr. Perry moved (*by consent*), without Notice, That the Select Committee on "Shoaling at the Mouth of North Creek, near Ballina," have leave to sit during any adjournment of this House.
- Question put and passed.
-

VOTES No. 59. TUESDAY, 12 MARCH, 1895.

5. SHOALING AT THE MOUTH OF NORTH CREEK, NEAR BALLINA:—Mr. Perry, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before the Select Committee for whose consideration and report this subject was referred on 27th November, 1894, together with Appendices.
- Ordered to be printed.
-

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee.....	4
List of Witnesses	5
Minutes of Evidence	1
Appendices	14

1894-5.

SHOALING AT THE MOUTH OF NORTH CREEK, NEAR BALLINA.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 27th November, 1894, "*To inquire into and report upon the claim of certain farmers on the North Creek, near Ballina, to compensation for losses sustained by them in consequence of the shoaling of the mouth of that creek, brought about by the construction of the harbour works, and to whom was granted, on 20th December, 1894, leave to sit during any adjournment of this House,*"—have agreed to the following Report:—

1. That the works in progress at the Richmond River Heads have interfered with the navigation of North Creek in such a way that the farmers on that creek were deprived of the use of a water-way; which had been their only route to market.

2. As a result of the difficulty thus created at the mouth of North Creek, the farmers were compelled to unship their cane, convey it overland through Ballina, and reship there for conveyance to the mill, thereby entailing considerable additional cost upon them.

3. That your Committee recommend the claims of the North Creek farmers to the favourable consideration of the Government.

*No. 3 Committee Room, Legislative Assembly,
Sydney, 12 March, 1895.*

JOHN PERRY,
Chairman.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 6 DECEMBER, 1894.

MEMBERS PRESENT:—

Mr. Edden,	|	Mr. Kidd,
	Mr. Perry.	

Mr. Perry called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, read by the Clerk. Committee deliberated.

[Adjourned till Tuesday next, at *Two* o'clock.]

TUESDAY, 11 DECEMBER, 1894

MEMBERS PRESENT:—

Mr. Perry in the Chair.

Mr. Edden,	|	Mr. Ewing,
Mr. Kidd,		Mr. Waddell.

Albert James Hodgkinson called in, sworn, and examined.

Witness handed in plan of Richmond River entrance [*Appendix A 1*]; statement of details of the cane crop of season 1893, from North Creek district, showing cost of transport in consequence of the block to navigation at entrance of creek [*Appendix A 2*]; statement of loss sustained by A. J. Hodgkinson during 1893-4 [*Appendix A 3*].

Witness withdrew.

John Bryant called in, sworn, and examined.

Witness handed in statements of estimated losses by farmers in consequence of the stoppage of North Creek [*Appendix B*].

Witness withdrew.

[Adjourned till To-morrow, at *Eleven* o'clock.]

WEDNESDAY, 12 DECEMBER, 1894.

MEMBERS PRESENT:—

Mr. Perry in the Chair.

Mr. Edden,	|	Mr. Ewing,
	Mr. Kidd.	

John Bryant recalled, and further examined.

Witness withdrew.

James Ross called in, sworn, and examined.

Witness withdrew.

Albert James Hodgkinson recalled, and further examined.

Witness withdrew.

[Adjourned till To-morrow, at *Eleven* o'clock.]

THURSDAY, 13 DECEMBER, 1894.

The House continuing to sit till the hour named for the meeting of the Committee, no meeting could be held.

WEDNESDAY, 19 DECEMBER, 1894.

The House having met at *Ten* o'clock a.m., no meeting of the Committee could be held.

THURSDAY, 20 DECEMBER, 1894.

The House continuing to sit till the hour named for the meeting of the Committee, no meeting could be held.

THURSDAY, 28 FEBRUARY, 1895.

MEMBERS PRESENT:—

Mr. Perry in the Chair.

Mr. Edden,	|	Mr. Ewing,
	Mr. O'Sullivan.	

Entry from Votes and Proceedings granting leave to the Committee to sit during any adjournment of the House, read by the Clerk.

William

William Percy Dixon called in, sworn, and examined.

Witness handed in a return of particulars of cane crops of seasons 1893 and 1894, with cost of transport and transhipment of same across Ballina by means of carts and tramway, in consequence of block to navigation at entrance of creek. [*Appendix C 1.*] Also cane cut by Colonial Sugar Refining Company, for A. J. Hodgkinson, North Creek, Richmond River. [*Appendix C 2.*]

Witness withdrew.

Henry Richard Carleton (*Supervising Engineer*, Harbours and Rivers Department), called in, sworn, and examined.

Witness produced a plan of the entrance to the Richmond River.

Witness withdrew.

[Adjourned till Friday next, at *Eleven o'clock.*]

FRIDAY, 1 MARCH, 1895.

MEMBERS PRESENT:—

Mr. Perry in the Chair.

Mr. Ewing,

Mr. O'Sullivan.

The Chairman handed in a letter from Mr. W. P. Dixon, in reference to cane crops for seasons 1893-4. [*Appendix C 3.*]

Henry Richard Carleton recalled and further examined.

Witness withdrew.

[Adjourned till Thursday next, at a *quarter past Eleven o'clock.*]

THURSDAY, 7 MARCH, 1895.

MEMBERS PRESENT:—

Mr. Perry in the Chair.

Mr. Kidd,

Mr. O'Sullivan.

The Chairman submitted Draft Report.

Paragraph 1, read, amended, and agreed to.

Paragraph 2, read, amended, and agreed to.

Paragraph 3, read and agreed to.

Motion made (*Mr. O'Sullivan*), That the Report, as amended, be the Report of the Committee.

Question put and passed.

Chairman to report to the House.

1894-5.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

SHOALING AT THE MOUTH OF NORTH CREEK,
NEAR BALLINA.

TUESDAY, 11 DECEMBER, 1894.

Present:—

MR. PERRY,	|	MR. EDDEN,
MR. EWING,	|	MR. KIDD.
J. PERRY, ESQ., IN THE CHAIR.		

Mr. Albert James Hodgkinson sworn and examined:—

1. *Chairman.*] You are a farmer residing at North Creek, Richmond River? Yes.
2. Do you know the North Creek pretty well? Yes.
3. For how long have you known it? About twenty-eight years.
4. I believe the farmers of North Creek have some complaint against the Government? Yes.
5. Will you make a statement concerning it? The grievance they complain of is this: The harbour works are being carried on, and the effect of those works has been to cause the channel to become tortuous and empty itself near the sea, instead of going out into the calm waters of Richmond River as it formerly did. That was the trouble complained of last season, and that is the trouble of this year. Instead of the water of North Creek running through the opening of the bridge left for the purpose of navigation, it runs through the piles of the bridge and the opening is silted up so that punts cannot pass through. There has been a stoppage of the navigation of the creek.
6. Has there been any attempt made to get through with punts? Yes, one or two.
7. What was the result? The first result was that one of the punts was swamped, everything was lost, and two or three men were nearly drowned. The punt, some time afterwards, was got up in a very damaged condition.
8. Did the Sugar Company after that refuse to send their launches in there again? Yes; they did not attempt to send them in after that.
9. Was there any difficulty in navigating this creek. Did you ever have any stoppages before? Nothing of any importance. There was some delay inside the creek, but not at the extreme entrance, and that was owing to the shoals. There was nothing to cause any great delay or interruption to the navigation.
10. Are you quite satisfied that the works now being carried on at the Heads have occasioned this trouble? I consider there is no question about it.
11. Did the Sugar Company foresee this in any way? The Sugar Company foresaw it. They apprehended that the difficulty would arise as the works were carried on.
12. And they refused, I believe, to renew contracts until some other way of getting out was made? Yes.
13. Can you give the Committee any idea of the amount the farmers have lost by reason of their having to handle their cane in a different way from what they handled it before? Do you mean from all causes or from the one cause in regard to transport?
14. Say, for hauling the cane across to Ballina? It cost them last year £690. It has cost them this season about a similar amount—£653 18s. 6d.

Mr. A. J.
Hodgkinson.
11 Dec., 1894.

- Mr. A. J. Hodgkinson.
11 Dec., 1894.
15. You produce a statement in regard to the year 1893, showing the cost of transport across to Ballina to amount to £653 18s. 8d.? Yes.
 16. What about 1894? It is about £600, I believe.
 17. What about next year. Do you anticipate the same amount next year? Yes, somewhere about the same amount.
 18. Do you know whether the Government have recognised the fact that they have interfered with your navigation in any way? It appears that they have, inasmuch as Mr. Lyne made a statement to the effect that we had a grievance; and he seemed to admit by his remarks that we had suffered loss.
 19. *Mr. Edden.*] When did Mr. Lyne say that? About six months ago.
 20. Whilst he was in office? Yes.
 21. *Chairman.*] Are the Government now doing something to give you another way out for your cane? I believe they commenced to cut a canal a few days ago.
 22. Virtually recognising that they had destroyed the original entrance? So I should say.
 23. Is there any other loss to the farmers besides the actual cost of cartage, say, in values? There has been a loss and waste in connection with the transport across to Ballina. There has been a loss by transshipment at both ends, and a loss by evaporation. The farmers consider that the loss will be about 10 per cent. There is also a loss by the farmers being unable to cut certain patches of cane. The mode of transport was not rapid enough, and the consequence was that certain portions had to be left. They were not able to get the cane off as soon as it was ripe. In consequence of the block it had to stand over till the end of the season, until a large quantity perished on the land.
 24. *Mr. Kidd.*] Is the estimate of 10 per cent. in addition to the amounts you have given? There was a considerable quantity of cane left on the ground uncut which perished.
 25. You estimate a loss of about 10 per cent. in addition to the £600 loss this year and the £600 loss last year? Yes.
 26. *Chairman.*] I suppose the cane, after it is cut, loses weight very quickly? Yes; there is the loss by removing it from the punts and on to the truck. A large quantity falls into the water at both ends. Then there is evaporation, and we consider there is a loss of about 10 tons in every 100 tons.
 27. What price are they paying for the cane? 12s., and they are allowing 1s. for cartage. That means 13s. a ton for the cane delivered at Ballina.
 28. Is there any other loss? There is the loss by certain portions of cane being left and perishing before the succeeding season.
 29. Did the farmers ever make a claim? They made an application some time ago—about last February—to have a Commission appointed to inquire into the matter.
 30. The reason they did not put in individual claims was that they did not know exactly what they would be out of pocket; therefore the matter was not reduced to £ s. d.? The farmers are in a position to put it in £ s. d.
 31. But they anticipate a loss also for next year? Yes; but at the same time they are not making any question at present about it; it is for losses already sustained.
 32. Was not a claim made to Mr. Lyne when he was in Ballina some little time ago? I think some application was made to Mr. Lyne in reference to the canal. I have the newspaper report, which I think will give some information on the point.
 33. Was there some talk about the farmers commencing an action at law against the Government? There was.
 34. It was not proceeded with? No.
 35. Why? I heard of one individual case in which the matter was placed in the hands of a solicitor, but whether that is correct or not I cannot say.
 36. You see the plan [*produced*]. Can you point out the position of the bridge? The point marked A.
 37. Which is the proposed canal? The point marked B.
 38. Which is the entrance of the river? The point marked C.
 39. The heavy seas come in through the entrance and prevent the navigation of the North Creek? Yes.
 40. *Mr. Edden.*] How did you get the cane away before the Government made the channel? Through the entrance marked A, and out into the main river.
 41. You used to get it away by boats? Yes, with very little interruption. Occasionally, during neap tides, there was a shoal inside the creek, but there was never any obstruction at the point marked A.
 42. Did the inhabitants of the place prevail upon the Government to make these improvements—the harbour works in the main river? Not in particular. They may have assisted in the project.
 43. Did you ask for it to be made? It is quite likely. I had a feeling that it should be done, and if any assistance could have been given in the matter I might have given it.
 44. Was there any public meeting held? There were meetings at Ballina. I do not know that I or any of the North Creek people attended it.
 45. Were any petitions signed? I believe there have been.
 46. Did you sign one? I recollect signing one about fifteen years ago.
 47. For this work to be done? Yes.
 48. And through this work not turning out as well as was expected, it has put you to a deal of expense which you were never put to before? When these works were about to be commenced we concluded that they would very likely alter the entrance. We expected that, and the Colonial Sugar Refining Company expected it. We concluded that the work could hardly be carried on without some damage being done to the creek. In fact, I believe Sir John Coode made a remark to that effect.
 49. That it could not be done without something going wrong? I think so; but he said it would all be right when the works were completed.
 50. And are the works completed? No; they are not.
 51. Are they working on them now? Yes.
 52. You stated in answer to the Chairman that the loss to the farmers in transport was about £600? Yes.
 53. Do you mean personally—to each farmer—or collectively? That was the whole amount. I may say that the company come to our relief and liberally gave one half. That was the gross amount.
 54. The Sugar Company came to your relief? Yes. The farmers had to pay one half, and the company took upon themselves to pay the other half.
 55. Seeing that the company paid one half, that leaves you with a loss of £300? Yes.
 56. And how many come under it? Roughly speaking, about twenty.

ON SHOALING AT THE MOUTH OF NORTH CREEK, BALLINA.

57. These twenty have to share a loss of £300 in one year? It is a greater loss than that. The loss, as I have already explained, is caused through the cane standing on the ground owing to the slow mode of transport. Some of them lost a certain quantity. Above and beyond that there was a quantity which had to remain late in the season, which otherwise might have been got off. Hundreds of tons perished. Mr. A. J. Hodgkinson.
11 Dec., 1894.
58. They could not get it away? No.
59. They could not get it down the channel which they had been in the habit of getting it down? No. The channel was blocked and the company would not send boats into it.
60. And you hold that the Government are responsible for it? Yes; for anything at all which may cause loss to any portion of the community. If the Government have an old bridge across a creek, and knock that bridge away, and build a new one, they have to put a punt there to carry the traffic in the meantime.
61. Has there been any complaint to the Government about the inconvenience which has been caused? Many complaints have been made.
62. And did they do nothing to assist you? They have done a certain amount of dredging the creek.
63. Do you think they have done all they could do under the circumstances? I do not say anything about that. They have had dredges at work there.
64. Do you, as a resident of the place, think the Government did all it was possible for them to do under the circumstances? No they did not.
65. What else could they have done? They could have cut a canal, instead of spending hundreds of pounds doing useless work in dredging the entrance. They have done a large amount of work in connection with training walls, which could have been spent on the canal. We applied for the canal a long time ago. It was considered by Mr. Keele and others out there that it was the best and easiest way out of the difficulty.
66. Who is Mr. Keele? The engineer in charge of the harbour works under the Government. It has been his opinion all through that the canal was the easiest way out of the difficulty.
67. *Mr. Kidd.*] I think you say there are about twenty settlers interested in this question? Eighteen or twenty.
68. What is the gross acreage they hold? I think about 500 acres.
69. About what quantity of land will the settlers on the creek, who are inconvenienced by the work, have available beyond the 500 acres? It would be difficult to form an exact idea. Roughly speaking, there must be 3,000 or 4,000 acres.
70. Do you think a much larger quantity than the 500 acres is likely to be put under cultivation as soon as they have proper facilities for getting the produce away? Yes; there is a good deal of land still lying idle.
71. Do you think it could be broken up and planted if they had means of getting the crop away? Yes; they would grow a much larger area.
72. Before the harbour works were commenced you had no difficulty in getting your produce down the Creek? No; sometimes the punts were stopped during neap tides.
73. That was the only means you had then of conveying your cane? Yes.
74. You had not much trouble then? No.
75. You did not suffer from loss by having to wait? No; the loss was very small. The punts might be on one tide, but they would be off the next.
76. You have been agitating for the proposed canal? Yes.
77. The Government have undertaken to construct it? Yes.
78. Have you any idea of the cost of the canal? About £6,000.
79. You state that if they had recognised the necessity for the canal earlier they might have saved hundreds of pounds, which they have spent in endeavouring to give you a way out at another place? Yes; I think so. They have run a training wall from the bridge a long distance on both sides, which must have cost a considerable amount of money.
80. After this work is constructed you will suffer no inconvenience in getting your produce down to the river? No; I believe it will be a success so far as the navigation is concerned.
81. Up to the present time, the twenty persons who are settled there have lost in the aggregate, by cartage alone, £600 for 1893, and a similar amount this year? The returns are not all in, but it is about the same this year.
82. Besides the 10 per cent. you have referred to? Yes.
83. This work might be constructed within twelve months—by next season? It all depends on the progress they make.
84. But you think it would be easy enough for them to have the canal complete by next season? I do not say that it would.
85. Your loss will go on till the work is completed? Yes.
86. You are quite satisfied that it is impossible to get the water made sufficiently deep to get the punts out the way you got them out previous to the works being started? Yes.
87. And, in fact, the Sugar Company have refused to send their punts up? Yes, they have.
88. *Mr. Ewing.*] You have informed the Chairman that you have been a resident in the district for 28 years? Yes.
89. Have you had a knowledge of North Creek all those years? Yes.
90. And you are quite sure that the alteration at the mouth of North Creek was occasioned by the Government works at the bar? Yes.
91. You never knew it to be in its present condition before? No.
92. Is the internal navigation of North Creek better than it was before? Yes.
93. In consequence of the work carried out by the Government? Yes.
94. In other words they have dredged the sandbanks, but the bar at the mouth of the creek renders traffic impossible? Yes.
95. You are of opinion that when the canal is finished you will be in as satisfactory a condition as you ever were? I do.
96. Therefore the loss you sustained is limited to the time when the mouth of the creek became bad, consequent on the bar works and the completion of the canal. Divide that loss into two—first of all the direct payments out of pocket, and the loss you suffered incidental to delay. Take the loss incidental upon the delay to your crops. What do you estimate that at? In my individual case? 97.

- Mr. A. J. Hodgkinson. 97. Yes? I will hand to the Chairman a statement showing my loss during the season of 1893.
 98. What is the total? £1,216.
 11 Dec., 1894. 99. In one season? In two seasons. [*Statement handed in.*]
 100. *Chairman.*] There is an item in this statement, "Cane standing too long, 150 tons at 12s. a ton." How do you arrive at that? That was cane I could not cut until the very end of the season. I was unable to cut during the earlier part of the season, and the consequence was that a lot of it perished on the ground.
 101. *Mr. Edden.*] How was it you were unable to cut it? There was too much delay in getting across. There was no facility to get it across the river. It took a double quantity of punts on account of the transhipment, and the consequence was that the company were not able to supply us.
 102. *Mr. Kidd.*] You were altogether dependent on the company for your supply of punts? For the main part; but at the same time, in an emergency, we could have got other mills on the river to send punts into the creek, if they could have got in.
 103. You could not facilitate the transport of the cane on account of the limited number of punts they were able to supply? Yes, and on account of the limited number of wharfs. There were not wharfs available.
 104. *Mr. Edden.*] I believe that in that part of the country, when anyone takes up land for the growing of sugar-cane, they enter into a contract with the Sugar Company? Yes, some of them do.
 105. What is the nature of the contract? The persons entering into the contract sign in regard to a certain area of cane for a certain number of years at a certain price. They bind themselves to plant the cane, keep it in good condition, and deliver it in good condition at the bank at deep water where the company's punts may take it. The condition of affairs became such that the company's punts could not take it, and we had to find ways and means by which they could take it, tranship it out of the company's punts across Ballina, and up to the main river.
 106. Then the Committee are to understand that this is the extra expense you complain of in getting the cane into deep water? Yes, that is one item of loss.
 107. *Chairman.*] Did the farmers use every means possible to get their cane to the mill? They did.
 108. *Mr. Kidd.*] Are you under an agreement with the Sugar Company? My agreement expired 18 months or two years ago.
 109. You stated a short time ago that you might have made arrangements with other mills? I was at liberty to do so, but I do not think any of the others could have done so, because I was the only one not under contract to them.
 110. You are not able to relieve yourselves by any other arrangements you could have made during this period with the proprietors of other mills? No, there was only a limited number of wharfs and they were in use.
 111. *Chairman.*] You produce a statement showing your individual loss for 1893 and 1894? Yes.
 112. *Mr. Kidd.*] What area have you under crop? Eighty-eight acres.
 113. *Mr. Ewing.*] Your statement shows your individual loss? Yes, the loss which I estimate; £325 has been the total yearly.
 114. The direct payment out of pocket for the carriage of cane? Yes.
 115. *Mr. Kidd.*] What is your average crop on the 88 acres? I have had from 50 tons down to 20 acres—an average of 35 tons.
 116. You say the Sugar Company was good enough to pay half the cost of transit by drays? Yes.
 117. Did they bear half your losses? Yes; they did last season, but not this. I had to pay it out of my own pocket this season.
 118. *Chairman.*] That is half the cost of carriage? Yes.
 119. *Mr. Edden.*] What do you get a ton for the cane delivered to the Company? Thirteen shillings.
 120. *Chairman.*] You know the North Creek guide-bank or training-wall? Yes.
 121. Do you know what it was constructed for? I believe it was constructed to send the water to the opening in the bridge.
 122. In order to assist the scour across the bar? Yes.
 123. It was not constructed in any way to assist the North Creek farmers? I think it was quite likely that it was an effort in that direction.
 124. Was not that part of Sir John Coode's scheme? I cannot say whether it was or not.
 125. *Mr. Edden.*] You have no idea what has been the average amount of crop for the last two years? About 35 tons.
 126. Can you give us a correct statement? I can give you the statement for the last two years. In 1894 it was 761 tons off about 40 acres. That came to a little under 20 tons to the acre. That was owing to the cane perishing by standing over.

Mr. John Bryant sworn and examined:—

- Mr. J. Bryant. 127. *Chairman.*] You reside at North Creek? Yes.
 128. And you are a farmer? Yes.
 11 Dec., 1894. 129. Are you farming your own land? No, leased land.
 130. You and Mr. Hodgkinson, I believe, were sent here to represent the other farmers at this inquiry? Yes.
 131. Will you make a statement as to what you know of the case—the cause of the block at North Creek, and the loss sustained by the farmers? I have been a resident of North Creek for eight years, and during that time I have known of nothing to prevent cane being taken out of the creek until such time as the harbour works were started. Since then we have not being able to get any cane out at North Creek, except overland, bringing it across Ballina as it were. Consequently there has been a lot of cane left in the creek which the company has not being able to get away. In some cases farmers have not been able to get any of it away, particularly frosted cane—cane that was touched by frost. The company as a rule send their gangs in to cut that cane early. In consequence of this block and the wrecking of the punt they had to discontinue it for a time. I think about nine weeks elapsed before any cane was got out. Consequently the frosted cane was useless; it could not be got out at all; in fact it was not worth taking

taking away. It was no use taking it. The loss sustained by farmers is the extra expense they have been put to in crossing Ballina, as well as the loss in waste and evaporation, etc., which has been considerable.

132. You say that nine weeks elapsed, during which time of course the frosted cane went completely bad? Yes.

133. What were you doing during those nine weeks? Simply waiting for the completion of the tram-line.

134. *Mr. Kidd.*] That was made in 1893? Yes.

135. Have you any statement to put in? Yes; I produce my own statement, with others.

136. According to this statement your loss for 1893 is £86 5s. —

137. You hand in statements of losses by other farmers whom you represent? Yes.

138. Have you any statement in regard to 1894? Yes; but not of my own. There are statements from the other growers; but I claim nothing in regard to 1894.

139. Are the statements in regard to 1894 included in what you have handed in? Yes.

140. But you only give your own loss for 1893? Yes.

141. *Chairman.*] Are these losses in your opinion solely attributable to the action of the harbour works? Yes.

142. *Mr. Edden.*] You are sure of that? Yes.

143. *Chairman.*] Was there ever any trouble in getting the cane out before? Never to my knowledge—not during my time of residence in North Creek.

144. And the Sugar Company absolutely refused to go in that old way any more? Yes; they reported to us that they would risk no more of their property.

145. Did they refuse to renew contracts until a better means of getting out was made? Yes; in consequence I threw up my holding and I have discontinued cane-growing, and I have not another place yet. I have not renewed my holding at North Creek in any way. I still reside there, but I am doing nothing so far as cane-growing is concerned.

146. *Mr. Kidd.*] With regard to the cartage accounts between the settlers and the Sugar Company for 1893 and 1894. They have agreed to allow you one half of the cartage account? The farmers acknowledge that they have paid it.

147. *Chairman.*] The Sugar Company have actually paid half the cost of carriage across Ballina? Yes.

WEDNESDAY, 12 DECEMBER, 1894.

Present:—

MR. EDDEN,

MR. KIDD.

MR. EWING,

J. PERRY, ESQ., IN THE CHAIR.

Mr. John Bryant recalled and further examined:—

148. *Mr. Ewing.*] The injury to property is limited to the period starting from the time the mouth of the creek became bad, consequent, as you say, upon the bar works, until it will be terminated, as you believe, by the cutting of the canal? Yes.

149. And your losses are limited to that period? Yes; I did not refer to my own loss right through with regard to that period.

150. But it must be inside that period? Yes.

151. And you have handed to the Chairman a statement of your losses? Yes. In my statement referring to frosted cane I did not mention that only a portion of the patches were frosted. I did not allude to the whole paddock.

152. Have you stated in the statement you handed to the Chairman the absolute amount of money you paid out of pocket? No; losses sustained through not being able to get the cane away.

153. The other loss is the money out of pocket which you have paid to get your cane across Ballina? I have had none of my own carted, not being able to get any away.

154. Did the company pay the money themselves, and then deduct it from the accounts of the farmers? Yes.

155. In handing the farmer a cheque for his produce they took from it one-half the amount of cartage? Yes.

156. *Mr. Kidd.*] Do I understand you to say that you did not get any cane away in 1893 at all? None.

157. And your loss you say was £86 5s.? Yes.

158. That is what you would have made out of your cane if you had got it away? Yes.

159. What acreage had you? About 10 acres.

160. What do you estimate the quantity per acre? Fifteen tons per acre.

161. Was it a dead loss? Yes; I made no use of it at all.

162. Could you not have got it away in the same way as others did, by drays and other means? No; the company had not time to get all the cane away in consequence of the delay with the tram-line. They took some gangs out of the creek. Afterwards they put them back into the creek, but in consequence of the block they took them out again.

163. You have given up sugar-cane growing now? Yes; I had to do so in consequence of not being able to carry on.

164. You had no agreement with the company at all? I was under contract with the company.

165. At how much per ton? The usual price—12s. for two-year old cane, and 11s. 6d. for one-year old cane, and 1s. added for cartage.

166. You are supposed to deliver it on the punts, are you not? Yes.

167. What would be the cost from the field to the punts? About 2s. from my paddock.

168. Have you given credit in the estimate of your loss for the charge of 2s. per ton, or have you charged it as delivered on the punts? I have given credit for the 1s. a ton allowed by the company for cartage.

169. Did you produce the whole of the claims from the other farmers yesterday? No; I have some, which Mr. Hodgkinson had with him, which he handed me this morning. I think there is another one to come in—Mr. Ross's.

Mr.
J. Bryant.
11 Dec., 1894.

Mr.
J. Bryant.
12 Dec., 1894.

- Mr. J. Bryant.
12 Dec., 1894.
170. *Mr. Ewing.*] I see in the exhibit marked B, which you have handed in, that you have 10 acres yielding 150 tons of cane. That is only 15 tons to the acre? Yes.
171. That is rather a low estimate? Yes.
172. What became of that cane? It was left on the field and portion of it died out after being frosted, in consequence of not being taken away in time. I had to give up my claim in consequence of not being able to continue. I was not able to continue the rent.
173. You do not doubt that the company would have taken all the cane? That was their full intention. It was the business of the company to get all the cane likely to be damaged by frost away first.
174. Supposing the company contract to take, and eventually do not take. Are they protected in any way if any unforeseen difficulty arises. You could put it into the punts? Yes, if it were in a fit state to take to the mill. They did not reject it on the ground that it was not fit to take to the mill, but simply because there were no means of getting it away in time.
175. Have the company power to do that under their agreement? Yes; they have power to take the cane at any time, provided it is in a fit state to manufacture.
176. Time passed on until eventually the cane became in an unfit state? When it becomes in an unfit state you cannot compel them to take it.
177. And you say that this delay eventually made the cane unfit to take? Yes.
178. It was delayed so long that it became unfit to take, and then the company exercised their right and did not take it? That is so.
179. *Mr. Kidd.*] How long have you been under agreement with the company? Seven years.
180. For the first five or six years you had the cane loaded in the barges and the punts on the creek? Yes.
181. You never required to cart it at any time? No; there was never any difficulty in getting the cane away before.
182. *Chairman.*] Then you lost the whole of one season's crop? Yes.
183. And in consequence of the delay in making an opening the company refused, I believe, to extend their contracts with you? Yes.
184. That was the reason you were compelled to give up the farm? Yes; in consequence of that and not getting the crop away, and not getting the means to pay rent.
185. You have noticed the condition of the water at the entrance of the creek for some years? Yes.
186. Since the works have progressed as far as they have, has there been a greater break at North Creek than ever there was before? It has caused the entrance to the creek to get lower down to eastward, and in consequence the break is greater.
187. The effect of the harbour improvements now going on has, I believe, undoubtedly been to deepen the water over the bar? Yes.
188. And in consequence of the deep water there, seas come in without breaking until they reach the North Creek outlet? Yes.
189. Do you think it will ever be possible to navigate the creek with punts? No.

Mr. James Ross called in, sworn, and examined:—

- Mr. J. Ross.
12 Dec., 1894.
190. *Chairman.*] You reside at North Creek? Yes.
191. You are a farmer? Yes.
192. Do you own land there? Yes, 50 acres.
193. How long have you been resident there? About twenty-eight years.
194. You have been in the habit of using the creek all the time? Yes.
195. Before the works in course of construction at the Heads were commenced, did you ever have any trouble or difficulty in getting your cane out of the creek? Yes; half way up the creek there used to be three shallow places.
196. But was there any trouble at the entrance? No, never; it has always been open.
197. Up to that time did you take your cane direct from the bank at North Creek to the mill at Broadwater without transshipping? Yes, for the last two years.
198. What is the reason you have to tranship now? The mouth of the creek is blocked.
199. How do you account for the block? Before there was any training wall put down the water used to rush up the new creek. Now it has been put up the water runs up to the main river.
200. How much cane do you grow? About 28 acres.
201. In consequence of this blocking you have suffered from loss? Yes.
202. How much? I lost 40 tons last year.
203. How did you lose it? The company only cut one half of the crop and left the rest. If there had been any water carriage when the gang first came to me they would have cut it all. If I had been able to cut cane at a suitable time I should have got 12s. a ton for it and 1s. a ton for cartage, but by leaving it so long, it deteriorated, and then was not fit for manufacture.
204. What became of the other 140 tons? It was destroyed, and that cost me 3s. a ton to get cut and carted off.
205. So that in place of having 13s. a ton you had to pay out 3s. a ton? Yes.
206. Have you any doubt at all about the works now in course of construction being the cause of this block? Not at all.
207. Are you aware that the Government propose cutting a canal from North Creek to Fishery Creek in order to obviate the necessity of going out through North Creek? Yes.
208. If that is constructed, will it not place North Creek in a better position than ever it was before? Yes.
209. So that if it is constructed there will be no deterioration in the value of property at North Creek? No; you won't get 10s. an acre for the ground there now.
210. So that we can dismiss from our minds anything in the shape of a loss in the value of land if the Government cut the canal? Yes.
211. If they do not cut the canal what would you estimate the loss on your land? The difference between it being available and not being available.
212. What do you consider your farm will be worth if you get the canal? At least about £10 an acre.
213. At least as much as before the block took place? Yes; rather more, if anything. 214.

214. *Mr. Ewing.*] You say rather more because you will have a shorter and better approach to Broad-water? Yes; the canal will be about 10 miles.
215. How long will it take a punt to go 10 miles? About an hour. The approach through the Fishery and the canal will be a better approach to my farm than the old route round through the mouth at North Creek.
216. *Chairman.*] That will be a gain to the company. Will it be any gain to the farmers? Both to the farmers and to the company.
217. *Mr. Kidd.*] I suppose for that gain the Government are going to charge you something for putting the canal in? We have agreed to pay so much.
218. *Chairman.*] You have agreed to pay half the cost of the canal, with interest at the rate of $4\frac{1}{2}$ per cent.? Yes.
219. I think there was a proviso in the agreement that on the completion of the works, if it were proved that the navigation of North Creek were still bad, you would not be called upon to pay anything? I believe so.
220. *Mr. Kidd.*] Are you under a contract now with the Sugar Company? The contract is up next season—in January.
221. How long have you been under contract with them to supply them with cane? Ever since the mill started.
222. That is seven or eight years ago? More than nearly twenty years ago.
223. Your agreement at the present time is that you get 13s. a ton for the cane you put on board? Yes.
224. What was your average crop last year? 298 $\frac{1}{2}$ tons.
225. Was that what you sold to the company? Yes.
226. And you had 140 tons destroyed? Yes.
227. The company, for this 298 $\frac{1}{2}$ tons, have allowed you half the carriage through Ballina, the same as the others? Yes.
228. What about this year's crop? This year there were 446 tons.
229. Have you delivered that amount? Yes.
230. Have you any loss this year? No.
231. And on that they have also paid half the cartage? Yes.
232. What is the cartage per ton? Three shillings.
233. And they pay half of the 3s.? Yes, 1s. 6d.
234. Do they allow you 13s., and 1s. 6d. besides? Yes.
235. What becomes of the 1s. for the cartage from the field to the punt; do they allow you 12s. at the mill, by paying half the cartage? They allow me 13s. when I deliver the cane on the wharf, and then they allow 1s. 6d. for the expense across Ballina.
236. Then they have been paying you 14s. 6d.? Yes.
237. It costs the company an extra 1s. 6d. to take it to the punt at Ballina? Yes.
238. What becomes of the other 1s., because the company are too knowing to allow you the 1s. cartage from the field to the punt, because the contract is really 12s., unless you deliver it at the punt? Yes.
239. *Chairman.*] The company make an all round agreement with the farmers, I believe, without reference to their distance from the river bank or the creek bank? Yes.
240. And towards the cost of carting from the field to the river bank in the first instance they allow each farmer 1s.? Yes.
241. That makes 13s., including the 12s. for the cane? Yes.
242. Then, when this block occurred the farmers met the company to see by what means they could get the cane across Ballina? Yes.
243. And they met the farmers half way by agreeing to pay half the extra cartage across Ballina? Yes.
244. So that now, at North Creek, the company actually give 2s. 6d. a ton towards carting, that is, to the main river bank, the farmers have to pay the difference, which is 1s. 6d. a ton? Yes.
245. *Mr. Edden.*] Do you live on the Richmond? Yes.
246. How long have you lived there? About forty years. I have been on the creek about twenty-eight years.
247. Have you been put to much inconvenience over this matter? Only during the last two seasons.
248. What amount of cane do you get for your land on an average? Thirty tons to the acre.
249. I suppose when the canal is completed it will be a benefit to the place? It will.
250. You will be glad when it is done? Yes.
251. I suppose it will enhance the value of the property there? Yes.
252. Land which is worth, say, £1 an acre, after the canal is completed will be worth 30s.? Yes. I suppose it will be worth more than that.
253. Then when the canal is completed it will certainly compensate to a great extent the loss you have been put to already? Yes.
254. *Chairman.*] Before this block occurred your farms were always saleable or lettable? Yes.
255. Since then they are not? No.
256. When this canal is complete, then, it will put your farms back in the same lettable condition as they were before? Yes, a little more I think.
257. But would it compensate you for the losses you have been to? I could not tell that exactly.
258. *Mr. Edden.*] But it will compensate you to a great extent? Yes.
259. *Mr. Kidd.*] How much of the 28 acres did you cut last year? About half, and half this year.
260. You only cut the cane which is matured? Yes; I cut the twelve months' old crop this year too.
261. *Chairman.*] If the canal had been cut some two years ago, I suppose there would have been no claim whatever for compensation? No.

Mr. A. J. Hodgkinson recalled and further examined:—

262. *Mr. Edden.*] Yesterday you stated to the Committee that your loss was £1,216? I estimated it at that, barring the amount being reduced.
263. How did you get at the estimate? I submitted the various items to the Committee in writing.
264. You remember also that you stated that you had 88 acres of cane, and that the average was 35 tons to the acre, worth 13s. a ton? Approximately, I have had about from 50 tons to about 30 tons. 265.

Mr. J. Ross.
12 Dec., 1894.

Mr. A. J.
Hodgkinson.
12 Dec., 1894.

- Mr. A. J. Hodgkinson.
12 Dec., 1894.
265. And then you struck the average at about 35 tons? Yes; at about that.
266. What would the average be? From 30 tons to 35 tons.
267. If you put it at 35 tons at 13s. a ton, the income from the cane would be about £2,000? Yes.
268. And you stated yesterday that you were at a loss out of that of £1,216;—do you not think you have made a mistake? I do not calculate that estimate by the average, but by what I actually cut and lost. It is all stated in the estimate which shows the precise crop. I say nothing in the estimate of the average. The estimate may be 35 tons or not; it is merely a rough guess.
269. I am not looking at the statement, I am going by what you have said? That is merely approximate. It may be a fair estimate or a little off.
270. Mr. Kidd.] How much of the 88 acres do you cut each year? Somewhere about one half.
271. Mr. Ewing.] I see in looking through the statements you have handed in that you have two claims from Thomas Duff, one for £38, and one for £80. Which is the correct one? The one for £80; that is the last one.
272. Is John Bryant a leaseholder? He was.
273. Is Owen McGuff a freeholder or a leaseholder? A leaseholder.
274. What area has he? I think 80 acres; that is, of his own land.
275. Is Glynn a freeholder? No; a leaseholder.
276. Do you know the limit of his lease? I think it is 50 acres.
277. What is Duff? A leaseholder with 40 acres.
278. What is the length of these leases? I think about eight-year leases.
279. Do you know how long they have to run? No.
280. Is Dougall Brown a leaseholder? Yes, with an area of 40 acres. I think he has some five years to run.
281. What about Wells? He is a leaseholder with two years to run.
282. What about John Stone? He is a leaseholder with about 80 acres, and five years to run.
283. How about Henry Williams? He is on his property, 40 acres.
284. Thomas Ryan? He is a leaseholder with about 40 acres.
285. Little Brothers? They own the property, about 40 acres.
286. John Kearey? He is on his own land, 40 acres.
287. Thomas Cowan? He has 40 acres, his own land.
288. Joseph Stone? His own land, 40 acres.
289. Charles Williams? His own land, about 160 acres.
290. George Young? About 100 acres.
291. Arthur O'Connor? About 40 acres. He is a freeholder.
292. A. J. Hodgkinson? His own land, 118 acres.
293. Chairman.] The block at North Creek, you say, depreciated the value of the land? Yes.
294. If the proposed canal is cut, will it replace the value? Yes, fully.
295. Mr. Ewing.] Are you aware what the total claims amount to? Yes; about £3,550.
296. As set forth in exhibit X? Yes.

THURSDAY, 28 FEBRUARY, 1895.

Present:—

MR. EDDEN,
MR. EWING,

MR. O'SULLIVAN.

J. PERRY, ESQ., IN THE CHAIR.

William Percy Dixon, Esq., sworn and examined:—

- W. P. Dixon,
Esq.
28 Feb., 1895.
297. Chairman.] You are in the employ of the Colonial Sugar Refining Company? Yes.
298. What are your duties with reference to the Richmond River Works? I have very few duties in connection with the Richmond River; my duties are more in connection with Fiji and Queensland; I have occasional correspondence in connection with the Richmond. In connection with this matter, I have been through the correspondence which has been received since March, 1893.
299. Are you aware, from the records of your Company, whether there was any stoppage in the conveyance of cane from North Creek in consequence of a block at North Creek? There was a stoppage in conveyance; but, as far as I know, it did not occasion a stoppage of the mill, although it may have conduced to it.
300. Mr. Edden.] It did not cause a stoppage of the mill? Not alone. Of course, there were a good many stoppages of the mill, to which North Creek occasioned any loss to the mill? I should say that the Company were losers to a considerable extent, besides the direct loss in the additional cost of transport, by reason of the deterioration in the quality of the cane, through the long delay between cutting and crushing. Cane quickly deteriorates after cutting, through fermentation setting in, and the percentage of sugar falls rapidly after it has been cut for three or four days. The Company also suffered loss through being obliged to purchase tram-line and trucks that would not otherwise have been required.
301. Chairman.] Did the stoppage at North Creek occasion any loss to the mill? I should say that the Company were losers to a considerable extent, besides the direct loss in the additional cost of transport, by reason of the deterioration in the quality of the cane, through the long delay between cutting and crushing. Cane quickly deteriorates after cutting, through fermentation setting in, and the percentage of sugar falls rapidly after it has been cut for three or four days. The Company also suffered loss through being obliged to purchase tram-line and trucks that would not otherwise have been required.
302. How did they get the cane out from North Creek? They sent punts up in the early part of the season 1893, and they found the navigation of the entrance of the creek very difficult on account of the low water and the high sea which runs in there. Consequently, they engaged Captain Fenwick to tow the punts round, and after that had been done for a short time a couple of punts were stranded. One was sunk at the entrance, after which the Company declined to send any more punts round for the conveyance of cane out of the creek, although they afterwards decided to send some punts into the creek with a launch, which launch was, I think, stationed there for the remainder of the season. It was decided that the cane be taken from the bank of the creek, inside the creek, across to the main river, through Ballina; but this was found to be almost impracticable on account of the heavy cartage it would necessitate, and the cutting up of the streets; and at the request of the farmers, and, I believe, of some of the residents of Ballina, the Company approached Mr. Toohey with reference to the purchase of his tram-line and trucks. We did not want his line, but we wanted his trucks. He would not sell the trucks without the

the tram-line; consequently, we were obliged to purchase both, as it would have occasioned too great a delay to get the trucks from any of the other mills. The Government, or the contractor for the break-water—I am not sure which—lent the rails which were necessary, and we used the trucks which we bought from Tooheys. We hired two punts from Kerle and Kerle, contractors. The cane was loaded on those punts. The punts were towed down the creek, and the cane was transferred to the trucks, taken across to the main river, and loaded there again into punts.

W. P. Dixon,
Esq.
28 Feb., 1895.

303. That necessitated additional handling? A great deal of additional handling. The only handling necessary, under ordinary circumstances, is the first loading of the punts. This necessitated the loading into punts in the first instance, the transport of the punts to Ballina, the loading from the punts into the trucks, the taking the trucks across, and the loading from them into the punts on the other side.

304. At what did your Company estimate the extra cost of handling? The additional cost for 1893 was £653 18s. 8d., of which the proportion borne by the farmers was £318 1s. 10d. In 1894, the additional cost was £703 13s. 2d., of which the farmers bore £386 14s. 5d.

305. *Mr. Edden.*] How many farmers were there to share that amount? Twenty in 1894, and seventeen in 1893. Of course, they contributed according to the quantity of cane from their farms; and in some instances the farmers had to bear the whole of the cost, because they were not contractors. We were not obliged to take their cane. They were obliged to bear the whole of the cost of transport.

306. Your Company made every effort, I suppose, to navigate the creek—they gave it a fair trial? They gave it a fair trial, inasmuch as they took their punts in, as long as they considered it safe, with their own launch, and then they engaged Captain Fenwick, who had a more powerful and a safer boat in heavy water, and after the stranding of the two—one being sunk and the other stranded there—the Company decided to cease operations unless they could make some arrangement for taking the cane across to Ballina.

307. Does anything appear in your returns to show whether any of the farmers lost the whole of their crops? I believe none of them did.

308. *Mr. O'Sullivan.*] Do I understand you to say that none of the farmers lost by the closing of the creek? No. I said that none of them, so far as I knew, lost the whole of their crops.

309. Do you know a farmer named John Bryant? I do not know any of them myself; but I think there is a man of that name.

310. Do you know that his loss is estimated at £86 5s.? I cannot give any information on the point.

311. Do you know if Bryant has given up sugar-growing, owing to the fact of the mouth of the river being closed? I do not know that.

312. *Mr. Ewing.*] Previous to the commencement of the harbour works at Ballina, could the creek be navigated easily? The navigation at the entrance to the creek, I believe, has always been difficult; but I am not aware of any absolute stoppage having occurred before.

313. Are we justified in believing that, previous to the harbour works starting, you were always able to get your crops out? So far as I know; but I cannot speak with certainty on the subject. I have been connected with the Company for eight or ten years, and I never heard of any absolute stoppage.

314. I notice that you refer to contractors and non-contractors? Yes.

315. You have no statement at all in regard to non-contractors? Yes; we had a statement in regard to non-contractors whose cane we took, but not in regard to those whose cane we did not take.

316. Does your statement make any reference to non-contractors? Yes.

317. Is it possible that there may be cases in which people who usually sent to you have lost their cane owing to its carriage being prevented by the bad state of the creek? I think not, for this reason, the navigation in the creek is very good. The creek is not stopped at all so far as I know; in fact, Mr. Holden mentions in one of his letters that there was plenty of water in the creek, but it was the entrance which was bad.

318. Has the fact that you had to cart the cane across Ballina been the reason for you refusing any cane? Yes; we have not taken cane which we otherwise would have taken—that is, one-year old cane. We are not obliged to cut it, and we have not taken it either from contractors or non-contractors.

319. Will that result in eventual loss to them? It results in loss to them; but it is difficult to estimate what the loss is.

320. Will the cane be cut at two years old? It has been cut as 2-year old cane; and in consequence of it remaining on the ground another twelve months, they are considered to have lost considerably.

321. Has any cane at all been eventually refused—not cut as 1-year or 2-year cane—because of the fact that you had to cart it across Ballina? I am not aware of any case.

322. *Mr. Edden.*] How long have you been in the district at the sugar-mills? I have been there twice, but only for a week or ten days at a time.

323. Do you know anything about this creek? No; excepting what I have learnt from the letters.

324. You understand how the cane was got to the Company's works? Yes.

325. Have you any idea as to what was the cause of the Government making the harbour works? I suppose to improve the entrance to the river.

326. Did anybody ask them to do it? I could not say.

327. You are not aware whether any public meetings were held in the district? No; I believe these harbour works were begun when Sir John Coode was here—at least he examined the entrance, and made certain recommendations, which, as far as I know, were afterwards adopted.

328. Is there a gentleman owning land up there, and growing sugar, which he sends to your mill, named Hodgkinson? Yes.

329. I suppose you know what amount of sugar-cane he sends? Yes.

330. Can you furnish us with information as to what he has sent each year, for the last five years? Yes.

331. I suppose you take the whole of Hodgkinson's cane? Yes; if it suits us.

332. If you do not take it who will? There used to be a man named Sharp up there, crushing cane, but I do not know whether he took any of Hodgkinson's or not. I do not know whether his mill is working now.

333. Can you tell us whether the entrance the Government have made to the Richmond has facilitated the getting of the cane to the mill in any way? So far as I know it has not.

334. Has it impeded it in any way? It is the opinion of our officers up there that it has done so—impeded the getting of the cane from North Creek.

W. P. Dixon, Esq. 335. Can you tell us why? In March, 1893—that was when they first began to anticipate trouble—Mr. Wynness, the manager there, reported on it. He says:—

28 Feb., 1895. Navigation of entrance to North Creek is the most difficult and dangerous of any we have to do with. I do not apprehend danger of the channel being blocked by the breakwater operations.

Mr. Keele, the district engineer, says that the channel will not in any way be altered this year, 1893. Later on, Mr. Holden says:—

The trouble expected some months previous in navigating North Creek has appeared. No water for the launch or punts, and waves from ocean break right in at high tide. Not sufficient water for the "B," one of our smallest launches, drawing only 3 ft. 4 in. The only channel showed 2 ft. 6 in. at high tide between the waves. Changes take place in the channel very suddenly through shifting sand-spits, but owing to the contraction of the spread of water, caused by the gradual closing in of the two breakwaters, I am afraid we must expect frequent delays in the removal of the crops from North Creek, particularly as the mouth of the creek will be facing the completed channel over the Richmond bar. Inside the creek the channel was never better than now. I might add here an extract from Mr. Wynness' letter of 8th March, 1894, in which he says, "I think the works being carried out at the bar largely, if not wholly, responsible for the silting up of the entrance and for the exposed position of the channel."

336. *Chairman.*] Mr. Hodgkinson states in his claim that there were 150 tons left standing;—have you anything to show the difference between the estimated crop and the actual crop of Mr. Hodgkinson for 1893? Yes.

337. Is there any difference? There is a difference of three-quarters of a ton of cane. I might add here that Hodgkinson's crop in 1894 fell very much further short of Mr. Holden's estimate, as is shown by the following figures:—

	2-year old plant.		2-year old ratoons.	
Estimate	7½ acres	325 tons	32 acres	750 tons.
Actual yield	7½ "	313·8 "	32 "	440 "

In this connection Mr. Holden writes, "Hodgkinson was one of the heaviest losers this year through the over-ripeness of his 2-year old ratoons, but his contracts with us had all expired, and as he would not avail himself of the opportunity of renewing in the early part of 1893, he had to wait until the cane which was still under contract to us was cut."

338. He gives 832 tons as the crop cut for 1893? Yes; 832½ tons, I have it.

339. *Mr. Ewing.*] How much cane had Hodgkinson which you estimated you had cut? In 1893, the estimate of his crop was 833 tons.

340. For how many acres? In 1893 the estimated area to cut was 50 acres, and he actually cut 50 acres.

341. He says he had 100 tons left standing? I do not know how much he had left standing.

342. Would your cane inspector make a mistake of 100 tons in 50 acres? It is quite possible to make as big a mistake as that; but the only cane which could have been left standing over would have been 1-year old cane, which, in any case, we are not obliged to take.

343. *Mr. Edden.*] How many tons to the acre did it average in 1893? About 16½.

344. *Mr. Ewing.*] But are you sure that the whole area of 50 acres was cut? According to our returns 50 acres were cropped.

345. Therefore, if Hodgkinson says he got 35 tons to the acre, it is a discrepancy? It appears to be. It is quite possible that 35 tons to the acre might have been cropped from some portions of it.

346. In estimating the weight of cane, would your inspector make allowance for that cane which was spoiled by standing over for a season;—for instance, supposing cane was frosted in the early part of the season, and was not taken away, and was spoiled, your inspector, in making an estimate for 1894, would, of course, throw that out? He would probably not expect to get as big a yield. They estimate each farm separately.

347. Can you give us an idea of the minimum and maximum weights per acre obtained? That is very difficult. Some of the farms on the Clarence have not given more than 2 tons per acre. I have known a virgin crop yielding 103 tons to the acre, but that is the highest I ever heard of. The average crop for 2-year old cane on the Richmond is from 27 to 33 tons; the 2-year-old ratoons and the 1-year old crops are much lighter.

348. *Mr. Ewing.*] The total cost of transport for 1894 is £703 13s. 2d.? Yes. For 1893 it was £653 18s. 8d.

349. £1,356 is the total cost for the two seasons? Yes; that includes the carriage of the cane in the creek.

350. That covers everything extra? Yes; but there is also included in that the cost of towing down the creek, which we would have had in any case, even if the creek had been opened.

351. What does that amount to? I could not say; it is very little indeed, because when we have a launch, a couple of miles extra does not make much difference.

352. Your reply is, that it is not a material matter? Yes.

353. Are those amounts the actual cost to the Company? No; it is the total cost, and the farmers bore part of it. In the case of the contractors the farmers bore one-half of it, and in the case of the non-contractors the farmers bore the whole of it.

Mr. Henry Richard Carleton sworn and examined:—

354. *Chairman.*] What are you? I am the principal assistant engineer in the Harbours and Rivers Branch of the Public Works Department.

355. You were stationed on the Richmond River for some time? Yes; I made a survey at the entrance to the Richmond for Sir John Coode, and reported upon it.

356. You see on the small plan produced the words, "Guide Bank, North Creek"? Yes.

357. Can you tell me what that was constructed for? For the training of North Creek—straightening its course.

358. Was it constructed to direct the creek waters on to the bar, in order to increase the scour? Yes; formerly the waters of the river and the waters of North Creek met almost directly face to face, and our endeavour at present is to make them meet at a somewhat smaller angle, and to deflect the current on to the bar.

359. In fact, to make use of the North Creek water as a scouring agent? Yes.

360.

Mr. H. R. Carleton.

28 Feb., 1895

360. Was any consideration given at that time to the question as to whether that would have any effect on the channel at North Creek for navigation purposes? Yes; it was considered it would improve it.

361. Has it improved it? Yes; but the improvement is not complete yet, as the works are still in progress.

362. Would you consider the stranding of punts and steam launches there, in attempting to navigate, an improvement? No; I would not.

363. Are you aware that such has been the case? I am aware of it. I am also aware that during the time I made the survey there the punts were constantly stranded in the creek.

364. *Mr. Edden.*] Whereabouts? Between the mouth of the North Creek and the North Creek wharf.

365. *Chairman.*] Was there any loss of cane through that stranding? I am not aware of that. Of course, it was no part of my business at that time to inquire into that. I should like to add that our own boring punt, which is a larger one than those I saw used by the Colonial Sugar Company whilst up there, was swamped one night, and I had to go down in the whaleboat to relieve the watchman in charge.

366. Did you ever see any cane punts swamped? No.

367. They were simply grounded on the sand? Yes.

368. And got off the next tide? The cane inspectors who were waiting for the tide, came to my house (Mr. Taylor and Mr. Riley were two of the cane inspectors for the Company), and on some occasions they spent the evening with me while steamers and punts were stranded in the creek; they were waiting for the tide.

369. Did you ever see them driven ashore by the seas? No, not those; but I have seen our own anchor chains carried away, and the punt nearly swept over the bar, but we got down in time to save her. As regards the Sugar Company's punts, of course I did not take any interest in them. I looked after our own plant, and we had some difficulty with it.

370. You see where the bridge is on the plan? Yes.

371. Is it right opposite the entrance to the river? Yes, it may be said to be directly opposite—not exactly opposite the centre; it is a little to one side.

372. Do you think there will always be a break there? I think there will be broken water there. Mr. Darley, however, proposes to run out a training bank, which will remedy it.

373. If you had charge of the Government punts or plants similar to those which are conveying cane, and there was a break at that bridge, would you be justified in sending them out? Of course, there are occasions when it would be too rough; but, generally speaking, I should take one of our punts round there without the slightest hesitation.

374. Provided there was no break there? No; even if there was a break, or the break which I have seen.

375. When were you there last? About two years ago.

376. Have you been there since the trouble complained of arose? No; of course, I have been in touch with the work as principal assistant engineer.

377. What was the work at the heads designed for? The improvement of the entrance to the Richmond River, in accordance with plans received from Sir John Coode, and the whole was submitted to the Public Works Committee, and revised by them.

378. Was it to obtain an extra depth of water over the bar? Yes.

379. And having that depth, is not there a probability that there will be a greater difficulty in navigating North Creek by reason of a heavier swell coming in? Not on that account; but I am inclined to think that there will be somewhat of a greater roll at the entrance of the North Creek, in consequence of our moving the entrance. The completed entrance has been moved, or will be moved, as the plan shows, 400 or 500 feet.

380. You say the department are considering a scheme to prevent the break at the entrance to North Creek? Yes.

381. If the creek were navigable, do you think they would consider that scheme for a moment? I think so, because the creek never was very good.

382. Have you any knowledge at all of the Colonial Sugar Refining Co.? I have been over the works on one or two occasions with the manager, Mr. Holden.

383. Do you think the Company would be likely to cancel a contract if there was not a real danger to their plant;—do you think they would refuse to navigate the creek if there was not a real danger to the plant? That is hardly an engineering question.

384. I am not asking you as an engineer, but as a matter of personal observation? I do not know what the Sugar Company would do at all.

385. *Mr. O'Sullivan.*] Presuming that there is a danger to the navigation, at the entrance to the creek, what would you recommend as the best way of getting over that danger? The work we are carrying out.

386. Your contention is that when the work is completed there will be no block at all? None.

387. There will, therefore, be no necessity to construct a channel from North Creek into the Richmond at a point below West Ballina? I will not say that. I say there will still be rough water, and the punts of the Company are of a small class—not suitable for going out into rolling water. They must be light-draught punts in order to go into the places into which they take them—up the creeks, for loading—but they are not suitable for going into disturbed and lumpy water.

388. Do you think, then, the navigation having been impeded, and there being a likelihood of danger to the shallow punts, it would be desirable, on the part of the Government, to construct a canal from some point below West Ballina into North Creek? I think so.

389. What would be the cost of that canal? About £6,000.

390. Ought not that work to be included as portion of the work in connection with the entrance to the Richmond River? I would hardly go so far as to consider it a part of the harbour scheme. It was not included originally.

391. But as it appears that an inconvenience has arisen already—and even you admit that the water will always be rough there for shallow punts—ought not that to be taken in as an “incidental” or “extra” to the Richmond River works? No doubt, from the way you put it, it seems that it might, perhaps, be made a charge on the harbour work.

392. A claim for compensation has been put in by the sugar planters, and if it is good for one year, it must be good for all time if they suffer this loss. Would it not be cheaper, on the part of the Government, to construct a canal to give a safe channel from North Creek into the Richmond River, rather than

be

Mr. H. R.
Carleton.

28 Feb., 1895.

Mr. H. R.
Carleton.
28 Feb., 1895.

- be compelled to pay these claims for compensation every year? You are aware that we are at present constructing this canal. It is actually in course of construction.
393. *Chairman.*] As a matter of fact you are constructing a canal, recognising that you must give these people a way out? Yes.
394. *Mr. Ewing.*] Is the entrance to North Creek blocked now;—could a punt get up now? No.
395. Therefore, at this period of the construction of the Richmond River works, the North Creek is blocked? Yes.
396. Does it appear to you that a person having cane to come out of the mouth of North Creek, will have to take it by land transport to the main river at Ballina? Yes.
397. Therefore, entailing an extra cost? Yes; but we bore a great portion of the cost. We supplied the rails for the road.
398. The contention is that the deepening of the water on the bar, and the directing of the river out by a straight channel, has brought the sea-beach virtually under the mouth of North Creek—that is the public contention? Yes; and there is a great deal in that too; but it will not be so bad when our harbour works are completed. It is simply because our southern breakwater is not sufficiently extended.
399. During 1893 and 1894, has the water been rougher at the mouth of North Creek than previously? That is an opinion you would have to get from Mr. Keele. I have not been there for one and a half years. I worked on the bar for some time, but that was in 1887–8.
400. Are you aware that previously the Company used to get the cane punted round out of the mouth of North Creek? Yes; they always had difficulty.
401. But still they found it necessary in 1893 or 1894 to put down a tramway? It was in this way: The tramway was laid down before the creek was blocked, so as to anticipate any trouble of the kind. We supplied the rails, and the tramway was completed in September, 1893. The channel was not blocked until June, 1894, so that there were really the two routes up to June, 1894.
402. The Company have found it necessary to use land transport across Ballina at considerable cost? We did not know the Company in the matter.
403. However, they have found it necessary to use land transport across Ballina during 1893 and 1894? It was considered desirable. I would not go so far as to say it was absolutely necessary.
404. You have seen the punts stranded in North Creek in 1887 and 1888? Yes.
405. What is the rise and fall of water in North Creek? At high water spring-tides you would get from 4 ft. to 4 ft. 6 in. at the wharf.
406. So that it stands to reason that at very low tide they would be stranded? They do not go in at low tide. They watch their opportunity, and go in on the top of high water.
407. Can you explain why the department found the rails to meet the difficulty in the first instance; I suppose they apprehended the difficulty? Yes; here is a letter from Mr. Keele in which he says:—“The tramway is now nearly completed.—22/9/93.”
408. Why did you build the tramway? We did not build it, as a matter of fact.
409. How did it come to be built? It was a suggestion of Mr. Keele's.
410. Why was the suggestion made? Because the farmers had complained of the difficulty of getting out with their cane.
411. If the mouth of the creek was good enough to come out of, why did they consider that at all? It has always been, as I said before, a cause of complaint.
412. Do you believe the mouth of the creek is worse now than it was previously? Yes; I say that you cannot take a punt there at all now; but that is not on account of broken water, but on account of its mouth having been blocked by the works.
413. It is on account of the operations at the Richmond River? Yes, that is perfectly plain.

FRIDAY, 1 MARCH, 1895.

Present:—

MR. EWING.

MR. O'SULLIVAN.

J. PERRY, ESQ., IN THE CHAIR.

Mr. Henry Richard Carleton further examined:—

Mr. H. R.
Carleton.
1 Mar., 1895.

414. *Chairman.*] Will you refer to the papers in possession of the department to see when complaints as to the block at North Creek were sent in? I think this paper refers to anticipated damages.
415. The claims are for 1893, and you have stated in your evidence that there was only a block in 1894; there was a complaint made in 1893 by the farmers? We have not any record of that.
416. Did the department have any representations made to them in August, 1893, with reference to this block? Yes; they received a letter from Mr. John Perry, the representative of the district, in August, 1893, as follows:—

The Under Secretary, Department of Works,—
Dear Sir,

Alstonville, 19 August, 1893.

Re Navigation of North Creek.

Would you kindly and at once bring this matter before the Minister. The farmers and Sugar Company have first arranged for towage of punts. The result you know (loss of cane and punts used in attempt). Second, they have tried carting from wharf at North Creek to wharf at Ballina. This has to be given up. It destroys the streets over which traffic passes, and consequently carts cannot convey the cane, so that you will see that those concerned have made honest attempts to help themselves. I have now to propose that your department provide and lay a tramway from landing place at North Creek to loading place, distant about a mile. I think you have rails, &c., on the spot. The rolling stock, if addition is required to ordinary trucks, the farmers will make the necessary alterations. The road is perfectly level, and all that would be required would be to lay rails. No embankments required. The farmers will find the motive power in the shape of horses, and it will cost them about 1s. 6d. a ton extra to load and unload punts, &c. This matter is urgent, and if necessary to communicate with Mr. Keele, the wires should be used. I have seen several of the aldermen of Ballina, and they say the council will offer no obstruction. In fact they were of opinion that the council, if necessary, would unanimously pass a resolution empowering the Government to lay the tram along the street. Trusting you will see the Minister on receipt of this, as it is of the utmost importance that the growers should be enabled to get their produce to market, the usual mode of conveyance having been interfered with in such a way as to render it impracticable.

Yours truly,
J. PERRY.

Please wire me to Alstonville.

The letter is marked off to Mr. Darley as urgent, and he has evidently furnished a report.

417. Are you aware, from any of the departmental papers, that the farmers held a meeting and made representations to the Government in July, 1893? I am not aware of it.
418. Will you look at the paper I have handed to you, and see whether there is anything bearing on the subject? This paper is not signed. It is a *précis*—a brief statement of the case.
419. A departmental *précis*? Yes.
420. Would you mind reading it? I do not think it is authoritative, because there is no signature, and it is not registered.
421. Never mind the signature—it is evidently a departmental paper? Yes, I should say so.
422. Will you read the first paragraph? Yes.

Mr. H. B.
Carleton.
1 Mar., 1895.

Department of Public Works, Harbours and Rivers Branch, Sydney, December, 1894.
MINUTE PAPER.—Subject:—Fishery Creek Canal, Richmond River.

Brief Statement of Case.

31/7/93. At a meeting of settlers in July, 1893, a resolution was passed to the effect that a canal through Fishery Creek would be a comparatively inexpensive undertaking, and would be a complete and permanent benefit to the country at large.

Mr. Darley decided to have a survey made, and instructions were given to Mr. Keele (23/8/93) to report.

Mr. Keele reported that he considered the application to open a canal through Fishery Creek a reasonable one, and recommended that a canal be made by dredging, at a cost of £6,000. In addition to benefiting the town of Ballina by removing stagnant water and sewage matter from swamp which borders the creek, Mr. Keele thought it would make saleable some 500 acres of Crown land at present utterly useless.

Mr. Street, knowing Mr. Keele's report had been sent in, thought that if the Minister would give his approval, the three dredges which were then at the Richmond would be put on at once, and the expenditure would come out of Harbours and Rivers Vote, say £3,000; the balance could be charged against Harbours work vote when finished. The area of improved land and the imposition of light canal dues would form a counterbalancing asset and revenue sufficient to justify required expenditure.

423. It is evident that you made a mistake when you said there was no block until July, 1894? I still say there was no block until then.

424. *Mr. O'Sullivan.*] But although you say that, it is evident from the letter you read, that there were complaints in 1893 by Mr. Perry? Yes; that is correct.

425. Do you consider there was any block there at that time? Only the usual block which I described to you was there in 1887, and in the following years.

426. You admit that in 1894 there was an actual block caused by the channel of the creek being closed up? Yes, undoubtedly.

427. *Chairman.*] Then it was simply a freak on the part of the farmers to cart across and go to this additional expense in 1893? No; I think that was done anticipating the block—to make provision for it, so that they would not suffer.

428. Do you think it is likely that farmers would go to additional expense in carting and transhipping cane in anticipation of trouble which might never come? It was pretty well foreseen that it must come.

429. You think it did not come in 1893? No.

430. And they went to this additional expense because they foresaw that trouble must come? Yes.

431. Your departmental experience leads you to that conclusion? Yes; not exactly departmental, but ordinary experience.

432. *Mr. Ewing.*] So far as you are concerned, it is simply a question of locating the time of the block;—you admit there was a block? I admit it is blocked at the present moment.

433. Can you tell us exactly when the block commenced to show? We closed 7/7/94.

434. And the block happened in a day? It was done very rapidly. We rushed the stuff in in the last few days. The object of doing it so rapidly was to try to divert the current into the new channel where we have an opening span, and so scour it out.

435. *Chairman.*] By the block you mean the casting in of stone by the department? Yes.

436. Not the forming of the sandbank outside which actually caused the trouble—you do not look on that as a block? There was no forming. There were only the natural sandbanks which grow there, and are scoured away from time to time, affected by the flood-waters or north-easterly weather.

437. *Mr. Ewing.*] Who was doing the towing out of North Creek? In my time the Company used to send their own little launches.

438. Do they generally manage their business pretty well? I should say they do.

439. Do you think they would take cane out of North Creek, and cart it across Ballina, unless there was some reason for it? No; I do not suppose they would.

440. And they had never taken that action before 1893? They would have had to do it at some time, as there has always been trouble in that creek.

441. But these extreme steps were never required, in the opinion of the Company, before 1893? I do not know what their opinion was.

442. The tramway was not put up until 1893? No; but still the difficulties were there.

443. *Chairman.*] You said in answer to a question yesterday,—“Yes; I say that you cannot take a punt there at all now; but that is not on account of broken water, but on account of its being shallow”;—that is generally a cause of broken water, where there is a swell? Yes; you see our works have moved the entrance to the creek into a shallow place, and we have not dredged that out yet. We have the deep ordinary water which was in the creek up to June and July, 1894. We blocked that in the hope of scouring out the entrance to the creek at another place, where we put in an opening span; and that work is not yet completed. I thought, perhaps, I had not made myself quite clear on that point, so I made a note on the subject which, perhaps, I might be allowed to read.

444. Have you, among your papers, a report from Mr. Keele, dated 2 March, 1894? Yes; it states:—

The application to have Fishery Creek made navigable for cane punts and steam launches by dredging a canal through it is, I think, a very reasonable one, seeing that the farmers resident on North Creek are suffering much inconvenience and loss through the entrance to that creek being practically blocked, and there is no certainty that the works now in progress for its improvement will prevent the formation of shoals below the bridge. Indeed I think it highly probable that there will always be a tendency for a bar to form there.

445. Was Mr. Keele competent to give an opinion of that sort? No one better, I should say, he being on the ground, but he only went there on the commencement of the harbour works, and could not have known of the obstructions which existed previously. I mentioned yesterday that the North Creek is worse now than it was. I forgot to add that this has only taken place since we closed the mouth (7/7/94), and that any damage can only be prospective. As I understand, there has been only one cane season since that date. To meet a contingency which might arise next cane season we are constructing a canal.

SHOALING AT THE MOUTH OF NORTH CREEK, NEAR BALLINA.

APPENDIX.

[Handed in on 11th December, 1894.]

A1.

[Plan.]

A2.

COLONIAL SUGAR REFINING COMPANY (LIMITED) OF SYDNEY, NORTH CREEK, RICHMOND RIVER.
PARTICULARS of cane crop of season 1893, with cost of transport across Ballina by means of carts and tramway in consequence of block to navigation at entrance of Creek.

Farmer's Names.	Estimated Yield of 2-year old cane.	Actual Yield.		Cost of Transport across Ballina.
		2-year old cane.	1-year old cane.	
	Tons.	Tons.	Tons.	£ s. d.
James Ross	319	291½	.....	43 14 6
George Young	365	306½	.....	45 18 9
Ed. Glynn	50	45½	23½	11 13 8
C. J. Ross	245	178½	.....	26 14 9
Jno. Kearney	265	191½	.....	32 7 1
Thos. Duff	130	100½	31	22 4 7
Wm. Wells	165	108½	.....	18 6 2
Thos. Cowen	114	81½	.....	12 4 6
A. J. Hodgkinson	833	832½	.....	125 14 6
Jno. Stone	336	343½	.....	57 18 5
Thos. Ryan	12	20	5	4 4 4
Hy. Williams	42	32	.....	5 8 0
Dugald Brown	520	417½	.....	70 9 10
Thos. Stewart	700	896½	.....	132 0 1
Arthur O'Connor	50	61½	6	11 8 7
Ed. Henderson	353	206½	.....	30 19 6
Jas. Drummond .....	.....	15½	.....	2 11 5
Total	4,499	4,129½	65½	653 18 8

Broadwater, 8th December, 1894.

R. F. HOLDEN.

Dear Sir,

Colonial Sugar Refining Company (Limited), Broadwater Mill, 8 December, 1894.
In compliance with a joint request by most of the farmers of North Creek I now forward to you a statement giving full details of the cane crop of last year from the North Creek district, and showing the cost of transport of such crop by individual farms.

It is impossible at present to compile like information for the crop of the present year—not until the full work of the season has finished there. Generally speaking, however, the cost of transport may be taken to be about the same rate as last year.

Yours, &c.,
Mr. A. J. Hodgkinson, of North Creek, passenger per s.s. Macleay.

R. F. HOLDEN.

A3.

Loss sustained by A. J. Hodgkinson, Season 1893.

By cane standing too long, 150 tons at 12s. per ton	£ s. d.
Sixpence per ton reduction by Colonial Sugar Refining Company for damaged condition of cane on 600 tons	90 0 0
Eighteen tons of cane not cut, at 12s. per ton	15 0 0
Cost of transport across Ballina on 832 tons at 3s.	10 16 0
Loss by waste and evaporation in transit across Ballina, at per cent. on 832 tons at 13s. per ton	124 16 0
.....	53 19 0
.....	294 11 0
Interest on £294 11s. at 7 per cent.	19 10 0
.....	314 1 0
Season 1894. Loss.	£ s. d.
By cane standing too long, 320 tons at 12s. per ton	192 0 0
Reduction made by Sugar Company for damaged condition of cane on 164 tons of cane at 6d. per ton	4 2 0
Retained by Sugar Company to meet cost of transport across Ballina on 761½ tons cane	66 13 1
Loss at rate of per cent. on 761½ tons of cane, with waste and evaporation during transport across Ballina, 76 tons at 13s. per ton	49 8 0
.....	626 4 1
Depreciation in value of land through stoppage of navigation, 118 acres at £5 per acre.	590 0 0
Total	£1,216 4 1

B.

APPENDIX.

15

B.

ESTIMATE of loss sustained on account of being unable to have cane cut, through Colonial Sugar Refining Co. refusing to take the same on account of blockage at North Creek entrance.

1893—10 acres; yield, 150 tons; loss, 11s. 6d. per ton	£ s. d. 86 5 0
	JOHN BRYANT.

ESTIMATED loss caused by blockage to North Creek entrance.

1893—3 acres; yield, 70 tons; loss, 3s. per ton	£ s. d. 10 16 0
1894—5 acres; yield, 148 tons; loss, 3s. per ton	22 4 0
	33 0 0
	O. McGOUGH.

Loss sustained by Edward Glynn in the years 1893 and 1894, by the blocking of North Creek.

1893—70 tons of cane, at 1s. 8d. (transport)	£ s. d. 5 16 8
Loss in transit through Ballina—7 tons	4 11 0
1894—134 tons at 1s. 6d. (transport)	10 1 0
Loss in transit, 12 tons at 13s.	7 16 0
	28 4 8

MEMO.—To be 3s. per ton transport, and 10 per cent. waste.

EDWARD GLYNN,
North Creek.

S1.

FOR haulage across Ballina.

1893—135 tons, at 3s. per ton	£ s. d. 20 5 0
1894—120 tons, at 3s. per ton	18 0 0
	38 5 0

THOMAS DUFF.

Loss for haulage across Ballina.

1893—Transport of 417 tons, at 3s. 4d. per ton	£ s. d. 69 10 0
1894—Transport of 550 tons, at 3s. per ton	82 10 0
	152 0 0
10 per cent. loss on 967 tons, at 13s., about 95 tons	61 15 0
300 tons of cane that died through not being taken by Company, at 12s. per ton	180 0 0
	393 15 0

DUGALD BROWN.

ESTIMATE of loss caused by blockage to North Creek entrance.

Loss of cane through being over-ripe	£ s. d. 58 1 0
Carting across Ballina, at 3s.	34 4 0
Loss by re-handling and delay, 10 per cent.	13 6 0
	105 11 0

WILLIAM WELLS.

1893—Loss for haulage across Ballina—345 tons	£ s. d. 68 13 4
1894—Loss for haulage across Ballina—735 tons	110 5 0
10 per cent. loss on 1,080 tons = 108 at 13s. per ton	70 4 0
	249 2 4

JOHN STONE.

ESTIMATE of Loss sustained by blockage at entrance to North Creek.

1893—10 acres; yield, 201 tons; loss, 2s. per ton.....	£ s. d. 20 2 0
Deficiency in price.	
1894—20 acres; yield, 450 tons; loss, 2s. per ton	45 0 0
	65 2 0
Loss by haulage across Ballina—	
1893—2 acres; yield, 32 tons; loss, 3s. per ton	4 16 0
1894—3 acres; yield, 42 tons; loss, 3s. per ton.....	6 6 0
10 per cent. loss on 74 tons = 7½ tons at 13s. per ton	4 17 6
	15 19 6
	65 2 0
Gross amount of loss	81 1 6

HENRY WILLIAMS.

ESTIMATE of loss caused by blocking of North entrance.

1893—1 acre; yield, 25 tons; loss, 3s. per ton cartage.....	£ s. d. 4 0 0
12 acres; not cut; loss, 12s. per ton (20 tons per acre)	144 0 0
Loss on over-ripe and dead cane	26 0 0
1894—Expenses across Ballina; yield, 396 tons; loss, 3s. per ton cartage	56 5 0
1893—Loss in not planting	65 5 0
	321 10 0
10 per cent. loss on 421 tons.....	25 4 0
	346 14 0

Total

THOMAS RYAN,
Farmer, North Creek.

ESTIMATED

APPENDIX.

ESTIMATED loss caused by blockage to North Creek entrance. £ s. d.
 1893—14 acres; yield, 350 tons; loss, 11s. 6d. per ton 201 5 0
 LITTLE BROS.

ESTIMATE of loss sustained on account of blockage of entrance to North Creek. £ s. d.
 1893—10 acres; yield, 199 tons; loss, 3s. per ton cartage 29 17 0
 10 per cent. loss in handling 13 0 0
 42 17 0
 JOHN KEARNEY.

ESTIMATE of Loss sustained on account of blockage of entrance to North Creek. £ s. d.
 1893—4 acres; yield, 82 tons; loss, 3s. per ton cartage 12 6 0
 1894—15 acres; yield, 297 tons; loss, 3s. per ton, cartage 44 11 0
 38 tons at 13s. per ton 24 14 0
 Loss in handling cane for two seasons—1893 and 1894 81 11 0
 THOMAS COWEN.

ESTIMATE of Loss sustained by blockage to North Creek entrance. £ s. d.
 1894—11 acres; yield, 302 tons; loss, 3s. per ton, cartage ... 45 18 0
 JOSEPH STONE.

ESTIMATE of loss sustained on account of Colonial Sugar Refining Company refusing to cut cane, through being unable to get it away on account of blockage at North Creek entrance. £ s. d.
 1893—5 acres; yield, 100 tons; loss, 13s. per ton..... 65 0 0
 CHARLES WILLIAMS.

Loss sustained by me in the years 1893 and 1894, caused by the blocking of the North Creek. £ s. d.
 1893—306 tons of cane, at 1s. 6d. cartage 22 19 0
 Loss in transit in Ballina, 30 tons at 13s. 6d..... 20 5 0
 Cane carted off ground, 30 tons at 12s. 6d..... 18 15 0
 1894—197 tons at 1s. 6d., cartage 14 15 6
 Loss in transit in Ballina, 20 tons at 12s. 6d..... 18 0 0
 94 14 6
 GEORGE YOUNG.

North Creek, 2nd December, 1894.

ESTIMATE of loss sustained through blockage at North Creek entrance. £ s. d.
 1894.—16 acres; yield, 227 tons; loss, 3s. per ton 34 0 0
 JOSEPH CORDWELL.

By loss on 4 acres of cane, left uncut through block at North Creek channel, average, 25 tons £ s. d.
 per acre, at 11s. per ton—100 tons 55 0 0
 Haulage on 67 tons across Ballina, at 1s. 8d. 5 11 8
 60 11 8
 ARTHUR O'CONNOR.

4th December, 1894.

Dear Sir,

Broadwater, 4 December, 1894.

I respectfully beg to ask you to insert on your list the accompanying amount of loss sustained by me through the blocking of North Creek channel. Wishing you every success on your mission, believe me to remain,
 Faithfully yours,

A. J. Hodgkinson, Esq.

A. O'CONNOR.

S 2.

ESTIMATE of loss sustained by blockage at North Creek entrance, and through Company being unable to cut cane. £ s. d.
 1893—8 acres; yield, 135 tons; loss, 3s. per ton (cartage)..... 20 5 0
 4 acres (not cut); yield, 80 tons; loss, 10s. 6d. per ton (cartage) 42 0 0
 1894—9 acres; yield, 120 tons; loss, 3s. per ton (cartage) 18 0 0
 80 5 0
 THOMAS DUFF.

CLAIMS of Sugar-growers at North Creek.

	£	s.	d.		£	s.	d.
A. O'Connor	60	11	8	Little Bros.	201	5	0
T. Duff	80	5	0	J. Kearney	42	17	0
J. Ross	217	13	6	T. Cowen	81	11	0
J. Bryant	86	5	0	J. Stone	45	18	0
O. McGough	33	0	0	C. Williams	65	0	0
E. Glynn	28	4	8	G. Young	94	14	6
D. Brown	393	15	0	J. Cordwell	34	0	0
W. Wells	195	11	0	A. J. Hodgkinson	1,216	4	1
J. Stone	249	2	4	Total	£3,553	13	3
H. Williams	81	1	6				
T. Ryan	346	14	0				

CLAIM for loss sustained by J. Ross through stoppage of North Creek navigation. £ s. d.
 1893—140 tons of cane lost, at 12s. per ton 84 0 0
 Cutting and carting same off the ground, at 3s. 21 0 0
 Carting 298½ tons across Ballina, at 3s. per ton..... 44 15 6
 149 15 6
 1894—Cost of transport from Ballina on 446 tons of cane, at 3s. per ton ... 67 18 0
 Total 217 13 6
 J. ROSS.

Sydney, 12th December, 1894.

COLONIAL SUGAR REFINING COMPANY (LIMITED), OF SYDNEY, NORTH CREEK, RICHMOND RIVER.

PARTICULARS of cane crops of seasons 1893 and 1894, with cost of transport and transhipment of same across Ballina by means of carts and tramway, in consequence of block to navigation at entrance of creek.

SEASON 1893.							SEASON 1894.								
Farmers.	Estimated yield of 2-year old cane in tons.	ACTUAL YIELD.			Cost of transport and transhipment of cane crop across Ballina by tramway and cart.	Proportion of cost of transport, &c. across Ballina, borne by the farmers.	Date of cutting.	Farmers.	Estimated yield of 2-year old cane in tons.	ACTUAL YIELD.			Cost of transport and transhipment of cane crop across Ballina by tramway and cart.	Contributions by farmers towards cost of transport, &c. across Ballina.	Remarks.
		2-year old cane in tons.	1-year old cane in tons.	Total in tons.						2-year old cane in tons.	1-year old cane in tons.	Total in tons.			
James Ross	319	291½	291½	£ s. d. 43 14 6	£ s. d. 21 17 3	5th to 17th Oct.	James Ross	310	246½	199½	446½	£ s. d. 26 1 2	Two-year old burnt. Most of 2-year old cane burnt.	
Edward Henderson	353	206½	.....	206½	30 19 6	15 9 9	18th to 24th Oct.	Edward Henderson	1,307	965½	74	1,039½	60 13 3	
George Young	365	306½	.....	306½	45 18 9	22 19 5	7th to 23rd Nov.	J. Bryant, P. T. Rogers	100	27½	.....	27½	1 11 10
C. J. Ross	245	178½	.....	178½	26 14 9	13 7 4	24th Oct. to 4th Nov.	George Young	152	121½	76½	197½	11 10 7	
John Kearney	265	191½	.....	191½	32 7 1	11 19 8	15th to 21st Dec.	C. J. Ross	180	144½	30	174½	10 3 9	
Thomas Duff	130	100½	31	131½	22 4 7	10 19 7	27th Nov. to 7th Dec.	John Kearney	40	.....	.....	.....	J. K. now dead; his illness prevented delivery.
Mrs. A. A. Cowen	114	81½	81½	12 4 6	6 2 3	4th to 7th Nov.	Thomas Duff	20	40½	76	116½		6 15 9	
A. J. Hodgkinson	833	832½	.....	832½	125 14 6	62 18 3	23rd Nov. to 22nd Dec.	Mrs. A. A. Cowen	300	270½	25	295½	17 5 3	
John Stone	336	343½	.....	343½	57 18 5	28 12 1	30th Oct. to 18th Nov.	A. J. Hodgkinson	1,075	761½	.....	761½	66 13 1
Thomas Ryan	12	20	5	25	4 4 4	2 1 8	18th to 21st Nov.	John Stone	978	659½	80	739½	43 2 11		
Henry Williams	42	32	.....	32	5 8 0	2 13 4	.....	Joseph Stone	352	274½	16½	291½	17 0 0
Dugald Brown	520	417½	.....	417½	70 9 10	34 16 3	10th to 27th Oct.	Thomas Ryan	336	375½	.....	375½	21 18 7
Thomas Stewart	700	896½	.....	896½	132 0 1	65 16 2	10th Aug. to 10th Oct.	Henry Williams	15	10½	5	15½	0 18 5	
Arthur O'Connor	50	61½	6	67½	11 8 7	5 12 11	5th to 15th Dec.	Dugald Brown	170	152½	304	456½	26 12 9		
William Wells	165	108½	.....	108½	18 6 2	7 0 6	7th to 13th Dec.	Little Bros., now J. Cordwell	274	227½	.....	227½	13 5 3
Edward Glynn	50	45½	23½	69½	11 13 8	5 15 5	25th to 27th Nov.	Thomas Stewart	126	129½	496½	625½	36 10 0		
James Drummond	.....	15½	.....	15½	2 11 5	.....	22nd Dec.	Owen M'Gough	180	148½	.....	148½	8 13 1
	4,499	4,129½	65½	4,195	653 18 8	318 1 10		William Wells	120	63½	56	119½	6 19 10		
								Edward Glynn	.....	16	118	134	7 16 5	
								John Lonergan	.....	35½	.....	35½	3 2 6
									6,035	4,671½	1,556½	6,228	703 13 2	386 14 5	A special contribution, being a non-contractor.

Broadwater Mill, 18th December, 1894.

JOHN TAYLOR.

APPENDIX.

APPENDIX.

C2.

CANE cut by Colonial Sugar Refining Company for A. J. Hodgkinson, North Creek, Richmond River.

Season.	1-year old plant.		1-year old ratoons.		2-year old plant		2-year old ratoons.		Total.	
1890	15	320·5	.....	.....	20½	822·5	35½	1,143
1891*
1892	13	214·1	.....	.....	21	491·9	34	706
1893	17	308·4	33	523·7	50	832·2
1894	7½	313·8	32	448	39½	762

* Not obtainable.

2 March, 1895.

WM. P. DIXON.

C3.

Colonial Sugar Refining Company (Ltd.), Offices, O'Connell-street,

Sydney, 28 February, 1895.

Sir,
I regret I omitted to state that the figure I gave as representing the average crop referred to the 2-year old plant cane only, and I should have added that the 1-year old crops and 2-year old ratoons are not nearly so high. The following are the figures for North Creek for seasons 1893 and 1894 :—

	1-year old plant.	1-year old ratoons.	2-year old plant.	2-year old ratoons.
Season 1893	11·7 tons per acre.	9	27	16·3
Season 1894	25½	17·8	27·4	18

For the whole river the averages were as follows :—

Season 1893	11 tons per acre.	12	31·3	19·9
Season 1894	12	15	24½	19·4

I had intended to go on to say that the yields from the 1-year crops and 2-year ratoons were much lighter, but was interrupted by some other question.

Kindly have this correction made.
The Chairman, Parliamentary Committee on the Shoaling of North Creek.

WM. P. DIXON.

[Plan.]

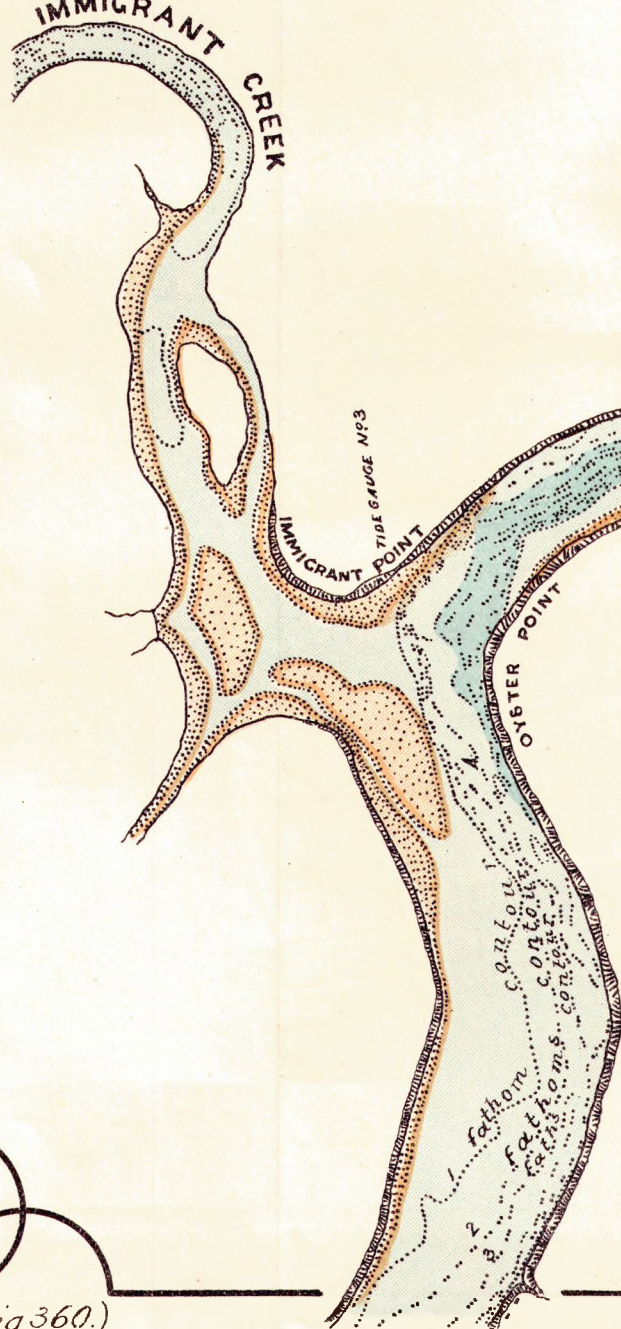
RICHMOND RIVER ENTRANCE

SCALE 2000 FEET TO ONE INCH

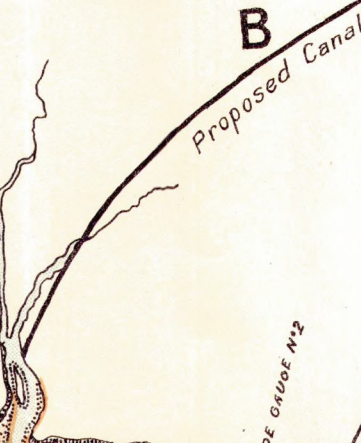
*Handed in before the Select
Committee on "Shoaling at the
Mouth of the North Creek near
Ballina
W. S. M.
11.12.94.*

True North

IMMIGRANT CREEK



FISHERMAN CREEK



Proposed Canal



WEST BALLINA



NORTH CREEK

NORTH CREEK

EAST BALLINA

BALGONIE

LIGHTHOUSE

North Head

OCEAN

SOUTH PACIFIC

(Sig 360.)

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DREDGING OPERATIONS.

(REPORT OF ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS.)

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

The Engineer-in-Chief for Harbours and Rivers to The Under Secretary for Public Works.

DREDGING OPERATIONS.

I HAVE the honor to forward herewith the Annual Report on our dredging operations.

The Superintendent's report deals so exhaustively with the subject that it is unnecessary for me to go into any detail.

The plant at present under the control of this Department consists of:—

- 4 double ladder dredges.
- 10 single do.
- 1 Von Schmidt type of revolving cutter sand-pump dredge on a pontoon.
- 3 Dutch type of suction dredges with self-contained hoppers and screw propellers.
- 4 Dutch type suction dredges on pontoons for stationary work.
- 19 grab dredges.
- 27 tug boats of all kinds.

Five of the dredges and three of the tugs have been laid up during the year.

Since the introduction of the sand-pump dredges, the total yearly output has largely increased, with a very marked corresponding decrease in the average cost per ton. We now have five years' experience of the use of this class of dredge, and during that period the total amount of silt raised by all our dredges amounts to over 28,750,000 tons, or more than was raised on the thirteen previous years.

During the last five years the average cost per ton has been 4'035d., whereas the previous average cost amounted to 8'219d. per ton, which alone shows the advantage gained by the introduction of this class of plant.

The Minister having authorised me to convert two of the larger grab dredges into sand-pumps, arrangements are now being made for carrying this into effect. The two dredges in question, known as the "Sigma" and the "Rho," have large roomy iron punts which we built at the Fitzroy Dock; I propose placing small pumps on them of the Von Schmidt type, with 15" suction and discharge pipes; the grab crane will be retained on one end of the punt for dredging stiff material and lifting snags and logs from rivers. These small dredges will be used chiefly for up river work, working in places where the silt can be discharged direct from the pipes.

The comparison which the Superintendent has drawn up between the cost of dredging in this Colony and in various English ports, in favour of the former, is interesting and instructive, seeing that here we pay higher wages and that repairs generally should be more costly. There are but two ways of accounting for this remarkable result: first, some of our cheapest work is done by dredges working two or more shifts, as pointed out by the Superintendent; secondly, that we employ experienced practical engineers to take charge of our dredges, instead of putting them in charge of sailors, as is very frequently the case. I have not the least doubt that in adopting this system we save a very large expenditure in annual repairs—on the principle that a "stitch in time saves nine" an experienced engineer can see at once when any portion of the plant requires attention, and carries out the repairs, often with his own staff, without stopping the plant if possible, or for as short a time as is necessary; whereas, when a sailor is in charge, he runs the plant as long as possible, until there is a general breakdown and the plant has to go to dock for an extensive overhaul and repairs. This is the only way to account for the fact that only from 15 to 30 per cent. of our expenditure is for repairs, while at the Tyne and Aberdeen repairs amount to 59 and 54 per cent. respectively. On the hopper type of self-propelling suction dredges we have a sailing-master in charge, this being necessary, as these vessels are often employed in a seaway loading the hopper and conveying the silt out to sea to discharge; but in this case there is a first-class certificated engineer in charge of the machinery, including both the engines and dredging machinery, the master simply having charge of the deck and navigating his vessel.

The most important work we have in hand is that at Newcastle, where the harbour was seriously injured by a vast accumulation of silt left during the heavy floods of 1893. By keeping four large dredges constantly at work in the harbour—one of them working three shifts, and one two shifts, making them practically equal to seven dredges—I am glad to say the lost ground has been gained and deep water again prevails in the most important channels within the harbour.

The working of the service has been satisfactory and harmonious, and we have had no serious collision or loss to our plant during the year.

C. W. DARLEY, M.Inst.C.E.,
Engineer-in-Chief, Harbours and Rivers.

REPORT OF THE SUPERINTENDING ENGINEER OF DREDGES.

The Engineer-in-Chief for Harbours and Rivers,—

Sir,

Department of Public Works,
Harbours and Rivers Branch, Sydney, 7 February, 1895.

Herewith I beg to submit a detailed statement of work performed by the dredging-plant of the Department during the past year:—

Before particularising the operations at the different ports and rivers, I have thought it desirable, in justice alike to yourself and the dredge service, to compare, briefly, the cost of work in New South Wales with dredging work performed, under like conditions, in Europe and America—countries where cheap labour obtains, and where the eight-hours system does not, as in this Colony, curtail a day's work.

Hitherto statistics of dredging have been of such a meagre description that data upon which to have based a comparison was not obtainable; but this want exists no longer, Mr. Wheeler, M. Inst. C.E., in his work on "Tidal Rivers," published in 1893, having compiled records of the least costly dredging hitherto carried out in England, Scotland, the United States, France, and Germany. Of all the instances quoted by Mr. Wheeler, from the different countries just named, the lowest record of work at ladder and bucket dredging is that of the "Tees," where an average for lifting and transporting is given of 2·773d. per ton; but how this is arrived at is not very clear, the cost for 1890 being given as 3·386d., of 1891 as 3·11d., and of 1892 as 7d.

The next lowest quotation comes from "Newcastle-upon-Tyne," where a year's dredging costs 3·39d. per ton, divided thus—Dredging, 1·85d.; conveying, 1·54d.

Turning now to kindred work performed in New South Wales, we find the dredge "Newcastle" lifting in one year 1,193,045 tons of silt, at a cost of 2·378d. per ton, divided thus—Dredging, 1·609d.; conveying, 0·769d.; being 15 per cent. less than the best cited work on the "Tees" and 33 per cent. less than the cheapest dredging on the "Tyne." I have specially separated the dredging from the towing cost, lest it might be urged that the distance towed was greater in one case than the other, and it will be seen that for lifting alone colonial work is still the lowest.

And with reference to suction dredging, the merit of cheapest work belongs also to New South Wales. Mr. Wheeler cites "Dunkirk" pumping as the lowest, the figures being 1·5d. per ton; the "Danube" work next, at 1·825d.; the New South Wales suction dredge "Juno's" work for a year (1892) is 1·481d. per ton, and for 1891, 1·406d.

In explanation of the economical results arrived at, notwithstanding the eight-hours system and comparatively high wages, it may be noted that in the largest ladder dredges double and treble shifts are employed, one dredge thus doing the work of two or three under one controlling officer, who is an engineer experienced in preventing accidents and capable of having repairs quickly carried out, thus minimising stoppages, which are always chief factors in expensive work. The Dredge Regulations of 1880, which are rigidly adhered to, have cheapened work by preventing the service being burdened with unsuitable employees.

Ladder Dredges at Newcastle.

Dredge "Newcastle," working two shifts, and for part of the year three, lifted 1,193,045 tons silt, at cost of 1·609d. per ton.

The "Hunter" dredged 85,030 tons, at 4·651d., and the "Samson" 376,650 tons, at 2·355d. The "Hunter" and "Samson" only worked for portions of the year, the former for twelve weeks with one shift, and the latter for twenty weeks with two shifts.

Dredge "Vulcan," working in Newcastle, lifted 107,250 tons, and on the Hunter River, 123,900 tons, at a cost of 3·202d. per ton.

In the month of April a fire broke out at night on the dredge "Hunter," laid up for repairs, and the port for some time lost the services of a dredge, but this was almost compensated for by the excellent year's work performed by the "Newcastle" and by the exceptionally deep dredging of the "Samson," sent to replace the "Hunter" on completion of the latter dredge's repairs.

Newcastle Harbour at the end of 1894 was in a comparatively satisfactory state, due, however, as much to the respite from floods as to the work of the dredges.

At the present time the outlook for 1895, owing to the prospect of more floods, is not cheering for shipmasters. However, it is satisfactory to know that the dredging appliances now at work in the harbour represent dredging at the rate of three million tons per year. Repairs after the fire increased the cost of the "Hunter's" work.

The ladder dredge "Vulcan" worked during the early part of the year at the upper end of Newcastle Harbour, and afterwards was sent up the Hunter River to deepen the lower flats, the sand-pump "Dorus" simultaneously being withdrawn from the river to carry on reclamation work at Scott's Point, Stockton.

Ladder Dredges at Sydney.

The "Sydney," working in various parts of Sydney Harbour, dredged 318,080 tons of silt, at a cost of 3·579d. per ton.

The "Samson" worked from February to June, lifting 182,630 tons, at a cost of 2·355d. per ton.

The "Hunter" worked from July to December, lifting 168,695 tons, at a cost of 4·551d.

The Estimates for 1894, showing a decrease of £31,068 upon those of the preceding year, were based upon the presumption that the ladder-dredges "Samson," "Charon," "Archimedes," and other vessels would not work; but early in 1894 it was determined that the dredges named should be commissioned.

The "Samson" was accordingly put to work in Woolloomooloo Bay in February, and continued dredging in Sydney until when, owing to the great length of her ladders, it was decided to send her to Newcastle to take the place of the "Hunter." The cost of the dredge "Sydney's" work is high compared with the rate of 1893, owing to the plant having undergone the first extensive overhaul since the dredge was built six years ago. The "Sydney" was employed deepening Darling Harbour to enable the large mail steamers to load at the new jetties, improving Woolloomooloo Bay, and deepening White Bay preparatory to the new wharf being built there. The "Samson" was employed at Woolloomooloo Bay and at the approach to the Long Cove Canal, and the "Hunter" at deepening Neutral Bay and Careening Cove, the silt being used for reclamation purposes by pumping at Rozelle Bay.

Ladder

Ladder Dredges at other Ports.

At the Manning River the "Ulysses" has been throughout the year improving the up river channels chiefly between Taree and Wingham. The record, both as regards cost and quantity, compares favourably with the work of the preceding year. "Ulysses" lifted 231,200 tons of shingle, at a cost of 2'53rd. per ton.

Early in 1894 the "Minos" was sent to the Clarence River to work at the main channel near Grafton (instead of the grab-dredge "Alpha"); the dredging at this place occupied the remainder of the year. The expense of removing the dredge from Lake Macquarie to the Clarence increased the cost of the work. "Minos" dredged 171,540 tons sand and shingle; cost per ton, 3'63rd.

Throughout the year dredging has been vigorously proceeded with at the Macleay River, with the view of opening up the ocean steamer trade again with Kempsey. The ladder dredge "Fitzroy" was engaged all the year at and below Kempsey, while the sand-pump "Alesus" dealt with the long flats at Fisherman's Channel, Shark Island, and Long Reach. Communication with Kempsey will be restored next month. Dredge "Fitzroy" lifted 245,310 tons shingle and sand, at a cost of 2'614d. per ton.

The dredge "Alcides" worked at the Richmond River at Pimlico and Wardell Flats, and at the south training wall until December, when the new canal at Fishery Creek was started with. Dredge "Alcides" lifted 166,340 tons, costing 3'30rd. per ton.

The small ladder-dredge "Charon" was put in commission in February, and was sent to Port Hackney to deepen the channel between the Deer Park and Audley, but was withdrawn temporarily from the district, and was sent to complete the unfinished channel, started during the preceding year, at Brooklyn, and left incomplete at the time of general retrenchment in July, 1893. Dredge "Charon" dredged 113,760 tons of sand, at a cost of 4'865d. per ton.

In February the small dredge "Archimedes" was commissioned and sent to Moruya to attempt to effect some improvement near the bar. Some good was done, as a small coasting steamer (finally lost on the bar) was enabled to make weekly trips. The cost of the work was very high, owing to the delays due to rough water, and the fact that towing cannot be carried on except when the tide is up. Dredge "Archimedes" lifted 65,370 tons, at a cost of 8'203d. per ton.

Sand-pumps.

The sand-pump "Neptune" at the beginning of the year was working on the Clyde Bar, the experiment proving most unsatisfactory, owing to the material operated upon not being sand, and the vessel not being able to cut her way through the shallow bank, this was aggravated by the surge of the sea breaking the pipe. The "Neptune" was brought to Sydney, and she suction pipe was altered so as to project beyond the bow of the vessel. On resuming work no difficulty was experienced, the bar being deepened and navigation much improved. Deepening inside the bar has still to be carried on, but this will probably be done by a ladder-dredge. Ulladulla Harbour was deepened by the "Neptune" on the return journey to Sydney, and in August reclamation work was started at Glebe Point, where most satisfactory progress is being made in filling up the insanitary bay between the Glebe and Annandale, the material pumped is towed to the "Neptune" from ladder and grab dredges, and dumped alongside the pump instead of as before being taken out to sea. "Neptune," at Clyde Bar, Ulladulla, and Annandale, lifted 249,060 tons of varied material at a cost including alterations to suction pipe, of 3'434d. per ton. Of the above-named quantity 89,700 tons were dumped at sea.

The Von Schmidt dredge "Groper" has been working at deepening and reclamation work at Callan Park and Long Cove. The dredge cut its way through about half a mile of the canal, pumping the material on to the north side, giving most satisfactory evidence of being able to deal with stiff clay and soft rock, as well as with silt. "Groper" cut, pumped, and deposited on land 428,175 tons at a cost of 1'942d. per ton.

The sand-pump "Juno," from January to October, was employed filling her own hopper in the outer harbour, Newcastle, and depositing the silt, so lifted, at sea. Subsequently reclamation work behind the dyke was resumed, the sand being discharged on to Bullock Island. "Juno" pumped 238,400 tons of silt and sand at a cost of 3'043d. per ton. 174,700 tons of this quantity were dumped at sea.

The sand-pump "Dorus" during the first half of the year was employed making a channel at Eales' Flats on the Hunter River, the material being deposited on a shallow bank north of the cutting. Later on work was started at Scott's Point, Stockton, where reclamation is now being proceeded with. Sand-pump "Dorus" pumped 289,400 tons at a cost of 1'973d. per ton.

In a previous paragraph recording the deepening operations on the Macleay River, the work of the sand-pump "Alesus" was referred to, that dredge having deepened three of the long flats at the lower part of the river and at Long Reach. The "Alesus" is now at Seven Oaks Flat, and it has been approved that, on the completion of it, work be resumed on the Nambucca River. During the time the "Alesus" has been on the Macleay double shifts have been employed. Sand-pump "Alesus" working on the Macleay, pumped 485,300 tons of sand at a cost of 1'975d. per ton.

The "Dictys" has been employed at the Richmond River Heads, chiefly in connection with the Harbour Improvement Works. Occasionally, as it became necessary, sixteen hours work per day was performed. An attempt was made to work in rough water, but this type of sand-pump not being well adapted for such dredging, the experiment was not a success. "Dictys" pumped 337,500 tons of sand, cost 1'847d. per ton.

Grab-Dredges.

This dredge was removed early last year from the Clarence to Tweed River, where the deepening of Dunbible Creek has been carried out. "Alpha" lifted 31,950 tons at 6'858d. per ton.

Worked at South Forster, Cockatoo Island, Darawank, and the main channel, Cape Hawke.

Was principally employed at Bain's Falls, Wauchope, Red Bank, Ennis Flat, and Andrews Falls, Hastings River. During the year the whole plant received a thorough overhaul. "Beta" lifted 32,850 tons at 6'034d. per ton. "Gamma" lifted 32,700 tons at 9'250d. per ton.

Worked at the Hunter River, Raymond Terrace, Newcastle, and Lake Macquarie. The expense of removal to and from Lake Macquarie has increased the cost of the year's work. "Delta" lifted 35,340 tons, at 6'396d. per ton.

Removed obstructions in Teven Creek, Richmond River; the material met with was unfavourable to cheap work. "Zeta" lifted 13,237 tons, at 12'369d. per ton.

Deepened

"Eta" lifted 41,170 tons, at 4'370d. per ton.

"Theta" lifted 47,855 tons, at 3'405d. per ton.

"Iota" lifted 25,336 tons, at 4'771d. per ton.

"Kappa" lifted 52,855 tons, at 4'112d. per ton.

"Nu" lifted 5,335 tons, at 3'040d. per ton.

"Sigma" lifted 68,255 tons, at 2'749d. per ton.

"Tau" lifted 36,357 tons, at 4'890d. per ton.

"Omicron" lifted 37,386 tons, at 4'665d. per ton.

"Rho" lifted 13,035 tons, at 16'280d. per ton.

"Pi" lifted 21,680 tons, at 9'679d. per ton.

"Chi" lifted 23,050 tons, at 3'430d. per ton.

"Omega" lifted 855 tons, at 110'240d. per ton.

Deepened at Tea Tables ; Main Channel, John's River ; entrance Queen's Lake, Camden Haven.

Dredged principally at North Arm, Martin's Point, and Eatonsville Falls, Clarence River.

Dredged on Main River and Taylor's Arm, Nambucca River.

Deepened at Long Cove, Callan Park, and various sewers, Balmain and Sydney.

Lifted blasted material at Pyrmont Jetties and Steel Point.

Dredged at Brasswater, Shark's Hole, and Lower Myall, near Tea Gardens.

Worked at South Arm, Wardell, and Bingall Creek, Richmond River.

At Shea's Creek, Cook's River.

Lifting blasted rock, at Newcastle principally.

At Moruya and Wagonga Rivers ; at latter place navigation has been opened to the new wharf.

At South Arm, Back Creek, and between Fernmount and Boat Harbour. Two shifts have been employed for six months.

Was hired at Wollongong, and on return to Sydney, late in the year, was overhauled and towed to the Clarence, where the dredge is now engaged lifting blasted rock.

After the collision with the "Time" the steam hopper "Castor" was towed to Sydney, but owing to want of funds no repairs were effected for some time. During 1894 the hull was lengthened 17 feet, with the view of ultimately adding a sand-pump. Very considerable improvements were effected in the vessel's general arrangements, among others telescoping the funnel and arranging to lift it by steam and lower it when passing under bridges to reclamation sites.

Additional towing power being required, a new iron tug has been laid down at the Fitzroy Dock Works. The dimensions are 90 feet by 18 feet beam, with fine lines. Engines of 240 indicated horsepower will be fitted, and as the boiler will be worked under forced draft good results may be looked for.

I look forward with much satisfaction to the proposed conversion of grab-dredges into sand-pumps, reserving the power to use either grab or pump as occasion requires on the same hull. The dual arrangement will be of the greatest possible advantage at such places as the Myall, Cape Hawke, the Hastings, the Nambucca, the Bellinger, and Moruya.

I have, &c.,

A. B. PORTUS.

STATEMENT of Ladder-dredge Expenditure and Work for the Year 1894.

Ladder dredges.	Where dredging.	Material lifted.	Tons dredged.	Hours dredging.	Expenditure.	Cost per ton.	Cost per hour dredging.	Remarks.
"Newcastle" ..	Newcastle Harbour.	Sand and mud	1,193,045	3,663	£ s. d. 7,999 4 7	d. 1'609	£ s. d. 2 3 8	
"Samson"	Sydney and Newcastle Harbours	do	509,250	1,927	4,908 3 8	2'355	2 11 10	
"Vulcan"	Newcastle and Hunter River.	do	231,150	1,180	3,093 18 10	3'202	2 12 3	
"Hunter"	Newcastle & Sydney Harbours.	do	253,725	1,100	4,311 7 9	4'551	4 7 6	Extensive repairs after fire and removal to Sydney have increased cost.
"Fitzroy"	Macleay River ..	Shingle and sand	245,310	1,614	2,671 17 3	2'614	1 13 1	
"Archimedes" ..	Moruya River ..	Sand and mud	65,370	973	2,234 8 8	3'203	2 5 10	Considerable delay waiting for tides has increased the cost.
"Chayon"	Port Hacking and Hawkesbury Rivers.	Sand and clay	113,700	1,550	2,306 0 4	4'865	1 9 9	
"Ulysses"	Manning River ..	Shingle	234,200	1,434	2,478 0 8	2'539	1 14 7	
"Minos"	Clarence River ..	Sand and mud	171,540	1,402	2,596 8 0	3'632	1 17 0	
"Aeides"	Richmond River..	do	166,340	1,617	2,237 3 11	3'300	1 8 3	
"Sydney"	Sydney Harbour..	Sand, mud, and clay ..	318,080	1,462	4,743 19 11	3'579	3 4 11	Extensively repaired.
Average cost per ton and per hour			3,501,800	17,922	40,210 13 2	2'755	2 4 10	

STATEMENT of Sand-pump Dredge Expenditure and Work for the Year 1894.

Sand-pump dredges.	Where pumping.	Material lifted.	Estimated tons lifted.	Hours pumping.	Expenditure.	Cost per ton.	Cost per hour pumping.	Remarks.
"Neptune" ..	Bateman's Bay, Ulladulla, and Sydney.	Sand and mud	249,000	1,475	£ s. d. 3,552 13 9	d. 3'424	£ s. d. 2 8 2	Includes cost of depositing 80,700 tons at sea.
"Juno"	Newcastle Harbour.	do	238,400	852	3,023 5 4	3'043	3 11 0	Includes cost of depositing 174,700 tons at sea.
"Actor"	Tweed River	Sand	245,200	1,232	2,629 18 5	2'564	2 2 8	
"Alesus"	Macleay River ..	do	483,300	2,420	3,994 11 2	1'975	1 12 11	
"Dorus"	Newcastle and Hunter River.	do	289,400	1,417	2,379 0 8	1'973	1 12 11	
"Dictys"	Richmond River..	do	337,500	1,638	2,598 8 10	1'847	1 10 9	
"Croper"	Sydney Harbour..	Sand and mud	423,175	1,571	3,470 12 6	1'942	2 1 0	
Average cost per ton and per hour			2,273,975	10,601	21,648 15 8	2'284	2 0 6	

STATEMENT of Grab Dredge Expenditure and Work for the Year 1894.

Grab Dredge.	Where dredging.	Material lifted.	Tons dredged.	Hours dredging.	Expenditure	Cost per ton.	Cost per hour dredging.	Remarks.
"Alpha"	Clarence and Tweed Rivers	Sand and gravel	31,950	.874	£ s. d. 911 10 7	pence. 6'858	£ s. d. 1 0 10	Delay in transfer from Clarence River increases cost.
"Beta"	Cape Hawke	Sand	32,850	1,723	825 18 4	6'034	0 9 7	
"Gamma"	Port Macquarie	Sand, mud, and shingle.	32,700	1,272	1,260 7 4	9'250	0 19 10	Very extensive overhaul to plant.
"Delta"	Newcastle, Lake Macquarie, and Hunter River	Sand and mud	35,340	828	941 13 11	6'896	1 2 9	Several removals have increased cost.
"Zeta"	Richmond River	Shingle, clay, and boulders.	13,237	1,629	682 5 0	12'369	0 8 5	Material unfavourable to cheap work.
"Eta"	Camden Haven	Sand and mud	41,170	1,237	835 10 3	4'870	0 13 0	
"Theta"	Clarence River	Sand, mud, and shingle.	47,855	1,692	678 17 7	3'404	0 8 0	
"Iota"	Nambucca River	Quartz and sand	35,336	1,403	703 10 8	4'771	0 10 0	
"Kappa"	Sydney Harbour	Clay, mud, and stones.	52,855	1,466	905 12 8	4'712	0 12 5	
"Nu"	do	Rock and mud	5,335	436	778 13 7	35'040	1 12 1	Lifted blasted rock from divers.
"Omicron"	Cook's River	Sand and mud	37,336	1,616	711 4 11	4'565	0 8 10	
"Sigma"	Myall River	do	68,336	1,433	781 16 1	2'749	0 10 10	
"Tau"	Richmond River	do	36,235	1,306	740 18 2	4'899	0 11 4	
"Pi"	Moruya and Wagonga Rivers	do	21,530	794	870 7 4	9'679	1 1 11	Conditions very unfavourable to cheap work.
"Rho"	Newcastle Harbour	Rock and sand	-13,065	1,655	834 16 2	16'286	0 10 8	Lifted blasted rock principally.
"Chi"	Bellinger River	Gravel and sand	33,030	2,850	1,137 13 0	3'430	0 8 4	
"Omega"	Clarence River	Rock	335	102	333 10 11	110'240	3 15 2	Commenced work (lifting blasted rock) in November, after extensive repairs and removal from Sydney to Clarence.
Average cost per ton and per hour					5'737	0 12 7		

STATEMENT of Tug Expenditure and Work for the Year 1894.

Tugs.	Where employed.	Tons towed.	Miles towed.	Hours under steam.	Expenditure	Cost per ton.	Cost per mile.	Cost per hour.	Remarks.
"Thetis"	Sydney	82,290	3,197	711	£ s. d. 697 7 10	pence. 2'033	pence. 52'333	£ s. d. 0 19 7	
"Ajax"	do	110,275	3,573	798	538 5 1	1'171	33'354	0 13 6	
"Castor"	do	31,540	1,301	500	930 12 4	2'797	129'678	1 18 0	Extensive repairs effected.
"Orestes"	Newcastle	1,097,830	22,166	4,367	3,399 15 4	0'743	30'810	0 13 11	
"Ceres"	do	525,830	10,008	3,152	2,369 12 7	1'051	25'531	0 15 0	
"Dawn"	Sydney	98,130	4,619	946	534 8 2	1'307	27'767	0 11 4	
"Rhea"	Newcastle	235,030	11,050	2,360	1,032 0 2	1'050	22'414	0 8 9	
"Dione"	Sydney and Newcastle	84,830	3,936	935	410 12 9	1'160	24'724	0 8 4	
"Little Nell"	Sydney	217,210	3,105	2,193	1,173 8 8	1'296	34'746	0 10 9	
"Charybdis"	Manning River	211,190	4,132	2,149	769 10 11	0'874	44'163	0 7 2	
"Callisto"	Cape Hawke and Bellinger River	33,090	3,012	2,422	553 4 10	3'941	44'431	0 4 7	
"Ganymede"	Newcastle	12,155	381	127	15 5 1	0'301	9'608	0 2 5	
"Athena"	Macley River	193,200	4,433	1,927	631 1 10	0'733	33'975	0 6 6	
"Scylla"	Newcastle, Lake Macquarie, and Sydney	32,330	2,033	1,715	344 17 9	2'555	40'714	0 4 0	
"Dayspring"	Sydney and Hawkesbury River.	39,795	1,138	718	189 6 7	1'141	39'928	0 5 3	
"Mikado"	Manning and Moruya Rivers	82,710	6,074	2,460	833 19 5	2'417	32'952	0 6 10	
"Aurora"	Port Hacking and Sydney	117,710	6,084	2,024	537 8 5	1'035	21'200	0 5 4	
"Vesta"	Clarence River	109,570	3,639	2,436	322 15 1	0'453	21'236	0 2 7	
"Oberon"	Port Macquarie	32,700	771	1,823	545 0 4	4'000	109'654	0 6 0	Extensive repairs effected.
"Europa"	Moruya and Wagonga Rivers	19,375	1,945	1,830	144 17 10	1'794	17'878	0 1 9	
"Ariel"	Myall River	23,870	1,897	2,079	211 18 5	2'176	26'811	0 2 0	
"Red Lightie"	Lake Macquarie and Newcastle.	5,820	794	414	75 9 3	3'214	22'909	0 3 8	
Average cost per ton, per mile, and per hour					1'114	35'146	0 8 0		NOTE.—Expenditure for Special Service is not included.

STATEMENT of comparative quantity and cost of work done by Ladder Dredges (including towing), 1892-4.

Ladder Dredges.	Dredging, towing, and repairing, 1892.			Dredging, towing, and repairing, 1893.			Dredging, towing, and repairing, 1894.		
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.
"Newcastle," at Newcastle	873,600	£ s. d. 10,932 13 1	3'030	519,920	£ s. d. 7,750 12 4	3'576	1,193,045	£ s. d. 11,822 12 3	2'378
"Sanson," at Sydney and Newcastle	143,330	6,402 2 3	10'718	61,130	2,356 3 8	11'203	503,280	7,580 12 9	3'572
"Vulcan," at Newcastle and Hunter River	452,410	3,935 13 1	4'766	208,470	3,632 2 4	4'201	231,150	4,106 17 1	4'264
"Hunter," at Newcastle and Sydney	357,110	10,143 19 10	6'816	548,130	6,370 5 1	2'789	253,725	6,350 14 2	6'007
"Fitzroy," at Macley River	231,210	3,064 6 2	2'926	256,730	3,609 2 2	3'160	245,310	3,326 19 1	3'254
"Archimedes," at Sydney, Hawkesbury, and Moruya Rivers	123,758	4,620 3 3	3'815	79,130	2,043 19 7	6'292	65,370	2,857 4 1	10'439
"Charon," at Sydney, Hawkesbury, and Port Hacking Rivers	140,015	4,215 3 5	7'224	73,800	2,195 15 7	7'140	113,760	2,831 12 1	5'974
"Ulysses," at Manning River	197,900	3,033 0 11	3'632	200,000	3,439 4 10	4'124	234,200	3,488 19 8	3'575
"Minos," at Lake Macquarie and Clarence River	140,170	3,130 4 9	5'445	23,200	1,233 4 0	12'755	171,540	2,921 10 2	4'087
"Alcides," at Richmond River	87,220	3,295 3 2	9'065	116,290	2,702 5 0	5'576	166,340	2,776 6 5	4'005
"Sydney," at Sydney	284,970	5,461 0 1	4'508	320,930	5,246 3 2	3'922	318,080	7,101 12 0	5'358

STATEMENT of comparative quantity and cost of work done by Sand Pump Dredges, 1892-4.

Sand Pump Dredges.	Dredging, Depositing, and Repairing, 1892.			Dredging, Depositing, and Repairing, 1893.			Dredging, Depositing, and Repairing, 1894.		
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.
"Neptune," at Bateman's Bay, Ulladulla, and Sydney	524,550	£ s. d. 4,292 16 3	2'233	197,700	£ s. d. 2,363 13 6	2'876	240,000	£ s. d. 3,552 13 9	3'424
"Juno," at Newcastle	554,600	3,481 4 0	1'431	272,480	2,572 10 5	2'265	238,400	3,023 5 4	3'043
"Actor," at Tweed River	484,800	3,404 4 1	1'635	363,600	2,246 3 10	1'779	246,300	2,629 13 5	2'564
"Alesus," at Nambucca and Macley Rivers	303,300	2,559 7 10	2'025	317,800	3,297 5 0	2'489	455,300	3,994 11 2	1'973
"Dorus," at Sydney, Newcastle, Hunter and Myall Rivers	296,900	2,440 11 7	1'974	274,800	2,307 1 4	2'014	239,400	2,379 0 8	1'973
"Dictys," at Richmond River	.....	.....	.....	75,600	398 11 10	3'049	337,500	2,598 8 10	1'347
"Croper," at Sydney Harbour	.....	.....	.....	239,250	2,573 6 11	2'580	428,175	3,470 12 6	1'942

STATEMENT of comparative quantity and cost of work done by Grab Dredges (including towing), 1892-4.

Grab Dredges.	Dredging, towing, and repairing, 1892.			Dredging, towing, and repairing, 1893.			Dredging, towing, and repairing, 1894.		
	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.	Tons.	Expenditure.	Pence per ton.
"Alpha," at Clarence and Tweed Rivers	108,525	£ 2,048 5 0	4 640	44,525	£ 1,127 11 3	6 077	31,650	£ 952 8 7	7 161
"Beta," at Cape Hawke	44,170	1,123 2 3	6 102	29,830	1,034 19 6	8 313	22,850	1,332 8 9	9 734
"Gamma," at Port Macquarie	85,925	1,109 6 7	6 459	47,200	1,063 14 5	5 308	32,700	1,805 7 8	13 250
"Delta," at Newcastle, Hunter River, and Lake Macquarie	49,150	1,128 7 6	5 973	46,070	825 6 8	4 943	35,340	1,327 5 4	9 013
"Zeta," at Richmond River	61,985	775 16 3	2 926	39,180	505 2 3	4 931	13,237	710 9 6	12 381
"Eta," at Camden Haven	44,625	1,155 16 8	6 216	59,670	1,143 2 6	5 414	41,170	1,748 17 2	6 697
"Theta," at Clarence River	8,264	1,168 0 2	33 918	20,540	1,048 12 1	12 352	47,555	869 16 4	4 061
"Iota," at Nambucca River	49,065	650 19 3	3 233	27,450	791 7 0	6 011	35,336	712 5 8	4 730
"Kappa," at Cook's River and Sydney	122,168	965 3 11	1 896	73,319	650 9 3	2 011	5,335	811 7 1	30 499
"Nu," at Sydney	17,877	915 2 3	12 285	23,147	834 6 5	9 468	27,336	711 4 11	4 565
"Omicron," at Cook's River	81,569	891 8 6	2 624	45,900	445 5 2	2 323	65,235	993 14 6	3 495
"Sigma," at Myall River	49,265	959 14 6	4 675	76,731	971 18 7	3 040	36,357	740 18 2	4 390
"Tau," at Richmond River	86,040	696 7 8	1 929	58,250	706 7 7	2 910	21,550	998 1 1	11 999
"Pi," at Moruya and Wagonga Rivers	47,270	1,094 10 10	5 557	49,955	1,134 16 10	6 650	15,035	905 1 11	16 659
"Rho," at Newcastle	20,300	873 6 11	10 077	15,470	534 15 4	9 072	33,030	1,323 16 0	3 323
"Chi," at Bellinger River	33,510	704 2 4	4 641	42,335	674 18 8	3 730	835	333 10 11	110 240
"Omega," at Sydney and Clarence River	39,040	644 18 6	3 904	43,015	604 0 10	2 944			

AVERAGE Cost of Dredging and Conveying, 1894.

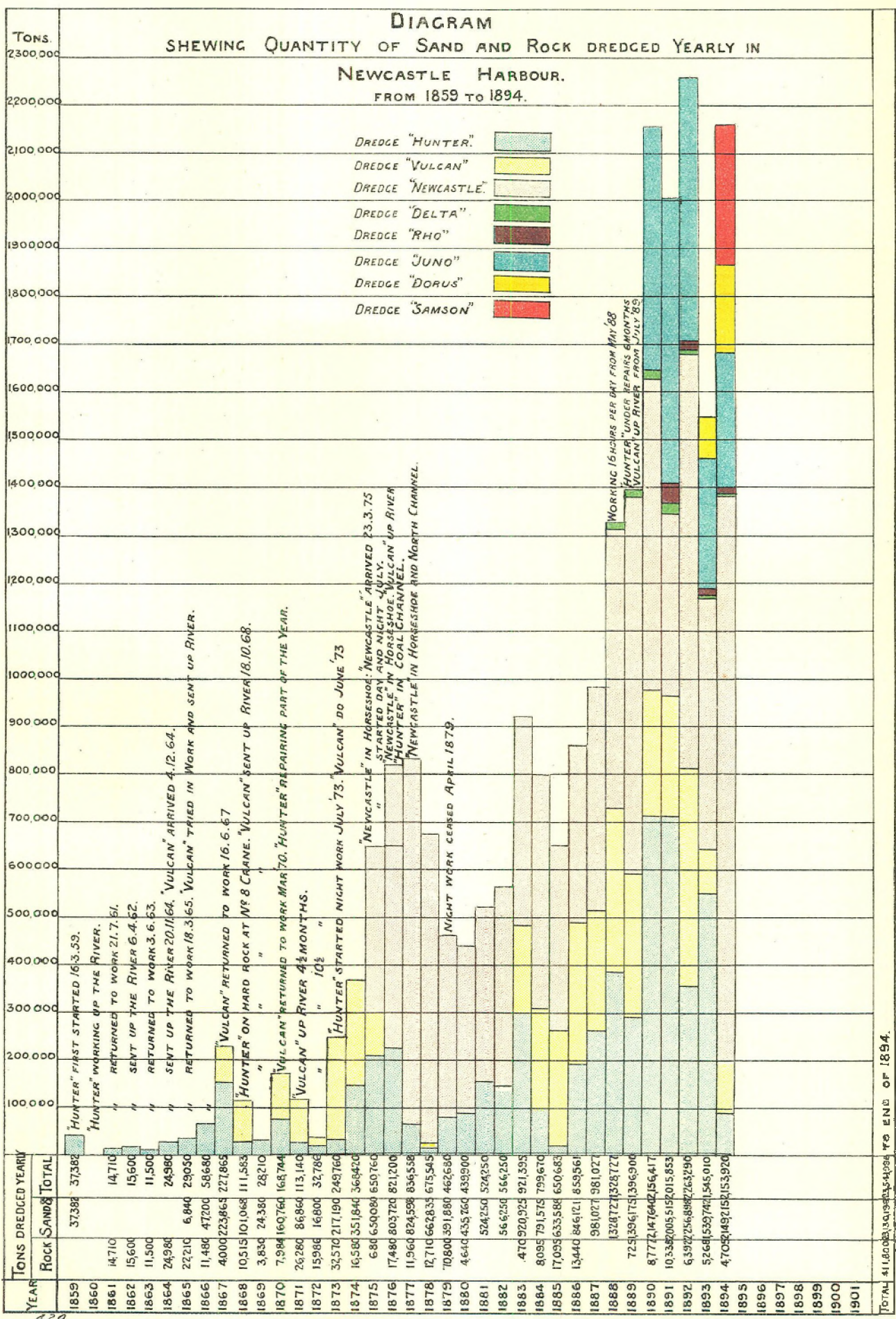
Class of Dredge.	Tons dredged.	Hours dredging.	Dredging only.			Dredging and Towing.	
			Expenditure.	Average cost per ton.	Average cost per hour.	Expenditure.	Average cost per ton.
Ladder Dredges	3,561,890	17,922	£ 49,210 13 2	2 755	£ 2 4 10	£ 55,164 19 9	3 789
Sand Pump Dredges	2,273,975	10,691	31,648 15 8	1 942	2 0 6	21,648 15 8	1 942
Grab Dredges	589,186	22,406	14,085 2 6	5 737	0 12 7	16,701 11 2	6 800
	6,364,961	51,019	75,944 11 4	2 863	1 9 9	93,515 16 7	3 526

COMPARATIVE cost of Dredging in Europe and New South Wales.

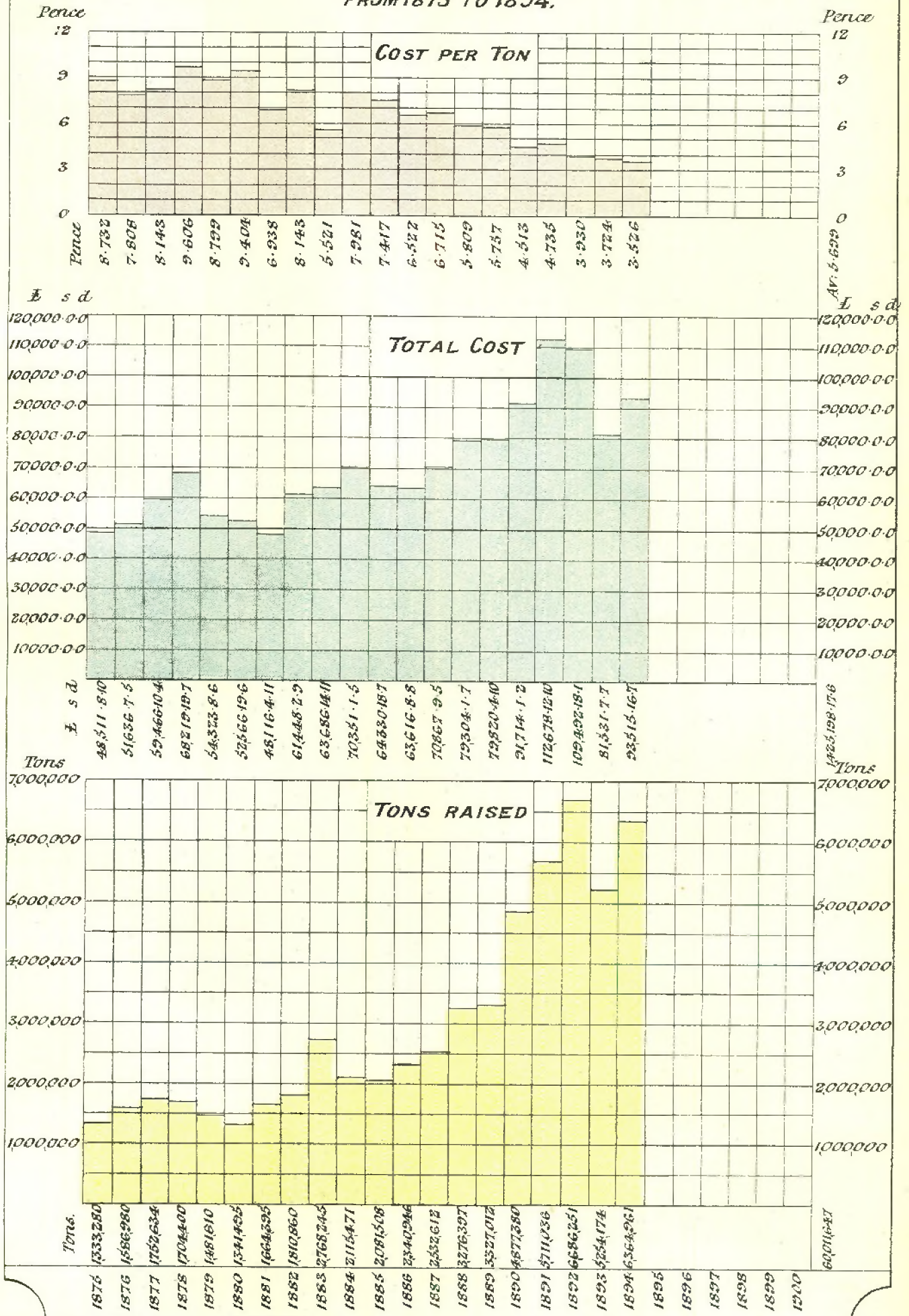
Europe.		New South Wales.	
Clyde—Work by ladder dredge (capable of lifting 500 tons per hour)—	Pence.	Newcastle—Work by stationary ladder dredge (capable of lifting 500 tons per hour)—	Pence.
Dredging soft material at per ton	2 06	Dredging soft material, at per ton	1 609
Conveying to Loch Long (7 miles) at per ton	2 00	Conveying to sea (3 miles) at per ton	9 769
Total	4 06	Total	2 378
About 2,000,000 tons are dredged annually; the actual quantity in 1892 was 2,153,628 tons.		Sydney—Work by ladder dredge (capable of lifting 500 tons per hour)—	2 000
For the year 1890 the cost per ton was	4 60	Dredging sand, mud, and clay, at per ton	1 853
		Conveying to sea (10 miles) at per ton	
		Total	3 822
Suction dredges—		The cost includes detention caused by rough sea. In 1894 the quantity dredged in Newcastle was 2,153,920 tons (of which 13,035 tons was specially hard material), the cost of dredging and depositing being on the average at per ton	2,959
Writing in 1893 of the rate at which suction dredging had been carried out at Dunkirk, Mr. Wheeler, M. Inst. C.E., says:—The cost of pumping up sand and conveying it through long floating pipes on to the land is per ton	1 50	Suction dredges—	
		The "Juno," at Newcastle, in one year (1892) lifted and put ashore 554,600 tons, at per ton	1 484
		And in 1891, 604,608 " " " "	1 406
		The "Actor," at Tweed River, in one year lifted and put ashore 434,500 tons, at per ton	1 683

* In 1893 and 1894 the "Juno" was only partially employed pumping on shore.

[Two plans.]



HARBOURS AND RIVERS DEPT. N.S.W.
DIAGRAM SHEWING TOTAL DREDGING OPERATIONS
FROM 1875 TO 1894.



1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT WHARF AT HAYES-ST., NEUTRAL BAY.
(RETURN RESPECTING LEASING OF.)

Ordered by the Legislative Assembly to be printed, 28 August, 1894.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 26th April, 1894, That there be laid upon the Table of this House,—

“Copies of all papers, leases, tenders, correspondence, and other documents
“in connection with the Government Wharf, at Hayes-street, Neutral
“Bay.”

(*Mr. E. M. Clark.*)

SCHEDULE.

NO.	PAGE.
1. Notice calling for tenders. 9 July, 1888	2
2. Conditions referred to in above notice. 9 July, 1888	2
3. Schedule of tenders received, with minutes in connection therewith. 26 July, 1888	3
4. Notice calling for fresh tenders. 31 July, 1888	3
5. Schedule of tenders received, with minutes in connection therewith. 9 August, 1888	3
6. Under Secretary for Finance and Trade to the Mayor of East St. Leonards. 10 August, 1888	4
7. Council Clerk, East St. Leonards, to the Under Secretary for Finance and Trade. 24 August, 1888	4
8. Crown Solicitor to the Under Secretary for Finance and Trade, with minutes. 31 August, 1888	4
9. Under Secretary for Finance and Trade to the Mayor of East St. Leonards. 8 September, 1888	5
10. Under Secretary for Finance and Trade to the Mayor of East St. Leonards. 17 October, 1888	5
11. Secretary, North Shore Steam Ferry Co. (Ltd.), to the Under Secretary for Public Works. 3 March, 1891	5
12. Report by Mr. Engineer Williams, with minutes	5
13. Council Clerk, North Sydney, to Under Secretary for Public Works, with minute. 25 March, 1891	5
14. Manager, North Shore Steam Ferry Co. (Ltd.), to Mr. Engineer Williams. 2 April, 1891	6
15. Report by Mr. Engineer Grimshaw, with minutes. 16 April, 1891	6
16. Report by Mr. Engineer Williams, with minute. 17 April, 1891	6
17. Manager, Public Wharves, to Under Secretary for Finance and Trade, with minutes. 4 May, 1891	6
18. Notice calling for tenders. 14 May, 1891	6
19. Schedule of tenders received, with minutes. 22 June, 1891	7
20. Acting Under Secretary for Finance and Trade to Secretary, North Shore Steam Ferry Co. (Ltd.). 30 June, 1891	7
21. Secretary, North Shore Steam Ferry Co. (Ltd.) to the Under Secretary for Finance and Trade, with minutes. 8 July, 1891	7
22. Acting Under Secretary for Finance and Trade to the Secretary, North Shore Steam Ferry Co. (Ltd.) 11 July, 1891	7
23. Secretary, North Shore Steam Ferry Co. (Ltd.), to the Under Secretary for Finance and Trade. 14 July, 1891	7
24. Secretary, North Shore Steam Ferry Co. (Ltd.), to the Under Secretary for Finance and Trade, with minutes. 30 July, 1891	7
25. Under Secretary for Finance and Trade to Secretary, North Shore Steam Ferry Co. (Ltd.) 6 August, 1891	8
26. Secretary, North Shore Steam Ferry Co. (Ltd.), to Under Secretary for Finance and Trade, with minutes. 13 August, 1891	8
27. Extract from letter Council Clerk, North Sydney, to Under Secretary for Public Works. 14 August, 1891	9
28. Under Secretary for Finance and Trade to Secretary, North Shore Steam Ferry Co. (Ltd.) 22 August, 1891	9
29. Secretary, North Shore Steam Ferry Co. (Ltd.), to Under Secretary for Finance and Trade. 26 August, 1891	9
30. Council Clerk, North Sydney, to Under Secretary for Public Works. 17 September, 1891	9
31. Minute by Mr. Engineer Tillett. 13 October, 1891	9
32. Under Secretary for Finance and Trade to Crown Solicitor, with minutes. (This letter was not sent until 2nd December, 1891.) 11 November, 1891	9
33. Minute by Mr. Secretary Lyne. 11 November, 1891	10
34. Council Clerk, North Sydney, to Under Secretary for Finance and Trade, with copy tender. 13 November, 1891	10

No.	PAGE.
35. Council Clerk, North Sydney, to Secretary for Public Works. 13 November, 1891	10
36. Minute by Mr. Secretary Lyne. 25 November, 1891	10
37. Mr. E. M. Clark, M.P., to the Colonial Treasurer, with minute. 24 November, 1891	11
38. Mr. E. M. Clark, M.P., to the Colonial Treasurer, with minutes. 10 December, 1891	11
39. Under Secretary for Finance and Trade to Mr. E. M. Clark, M.P. 14 December, 1891	11
40. Crown Solicitor to Under Secretary for Finance and Trade. 11 December, 1891	11
41. Crown Solicitor to Under Secretary for Finance and Trade, with minutes. 6 January, 1892	12
42. Council Clerk, North Sydney, to Under Secretary for Finance and Trade, with minute. 9 January, 1892	12
43. Under Secretary for Finance and Trade to Mr. E. M. Clark, M.P. 12 January, 1892	12
44. Mr. E. M. Clark, M.P., to Under Secretary for Finance and Trade. 13 January, 1892	12
45. Under Secretary for Finance and Trade to Council Clerk, North Sydney. 14 January, 1892	12
46. Council Clerk, North Sydney, to the Colonial Treasurer, with minute. 25 January, 1892	13
47. Under Secretary for Finance and Trade to Council Clerk, North Sydney. 2 February, 1892	13
48. Council Clerk, North Sydney, to Under Secretary for Finance and Trade. 13 February, 1892	13
49. Crown Solicitor to Under Secretary for Finance and Trade. 13 May, 1892	13
50. <i>Précis</i> of case by Department of Public Works. 28 July, 1892	13
51. Town Clerk, North Sydney, to Under Secretary, Department of Public Works, with minutes. 1 February, 1894	14
52. Under Secretary for Finance and Trade to Manager, North Shore Steam Ferry Co. (Ltd.) 19 February, 1894	14
53. Under Secretary for Finance and Trade to Town Clerk, North Sydney. 19 February, 1894	14
54. Town Clerk, North Sydney, to Under Secretary for Finance and Trade, with minutes. 17 February, 1894	14
55. Under Secretary for Finance and Trade to Town Clerk, North Sydney. 21 February, 1894	14
56. Secretary, North Shore Steam Ferry Co. (Ltd.), to Under Secretary for Finance and Trade, with minutes. 20 February, 1894	15
57. Under Secretary for Finance and Trade to Secretary, North Shore Steam Ferry Co. (Ltd.) 1 March, 1894	15
58. Town Clerk, North Sydney, to Under Secretary for Finance and Trade, with minutes. 23 February, 1894	15
59. Under Secretary for Finance and Trade to Town Clerk, North Sydney. 1 March, 1894	15
60. Town Clerk, North Sydney, to Under Secretary for Finance and Trade, with minute. 2 March, 1894	16
61. Under Secretary for Finance and Trade to Town Clerk, North Sydney. 6 March, 1894	16
62. Secretary, North Shore Steam Ferry Co. (Ltd.), to Under Secretary for Finance and Trade, with enclosure. 6 March, 1894	16
63. Secretary, North Shore Steam Ferry Co. (Ltd.), to Under Secretary for Finance and Trade. 13 March, 1894	17
64. Minute by Colonial Treasurer. 20 March, 1894	17
65. Under Secretary for Finance and Trade to the Town Clerk, North Sydney. 20 March, 1894	17
66. Under Secretary for Finance and Trade to Secretary, North Shore Steam Ferry Co. (Ltd.) 20 March, 1894	17
67. Town Clerk, North Sydney, to Under Secretary for Finance and Trade. 21 March, 1894	17
68. Secretary, North Shore Steam Ferry Co. (Ltd.), to Under Secretary for Finance and Trade, with minutes. 28 March, 1894	18
69. Under Secretary for Finance and Trade to Under Secretary for Public Works, with minutes. 30 March, 1894	18
70. Mayor, North Sydney, to Under Secretary for Finance and Trade. 3 April, 1894	18
71. Under Secretary for Finance and Trade to Mayor, North Sydney. 6 April, 1894	19
72. Town Clerk, North Sydney, to Under Secretary for Finance and Trade, with minutes. 4 April, 1894	19
73. Under Secretary for Finance and Trade to Town Clerk, North Sydney. 9 April, 1894	19
74. Town Clerk, North Sydney, to Under Secretary for Finance and Trade. 18 April, 1894	19
75. Under Secretary for Finance and Trade to Town Clerk, North Sydney. 27 April, 1894	19

No. 1.

Notice calling for Tenders.

The Treasury, New South Wales, 9 July, 1888.

TENDERS FOR LEASING PUBLIC WHARF AT NEUTRAL BAY.

TENDERS will be received at this office until noon of Thursday, the 26th instant, from persons desirous of leasing the Public Wharf at Neutral Bay.

The lease will be granted for a term of three years.

The rates and dues leviable by the lessee will be found in the Act 44 Victoria No. 8, and Schedules thereto.

The accepted tenderer will be required to enter into a lease with the usual covenants.

The highest or any tender not necessarily accepted.

Any further information may be obtained from the Manager, Public Wharves, Circular Quay, at whose office, also, a copy of the conditions may be obtained.

Tenders to be addressed to the Under Secretary for Finance and Trade, and endorsed "*Tender for leasing Public Wharf, Neutral Bay.*"

J. F. BURNS.

No. 2.

Conditions for Leasing the Public Wharf at Neutral Bay.

1. THE wharf to be leased for three years from 1st August, 1888.
2. Rent to be paid quarterly, in advance, to the Manager, Public Wharves, Circular Quay.
3. If rent remains unpaid for seven days after demand, the Colonial Treasurer, or any one authorised by him, may enter upon the wharf, and the lessee shall vacate without prejudice.
4. The lessee shall not relet the whole or any portion of the wharf without permission from the Colonial Treasurer.
5. Any damage done to the wharf (reasonable wear and tear excepted) to be made good by the lessee.
6. All Government goods to be landed free of wharfage, and any Government vessel to have use of the wharf free of tonnage dues.
7. The lessee to keep and maintain the light on the wharf in proper order.
8. The lessee to have two approved sureties, each in the sum of £100, for the due fulfilment of this contract.
9. All rights in connection with advertising are reserved to the Government.

J. F. BURNS.

The Treasury, New South Wales, 9th July, 1888.

No. 3.

3

No. 3.

Schedule of Tenders received.

CONTRACT FOR THE PUBLIC SERVICE, 1888.

TENDERS for Leasing Public Wharf at Neutral Bay, opened at the Treasury, 26th July, 1888. In all two tenders received, namely:—

No. 1. Tenderer—W. Weatherill; £55 per annum.

No. 2. Tenderer—G. E. Cass; £26 per annum.

The Board recommends acceptance of the tender of Mr. Weatherill.

HAROLD MACLEAN.
W. O. HOPKINS.
G. H. BARNEY.

There being only two tenders, I think that in the public interest fresh tenders should be invited.—
J.F.B., 27/7/88. Fresh tenders invited, to come in on the 9th proximo.—M.R., 31/7/88.

Dear Sir,

I beg to tender the sum of £55 per annum for the lease of the public wharf at Neutral Bay, in accordance with your conditions.

371, P.O. Box, Sydney, 26 July, 1888.

Yours, &c.,

WILLIAM WEATHERILL.

The Under Secretary for Finance and Trade, Treasury, N.S.W.

Sir,

I have the honor to tender for a lease of the public wharf at Neutral Bay, as per *Gazette* notice, and hereby agree to pay a rental of £26 per year, in accordance with your conditions.

4, Barristers' Court, Elizabeth-street, Sydney, 26 July, 1888.

I have, &c.,

GEORGE E. CASS.

The U.S. Finance and Trade, Sydney.

No. 4.

Notice calling for Fresh Tenders.

The Treasury, New South Wales, 31 July, 1888.

FRESH TENDERS FOR LEASING PUBLIC WHARF AT NEUTRAL BAY.

FRESH tenders will be received at this office until noon of Thursday, the 9th proximo, from persons desirous of leasing the Public Wharf at Neutral Bay.

The lease will be granted for a term of three years.

The rates and dues leviable by the lessee will be found in the Act 44 Victoria No. 8, and Schedules thereto.

The accepted tenderer will be required to enter into a lease with the usual covenants.

The highest or any tender not necessarily accepted.

Any further information may be obtained from the Manager, Public Wharves, Circular Quay, at whose office, also, a copy of the conditions may be obtained.

Tenders to be addressed to the Under Secretary for Finance and Trade, and endorsed "*Tender for Leasing Public Wharf, Neutral Bay.*"

J. F. BURNS.

[The conditions referred to in the above notice are identical with those shown herein as paper No. 2, of 9th July, 1888.]

No. 5.

Schedule of Tenders received.

CONTRACT FOR THE PUBLIC SERVICE, 1888.

FRESH tenders for leasing Public Wharf at Neutral Bay, opened at the Treasury, 9th August, 1888. In all three tenders received, namely:—

No. 1 Tenderer—North Shore Steam Co., £5.

No. 2 Tenderer—W. Weatherill, £55.

No. 3 Tenderer—P. W. Glacken, Mayor of East St. Leonards, £120.

The tender of the Borough of East St. Leonards being the highest, the Board recommends its acceptance.

W. O. HOPKINS.
JOHN JACKSON.

Approved.—J.F.B., 9/8/88. Crown Solicitor,—Will you please prepare a lease in terms of the within papers.—G.E., 27/8/88.

Sir,

Sir, Sydney, 1 August, 1888.
On behalf of the Directors of the North Shore Steam Ferry Company (Limited), I hereby tender an application for leasing the public wharf at Neutral Bay, for the sum of £5 per annum.

I have, &c.,

THO. SUMMERBELL,
Manager.

To Under Secretary for Finance and Trade.

Sir, 371, P.O. Box, Sydney, 9 August, 1888.
I beg to tender the sum of £55 a year for the lease of the public wharf at Neutral Bay, in accordance with your conditions.

Yours, &c.

WILLIAM WEATHERILL.

To the Under Secretary for Finance and Trade,
Treasury, N.S.W.

Town Hall, East St. Leonards, 9 August, 1888.

On behalf of the Borough of East St. Leonards, representing the ratepayers and residents of this district, I have the honor to formally tender for leasing the above.

I offer the sum of £120 sterling per year for a term of three years, and undertake to comply with all regulations and conditions as set forth in the printed forms.

P. W. GLACKEN,

Mayor of East St. Leonards.

To the Under Secretary for Finance and Trade.

No. 6.

The Under Secretary for Finance and Trade to The Mayor, East St. Leonards.

Sir, The Treasury, New South Wales, Sydney, 10 August, 1888.
I am directed by the Colonial Treasurer to intimate to you the acceptance of your tender of 9th instant, made on behalf of the Borough of East St. Leonards, for leasing the public wharf at Neutral Bay, for a term of three years, at an annual rental of £120, in terms of Treasury notice of 31st July, 1888, and in accordance with the conditions of contract.

I have, &c.,

G. EAGAR.

No. 7.

The Council Clerk, East St. Leonards, to The Under Secretary for Finance and Trade.

Sir, Town Hall, East St. Leonards, 24 August, 1888.
I have the honor, by direction of the Council, to acknowledge the receipt of your letter of the 10th instant, stating that the tender made on behalf of this Borough for the Neutral Bay Wharf has been accepted.

I am directed to inform you that the Council is willing to pay rent when we get the lease.

I have, &c.,

P. A. TEMPLE.

No. 8.

The Crown Solicitor to The Under Secretary for Finance and Trade.

Sir, Crown Solicitor's Office, Sydney, 31 August, 1888.
I have the honor to return herewith the papers forwarded to me on the 27th instant, as instructions to prepare a lease to the Borough of East St. Leonards of the public jetty at Neutral Bay, and to state that I have prepared, and forward herewith, a draft lease for the approval of the Colonial Treasurer and the lessees.

I notice it is provided by the eighth condition that the lessee is to have two approved sureties, each in the sum of £100, for the due fulfilment of the contract. It does not appear from the papers who the sureties are, or whether this condition has been dispensed with by the Minister.

I have, &c.,

JOHN WILLIAMS.

I think that, as we are dealing with a corporate body, and that as the consideration moving in the matter is only £120 a year, the Treasurer might dispense with the bond in this matter. It seems to me that a lease will be quite sufficient.—M.R., 8/9/88.

Approved.—G.E. Draft sent to Mayor for perusal.—M.R., 8/9/88.

No. 9.

The Under Secretary for Finance and Trade to The Mayor, East St. Leonards.

Sir, The Treasury, New South Wales, Sydney, 8 September, 1888.
I have the honor, by direction of the Colonial Treasurer, to enclose, for your perusal and approval, a draft lease prepared by the Crown Solicitor in connection with the leasing to your Borough of the public wharf at Neutral Bay.

I have, &c.,

G. EAGAR.

No. 10.

5

No. 10.

The Under Secretary for Finance and Trade to The Mayor, East St. Leonards.

Sir, The Treasury, New South Wales, Sydney, 17 October, 1888.
I have the honor to inform you that the Colonial Treasurer wishes to be favoured with the early return of the draft lease of the Neutral Bay public wharf, forwarded for your perusal with Treasury letter of 8th ultimo.

I have, &c.,

F. KIRKPATRICK

(For the Under Secretary).

No. 11.

The Secretary, North Shore Steam Ferry Company (Limited), to The Under Secretary for Public Works.

Sir,

29, O'Connell-street, Sydney, 3 March, 1891.

This Company contemplates putting on a larger steamer for the Neutral Bay trip, but we find it will be impossible to safely take such a steamer to the Military Wharf at low tide owing to the existence of a rock close to the wharf. I am instructed to ask you to be good enough to have it blasted, and the water-way sufficiently deepened.

Being anxious to put the larger boat on at an early date, to meet the requirements of the traffic, my Directors would be glad if you could have the work put in hand as early as possible.

I have, &c.,

J. J. WESTON.

No. 12.

Memo. from Mr. R. Cameron to Mr. A. Williams.

North Shore Steam Ferry Company, *re* deepening in front of the Neutral Bay Military Wharf.

ACCORDING to instructions received from you, I went over to Neutral Bay Military Wharf along with Captain Summerbell, Manager for the North Shore Ferry Company. He pointed out what was required. It is a solid reef or flat rock extending about 30 ft. east from the east end of the wharf with only about 5 ft. of water on it at low spring tides, and, as he says that they require about 10 ft. when they put on their new steamers, it will be rather an extensive piece of work. The sweep the steamers have to take coming from the High-street Wharf is so short that one end of the steamers have to run inside of the wharf in getting alongside, and, as the new steamers have a propeller at both ends, they will require deeper water than the steamers now running.

13/3/91.

Yours, &c.,

R. CAMERON.

Respecting the application of the Steam Ferry Company, I find from the inspecting diver's report that there is only 5 ft. of water on a large area of flat rock in front of the wharf in question. The Company are about placing passenger boats on this ferry that will draw 10 ft. of water. The work of deepening the front of the wharf will be rather costly. I think a small survey should be made, so that the matter can be properly placed before the Engineer-in-Chief.—ALFRED WILLIAMS.

Mr. Halligan for survey.—G. A. TILLET, 16/5/91. Mr. Williams tells me that a plan of this place was made by Mr. Grimshaw about a month ago, on verbal instructions, and handed to the Engineer-in-Chief.—G.M.H., 2/6/91. Let me see the survey referred to.—C.D., 16/6/91.

No. 13.

The Council Clerk, North Sydney, to The Under Secretary for Public Works.

Sir,

Town Hall, North Sydney, 25 March, 1891.

I am directed to inform you that a deputation has been appointed by this Council to wait on the Minister for Works, with a view of representing the necessity for removing the rock near the Government wharf at the foot of Hayes-street, and also dredging the channel at Spain's Wharf to a sufficient depth to allow the passage of boats of a deeper draught than those now plying. Be good enough to inform me when it will be convenient for the Minister to receive this deputation.

I have, &c.,

W. BARNETT SMITH.

The wharf quoted as at Hayes-street has always been known to me as Ben Boyd Road. The wharf is leased to the North Shore Ferry Company.—J.J., Circular Quay, 28/9/91.

No. 14.

The Manager, North Shore Steam Ferry Co. (Limited), to A. Williams, Esq.

Sir,

No. 4 Jetty, Circular Quay, 2 April, 1891.

In reference to your inquiry what depth of water this Company require for their steamers at Military Wharf, in reply, 8 feet at low tide will answer our purpose.

I have, &c.,

THO. SUMMERBELL.

No. 15.

No. 15.

Report by Mr. Engineer Grimshaw to Mr. Engineer Williams.

North Shore Steam Ferry Company.—Re Deepening in front of Hayes-street and Spain's Wharfs, Neutral Bay.

Hayes-street Wharf.—The shallow water referred to here is over a reef of solid rock on the east side of the wharf, on which the present steamers often touch at low water. It only projects a short distance in front of the face of the wharf, but the steamers do not come up parallel but at an angle, with the bow projecting behind the face of the wharf and over the reef.

To obtain the required 8 feet of water at low tide, an average of 2 feet of rock will have to be removed from over an area of 45 feet x 30 feet, equal to 100 cubic yards at £2 10s. = £250.

Spain's Wharf.—The steamers appear to have washed up a shoal just off this wharf, leaving only a narrow channel for themselves close to the face of the wharf.

The quantity required to be dredged there to give the required depth of 8 feet is 150 feet x 30 feet x 2 feet = 333 cubic yards at 2s. = £33 6s.

Total cost for the two wharves, £300.

J. W. GRIMSHAW,
16/4/91.

When could a dredge be spared for this service?—C.D., 20/4/91.

There is no grab dredge available, nor is there likely to be one for two or three months. Mr. Williams has one of them at rock work, new wharfs. One has engagements for deepening ferry approaches, one only is at Long Cove, and one is going to Port Hacking. The only dredges available are the "Samson" or "Sydney," and they are at urgent work.—A.B.P., 30/4/91.

No. 16.

Report by Mr. Engineer Williams to The Engineer-in-Chief.

Subject:—Respecting Deputation to the Minister from the North Sydney Borough Council, to request that water frontages to two wharfs should be deepened.

Department of Public Works, Harbours and Rivers Branch, Sydney, 17 April, 1891.

I BEG to report that the present depth of water at Hayes-street and Spain's-street, North Shore, is scarcely sufficient for the safety of the boats now running in this ferry service.

The manager informs me that larger ferry boats are now being built, and these new boats will draw 2 feet more water than the present ones.

This makes it most necessary to deepen the water at these wharf frontages.

The cost will be £300.

I have had the accompanying surveys* made, so that the necessity for the work can be seen and estimated.

ALFRED WILLIAMS.

Hayes-street and Spain-street wharfs are private property. If there is not sufficient depth of water alongside, it has nothing to do with the Government, but should be deepened by the ferry company using them, or by the owners of the wharfs.—J.J., Circular Quay, 29/4/91.

No. 17.

The Manager, Public Wharfs, to The Under Secretary for Finance and Trade.

Sir,

Public Wharfs Office, 4 May, 1891.

I beg to inform you that the lease of Neutral Bay Wharf—leased to the Borough of East St. Leonards—will expire 9th August next, and to recommend that fresh tenders be called for leasing it.

I have, &c.,

JOHN JACKSON.

Approved.—W.M., 5/5/91.

Tenders called for 18/6/91.—M.R.

No. 18.

Notice calling for Tenders.

The Treasury, New South Wales, 14 May, 1891.

Tenders for Leasing Public Wharf at Neutral Bay.

TENDERS will be received at this Office until noon of Thursday, the 18th proximo, from persons desirous of leasing the public wharf at Neutral Bay.

The lease will be granted for a term of three years, from 10th August, 1891.

The rates and dues leviable by the lessee will be found in the Act 44 Victoria No. 8, and schedules thereto.

The accepted tenderer will be required to enter into a lease with the usual covenants.

The highest or any tender not necessarily accepted.

Any further information may be obtained from the Manager, Public Wharfs, Circular Quay, at whose office also a copy of the conditions may be obtained.

Tenders to be addressed to the Acting Under Secretary for Finance and Trade, and endorsed "Tender for Leasing Public Wharf, Neutral Bay."

W. McMILLAN.

[The conditions referred to in this notice are identical with those shown in paper No. 2.]

No. 19.

* The maps have not been printed.

No. 19.

Schedule of Tenders.

TENDERS for leasing Public Wharf, Neutral Bay.

No tenders received. The Board recommended reference to Captain Jackson for advice.

M.R., 22/6/91.

The Manager, Circular Quay, for favour of report.—F.K. As no one tendered for the wharf at Neutral Bay, the company using it should be charged the usual tonnage due, viz., 10s. per day for each steamer; and I would suggest that the North Shore Ferry Company be notified to that effect.—J.J., 25/6/91. Approved.—W.M., 29/6/91.

No. 20.

The Acting Under Secretary for Finance and Trade to The Secretary, North Shore Steam Ferry Company (Limited).

Sir,

The Treasury, New South Wales, Sydney, 30 June, 1891.

I have the honor, by direction of the Colonial Treasurer, to inform you that tenders were recently invited by the Treasury from persons desirous of leasing the public wharf at Neutral Bay for three years from 10th August, 1891.

No response, however, was made to such invitation, and I am now to notify to you, as a matter of courtesy to your directors, but as a matter of courtesy only, that, in the event of the steamers of your company requiring to use such wharf, after expiration of the existing lease, the usual tonnage dues will be charged.

I have, &c.,

F. KIRKPATRICK.

No. 21.

The Secretary, North Shore Steam Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir, North Shore Steam Ferry Co. (Limited), 29, O'Connell-street, Sydney, 8 July, 1891.

I am instructed to thank you for your letter of 30th June (S. 1,520) drawing our attention to the fact that the lease of the Military Wharf, Neutral Bay, expires early next month. I am instructed to say that this Company will be willing to take a lease for three or five years at an annual rent of, say, £25.

I have, &c.,

JNO. J. WESTON.

Captain Jackson for report.—F.K., 8/7/91. This wharf cost over £600 to construct. I beg to recommend that it be leased to this Company if they will pay £50 per annum for it.—J.J., 9/7/91. Approved.—W.M., 10/7/91.

No. 22.

The Acting Under Secretary for Finance and Trade to The Secretary, North Shore Steam Ferry Co. (Limited).

Sir,

The Treasury, New South Wales, Sydney, 11 July, 1891.

I am directed to acknowledge the receipt of your letter of 8th instant, and to state, in reply, that the Colonial Treasurer is prepared to lease to your Company the Military Wharf, Neutral Bay, provided a rental of £50 per annum be agreed upon.

I have, &c.,

F. KIRKPATRICK.

No. 23.

The Secretary, North Shore Steam Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir, North Shore Steam Ferry Co. (Limited), 29, O'Connell-street, Sydney, 14 July, 1891.

In reply to your letter of the 11th inst. (S. 1,564-6,178) I am instructed to say that my Board consider that £25 is an ample rent for the Military Wharf, and that we cannot agree to pay £50 per annum.

I have, &c.,

JNO. J. WESTON.

No. 24.

The Secretary, North Shore Steam Ferry Company (Limited), to The Under Secretary for Finance and Trade.

Sir,

North Shore Steam Ferry Company (Ltd.),

29, O'Connell-street, Sydney, 30 July, 1891.

Referring to your letter of the 11th instant (S. 1,564-6,178) I have the honor to say that my Board consider the rent of £50 per annum for the Military Wharf is excessive, and not warranted by the traffic; in fact, the Company cannot afford to pay so high a rent for the service of that particular spot. It is out of all proportion to the rents which we are paying elsewhere, and the sum of £25, which we have offered, is full value for the jetty.

I would point out that the wharf was built for military and not ferry purposes, and having regard for the conveniences necessary for a mere place of call for ferry steamers, the amount expended thereon was wholly unnecessary. Moreover, the depth of water is insufficient for some of the Company's steamers, and considerable inconvenience is experienced by our having to run a special class of boat to render the wharf accessible.

It is quite true, as mentioned in the conversation which took place to-day with two of the members of my Board, that the Company have been paying £50 a year to the Corporation; but, as explained to you, the circumstances were exceptional. When tenders were first called, this Company offered £5 a year upon the suggestion of Captain Jackson, while the Corporation, in an excess of zeal on the part of some of the aldermen who wished to control the traffic, tendered the extraordinary sum of £120 per annum. They endeavoured to impose this rental upon the Company, but without success, as the Company's steamers were promptly taken off. Subsequently, as a matter of compromise, and out of consideration for men who had incurred a liability, for which they had rendered themselves responsible, my Board consented to pay £50 a year for the time being, but with a distinct intimation that after the expiry of the lease the Company would decline to continue the payment of so high a rent.

I trust that under the circumstances this Company's reasonable offer of £25 per annum will be accepted.

I have, &c.,
JNO. J. WESTON.

As this wharf was worth £50 per annum to the Company when leasing it from the Corporation, it is worth the same amount leasing it from the Government; but as the Company decline to pay what is a fair rental for it, I would recommend that their offer of £25 per annum be refused, and that the usual tonnage dues be charged after the expiration of the present lease.—J.J., Circular Quay, 3/8/91. The Under Secretary for Finance and Trade.

Submitted.—F.K., 4/8/91. Approved.—H.P., 4/8/91.

No. 25.

The Under Secretary for Finance and Trade to The Secretary, North Shore Steam Ferry Company (Limited).

Sir, The Treasury, New South Wales, Sydney, 6 August, 1891.
I am directed to acknowledge receipt of your letter of the 30th ultimo, in further reference to the Neutral Bay Wharf, and to state the Government is not prepared to accept a lower rental than £50 per annum for the same.

I have, &c.,
F. KIRKPATRICK.

No. 26.

The Secretary, North Shore Steam Ferry Company (Limited) to The Under Secretary for Finance and Trade.

Sir, North Shore Steam Ferry Company (Limited),
29, O'Connell-street, Sydney, 13 August, 1891.

I am in receipt of your letter of 6th inst. (No. 6,788 Misc.), with reference to the Military Wharf, Neutral Bay. My Board will be prepared to take a lease of the Military Wharf at £50 per annum, provided the depth of water—to which your attention was drawn on the 30th ultimo—is increased, so as to enable the ordinary boats of the Company to have access to the wharf. At present they are prevented from doing so by a piece of rock, which requires removal. Until this is done the Company is unable to meet the exigencies of the traffic.

I have, &c.,
JNO. J. WESTON.

I beg to recommend that the wharf be leased for three years to the North Shore Ferry Company, at £50 per annum, to date from the expiration of the former lease of the wharf, and that the waters be deepened to the required depth.—J.J., 15/8/91.

Submitted.—F.K., 19/8/91. Approved.—B.S., 20/8/91. The Under Secretary for Public Works.—F.K., 24/8/91. Please report as to dredging at once.—Jno. P., Supt. (for Engineer-in-Chief), 25/8/91.

This matter has been dealt with by Mr. Williams, who was asked by the Engineer-in-Chief to submit alternative prices for removing the rock and extending the wharf 10 or 12 feet. It will be seen that the probable cost of each scheme is about £147 on survey. Would it not be best to ask the Company if the increased wharfage would not suit them better than deepening?—A.B.P., 28/8/91.

Mr. Williams to take this matter in hand. I presume the Treasury will find the money.—C.D., 1/9/91.

Shall I have the wharf extended at a cost of £150? I think it will cost less money, and be quicker work than blasting the rock to obtain the required depth. Plan and specification can be prepared for approval.—A.W., 2/9/91.

The rent for this wharf will not be paid by the Company until this work is done.—J.J., 8/9/91. Resubmit when the Lobintz plant is ready.—C.D., 9/9/91.

9

No. 27.

The Council Clerk, North Sydney, to The Under Secretary for Public Works.

Sir, Town Hall, North Sydney, 14 August, 1891.

I am also directed to request that the wharf at the foot of the continuation of Ben Boyd Road, known as Hayes-street, may also be handed over to the Council at the same time, as part of the road in question.

I have, &c.,
W. BARNETT SMITH.

No. 28.

The Under Secretary for Finance and Trade to The Secretary, North Shore Steam Ferry Company (Limited).

Sir, The Treasury, New South Wales, Sydney, 22 August, 1891.

I have the honor, by direction of the Colonial Treasurer, to acknowledge receipt of your letter of the 13th instant, and to inform you, in reply, that the Government will be prepared to grant you a lease of the public wharf, at Neutral Bay, for a period of three years, from the date of expiration of the former lease, at a rental of £50 per annum, and will increase the depth of water so as to enable the ordinary boats of your Company to have access to the wharf.

I shall be glad to receive a notification of your acceptance of the offer, so that the lease may go forward for preparation.

I have, &c.,
F. KIRKPATRICK.

No. 29.

The Secretary, North Shore Steam Ferry Company (Limited), to The Under Secretary for Finance and Trade.

North Shore Steam Ferry Company (Limited), 29, O'Connell-street, Sydney, 26 August, 1891.

Sir,

In reply to your letter of the 22nd instant, S. 1,743-7,177 Misc., I am instructed to accept the offer made for a lease of the public wharf, at Neutral Bay, and I am further to say that this Company will be prepared to execute a lease when the water-way shall have been deepened as arranged. My Board assume that this work will be put in hand at once.

I have, &c.,
JNO. J. WESTON.

No. 30.

The Council Clerk, North Sydney, to The Under Secretary for Public Works.

Sir, Town Hall, North Sydney, 17 September, 1891.

In reply to your letter, dated 5th instant, intimating that the wharf at the foot of Hayes-street was a private one, and, consequently, not under the control of your Department, I am directed to point out that such an intimation must be the result of some misapprehension, as the wharf referred to is a public one, and has been let by tender annually, the Council being the lessee during the past year. Now, however, that the Council is assuming the charge of the Ben Boyd Road, to which this wharf has been the approach, it is considered only fair that the wharf should also be handed over to the Council, as it is the principal landing-place for the public at Neutral Bay. I am, therefore, directed to again request that the wharf referred to may be handed over to this Council.

I am, &c.,
W. BARNETT SMITH.

No. 31.

Minute by Mr. Engineer Tillet to The Engineer-in-Chief.

Subject:—Wharf at Hayes-street, Neutral Bay.

I FIND that the wharf at Hayes-street was built by the Government. The contract was let on the 6th October, 1883, to R. M. Scott; amount of contract, £486.

G. W. TILLET.

Captain Jackson was apparently misinformed about this wharf being a private one. The application of the Council of North Sydney to have the wharf handed over, should again be referred to the Treasury.—C. W. DARLEY, 16/10/91.

Best to inform Council that the wharf cannot be handed over, as it is leased by the Treasury.—J.B., 23/10/91. Approved by Minister.—D.McL., 24/10/91.

No. 32.

The Under Secretary for Finance and Trade to The Crown Solicitor.*

Sir, The Treasury, New South Wales, Sydney, 11 November, 1891.

I am directed to request you to be good enough to cause a draft lease to be prepared in connection with the papers enclosed (public wharf at Neutral Bay to North Shore Steam Ferry Co., Ltd.)

I have, &c.,
F. KIRKPATRICK.

The Minister for Public Works requests that all action be stayed for the present.—F.K., 11/11/91. Let the lease be prepared.—J.S., 2/12/91.

[* This letter was not sent to the Crown Solicitor until the 2nd December, 1891.]

No. 33.

Minute by The Secretary for Public Works.

Department of Public Works, Sydney, 11 November, 1891.

ARE there any papers in the Treasury in reference to the Government wharf at Hayes-street, Neutral Bay? Principally in reference to the leasing of the wharf. W.J.L.

These are the only papers in the Treasury in connection with the wharf at Neutral Bay. There is one paper in the Works, 91/7,177.—F.K., 11/11/91.

The papers in this Department do not contain the letter to which Mr. Weston's is evidently a reply, nor is there any tender from the North Sydney Council to lease the wharf, and, therefore, perhaps the Crown Solicitor or Mr. Jackson may have another set of papers. I should like them to be found, and in the meantime that no further action be taken, as I wish to consult my hon. colleague the Treasurer in this matter.—W.J.L., 11/11/91.

Let the whole matter stand over till we hear further.—J. B., 12/11/91.

No. 34.

The Council Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Town Hall, North Sydney, 13 November, 1891.

In the course of an interview between the Hon. the Minister for Works and Mr. E. M. Clark, M.L.A., on the subject of wharf at the foot of Hayes-street, Neutral Bay, tenders for which were invited in June last, the Minister informed Mr. Clark that no tender had been received from this Council. I beg to enclose you herewith a copy of the tender, which was forwarded from this Council on the 12th June, and which is now said to have gone astray. If necessary, I am prepared to make a declaration that the tender was duly forwarded.

I have, &c.,

W. BARNETT SMITH.

[Enclosure.]

Sir,

In accordance with your advertisement inviting tenders for leasing public wharf at Neutral Bay, I beg to offer, on behalf of the Borough Council of North Sydney, the sum of twenty pounds per annum.

Town Hall, 12 June, 1891.

I have, &c.,

FRANCIS PUNCH,

Mayor.

The Acting Under Secretary for Finance and Trade, Sydney.

No. 35.

The Council Clerk, North Sydney, to The Secretary for Public Works.

Sir,

Town Hall, North Sydney, 13 November, 1891.

In reference to the matter of the wharf at the foot of Hayes-street, and an interview between yourself and Mr. E. M. Clark, M.L.A., on the subject, when you informed Mr. Clark that no tender had been received from this Council, I beg to inform you that a tender was forwarded to the Under Secretary for Finance and Trade on the 12 June last, a copy of which I enclose. If necessary, I am prepared to make a declaration to this effect.

I have, &c.,

W. BARNETT SMITH.

No. 36.

Minute by The Secretary for Public Works.

Subject :—Government Wharf at foot of High-street, Neutral Bay.

VERY strong representations have been made to me by the North Sydney Council as to the advisability of giving them the control of the above wharf. The road leading to it is of course in their charge, and they find that unless they have command of the wharf they are put to very considerable disadvantage. I find the Treasury have promised the North Shore Ferry Company a lease of the wharf when a certain amount of rock, which now obstructs access to it, has been removed, the price agreed upon being £50 per annum, but the lease has not yet been prepared. I think it would be very desirable if my honorable colleague would transfer this lease to the North Sydney Council, who are prepared to re-lease the wharf to the North Shore Ferry Company on the same terms, and I understand also from the secretary of the company that they are perfectly willing to agree to this arrangement. I shall be glad if my honorable colleague will kindly assent to the proposal, as it seems to me very desirable that the control of the wharf should be in the hands of the Municipality rather than the ferry company.

It also appears, from statements and a declaration made, that the Council forwarded a tender, of which a copy has since been sent to the Department, evidently, therefore, some mistake has arisen, and this, the more, makes it desirous to let the Council have control of the wharf.

W. J. L., 25/11/91.

The Council's offer was only £20 per year, and the wharf has already been leased to the North Shore Co. at £50 per year.—J.S., 1/12/91.

11

No. 37.

E. M. Clark, Esq., M.P., to The Colonial Treasurer.

Sir,

Parliament House, Sydney, 24 November, 1891.

The Borough Council of North Sydney has written to your Department *in re* a tender forwarded by them in July last for the lease of Government wharf at Neutral Bay. It appears that, notwithstanding the fact that the Council was the only tenderer, at £20 per annum, the N.S.S. Ferry Company has been allowed to lease the wharf at £50, without any opportunity being offered to the Council to compete with them. I explained the circumstances to Mr. Lyne, who sent to the Treasury for the papers, with the result that there was missing from among them the tender of the Council. The Council Clerk produces his letter-book, showing copy of tender forwarded, and is prepared to make an affidavit that he sent it some five or six days before the advertised time for closing tenders. I therefore desire to bring the matter under your immediate notice, feeling assured you will give it your attention.

I remain, &c.,

EDWARD M. CLARK.

Kindly let me have all the papers in connection with this matter.—J.S., 24/11/91.

No. 38.

E. M. Clark, Esq., M.P., to The Colonial Treasurer.

Sir,

Parliament House, Sydney, 10 December, 1891.

Some time ago I addressed a letter to you on the subject of the Government Wharf at Neutral Bay and the tender of the Borough of North Sydney. I have as yet received no reply, but on the 1st December I received the following from the Under Secretary for Public Works:—

“I am directed by the Secretary for Public Works to inform you that he has caused a communication to be addressed to the Colonial Treasurer, setting forth the desirability of leasing the wharf in question.”

As the Borough Council meets on Tuesday night, and the members are anxious for a settlement of this matter, I shall be glad to know at once how it stands.

Yours, &c.,

EDWARD M. CLARK.

The writer might be informed that a lease has been granted to the North Shore Ferry Company.—F.K., 11/12/91. Approved.—J.S., 11/12/91.

No. 39.

The Under Secretary for Finance and Trade to E. M. Clark, Esq., M.P.

Sir,

The Treasury, New South Wales, Sydney, 14 December, 1891.

Referring to your letter of the 10th instant, I have the honor to inform you that a lease has been granted to the North Shore Steam Ferry Company (Limited) of the Government wharf at Neutral Bay, therein mentioned.

I have, &c.,

F. KIRKPATRICK.

No. 40.

The Crown Solicitor to The Under Secretary for Finance and Trade.

Sir,

Crown Solicitor's Office, Sydney, 11 December, 1891.

As instructed, I have prepared and now forward herewith for your perusal and that of the lessees, draft lease of the public wharf at Neutral Bay to the North Shore Steam Ferry Company (Limited), and must ask your further instructions as to the following points.

How is the rent of £50 to be paid—quarterly, or half-yearly? Was the first payment made on 10th August last?

The covenant to insure, usual in the Circular Quay leases, has been inserted in the draft. Is the company to insure in this case; and if so, in what amount?

Are there any buildings on the jetty to be painted?

Is the jetty sufficiently described as “the” public wharf, Neutral Bay?

Is there to be a right reserved to the Government of advertising on the jetty?

Are the Company to maintain and exhibit a light thereon?

Is the general public to have free access, &c., to the wharf?

It would greatly facilitate the preparation of these leases and save a deal of unnecessary correspondence if I were furnished in the first instance with clear and definite instructions as to the terms on which they are to be granted, and an accurate description of the property to be leased.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor

(Per C.E.P.)

No. 41.

The Crown Solicitor to The Under Secretary for Finance and Trade.

Sir,

Crown Solicitor's Office, Sydney, 6 January, 1892.

Acting under your instructions of 2nd ultimo P.O. 2,962, M. 72, I have prepared, and now forward herewith lease in duplicate form from the Treasurer to the North Shore Steam Ferry Company of the public wharf at Neutral Bay.

The

The documents should be executed by the Minister, and the Company under their Common Seal as indicated in pencil—one part may then be handed to the Company, and the other retained by you.

Each part will require a 2s. 6d. stamp, each party stamping his own document.

I have, &c.,

ERNEST A. SMITH,
(Per C.E.P.)

As Mr. Clark, M.P., has been moving in this matter, with the object of securing the lease for the North Shore Municipality, I should like the Colonial Treasurer to see Mr. Clark before the lease is signed.—F.K., 9/1/92.

Ask Mr. Clark, M.P., whether he has completed arrangements as suggested by me—otherwise the lease to the North Shore Company will be completed.—J.S., 11/1/92.

No. 42.

The Council Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 9 January, 1892.

I am directed to request that the Colonial Treasurer, will be good enough to name a time when it will be convenient for him to receive a deputation from this Council in reference to leasing the Government Wharf at Neutral Bay.

I have, &c.,

W. BARNETT SMITH.

Mr. Clark, M.P., has been fully informed of how this matter stands, and I am prepared to carry out my offer to him, viz., that with the concurrence of the North Shore Ferry Company, I am prepared to grant a lease to the Municipality at the same rental the said Company have agreed to pay.—JOHN SEE, 12/1/92.

No. 43.

The Under Secretary for Finance and Trade to E. M. Clark, Esq., M.P.

Sir,

The Treasury, New South Wales, Sydney, 12 January, 1892.

I am directed by the Colonial Treasurer to ask whether you have completed arrangements, as suggested by Mr. See to you, in connection with the public wharf, Neutral Bay, as the matter cannot be kept open much longer.

I have, &c.,

F. KIRKPATRICK.

No. 44.

E. M. Clark, Esq., M.P., to The Under Secretary for Finance and Trade.

Sir

Parliament House, Sydney, 13 January, 1892.

I beg to acknowledge the receipt of yours of yesterday's date, re public Wharf, Neutral Bay, and in reply beg to state that negotiations are now pending between the Municipal Council and North Shore Steam Ferry Company on the subject. I shall again bring the matter under the immediate attention of the Mayor, and will communicate the result without further delay to you.

Thanking the Colonial Treasurer for the opportunity offered by him to the Council.

I remain, &c.,

EDWARD M. CLARK.

Secn.—J.S., 15/1/92.

No. 45.

The Under Secretary for Finance and Trade to The Council Clerk, North Sydney.

Sir,

The Treasury, New South Wales, Sydney, 14 January, 1892.

I am directed by the Colonial Treasurer to acknowledge receipt of your letter of the 9th instant, and to state, in reply, that Mr. E. M. Clark, M.P., has been fully informed how the matter therein referred to stands, and to intimate that Mr. See is prepared to carry out his offer to Mr. Clark, viz.:—That, with the concurrence of the North Shore Steam Ferry Company (Limited), he will grant a lease of the public wharf at Neutral Bay, to your Municipality, at the same rental the said Company have agreed to pay.

I have, &c.,

F. KIRKPATRICK.

No. 46.

The Council Clerk, North Sydney, to The Colonial Treasurer.

Sir,

Town Hall, North Sydney, 25 January, 1892.

In reply to your letter dated 14th inst., in reference to the tender from this Council for the lease of the Government wharf at Neutral Bay, I am directed to inform that Mr. E. M. Clark, M.P., has intimated that the North Shore Ferry Company will not agree to the terms of your offer.

I am therefore directed to again request that you will be good enough to receive a deputation from this Council in reference to the matter on some early date suited to your convenience.

The Council desires to discuss the matter fully with you in the hope that some arrangement satisfactory to the people of this district may be arrived at.

I have, &c.,

W. BARNETT SMITH.

I think that before I receive a deputation, some agreement should be arrived at between the Council and the Ferry Company. It is a local matter in dispute, with which I do not at present feel called upon to interfere.—J.S., 29/1/92.

13

No. 47.

The Under Secretary for Finance and Trade to The Council Clerk, North Sydney.

Sir, The Treasury, New South Wales, Sydney, 2 February, 1892.
Referring to your letter of 25th ultimo, I am directed to state that the Colonial Treasurer feels that the negotiations which it is understood are now pending between your Council and the North Shore Ferry Company should be settled before he could arrange to receive a deputation re the leasing of the Neutral Bay wharf, as the matter at issue appears to be of a local character, in connection with which Mr. See does not consider that he is at present in a position to interfere.

I have, &c.,
F. KIRKPATRICK.

No. 48.

The Council Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir, Town Hall, North Sydney, 13 February, 1892.
I am directed to acknowledge the receipt of your letter of the 2nd instant on the subject of Government wharf at foot of Hayes-street, Neutral Bay, and to inform you that a further communication will shortly be made to you, this being merely an intimation that your letter has been received.

I have, &c.,
W. BARNETT SMITH.

No. 49.

The Crown Solicitor to The Under Secretary for Finance and Trade.

Sir, Crown Solicitor's Office, Sydney, 13 May, 1892.
Referring to my letter of 6th January last, enclosing lease and counterpart of the public wharf at Neutral Bay to the North Shore Steam Ferry Company (Limited), I have now the honor to return all the Departmental papers forwarded to me.

I have, &c.,
ERNEST A. SMITH.

No. 50.

Précis of Case.

Minute Paper.

Subject:—Lease of Neutral Bay Wharf.

Department of Public Works, Sydney, 28 July, 1892.
UNDER date of 4th May, 1891, Captain Jackson advised the Treasury that the lease of Neutral Bay Wharf was about to expire. The Treasury thereupon invited tenders for leasing the wharf. One tender was sent in, viz., that of the North Sydney Council (£20 per annum); but by some unfortunate mis-carriage it was overlooked, and the Treasury, in the assumption that no tender had been received, sent a notice to the North Shore Ferry Company, who had long occupied the wharf, that if they did not send in a tender they would have to pay heavy wharfage dues. The Company sent in a tender of £25 per annum. The Treasury thought it too little, and demanded £50, which the Company, after some demur, agreed to pay, provided the depth of water were increased to enable them to run larger boats.

In the meantime the North Sydney Council had been in communication with the Minister for Works about their taking over Ben Boyd Road, and they asked that, as a part of the arrangement, the control of the wharf, which is practically at the foot of the above road, might be made over to them. This request would probably have been granted, but in consequence of a misunderstanding on the part of Captain Jackson, the wharf was supposed to be a private one, and before the mistake was rectified the Treasury had closed with the North Shore Ferry Company.

Under date of 17th October, 1891, Mr. Secretary Lyne wrote a minute representing the desirability of giving the control of the wharf to the North Sydney Council, and asking the Treasurer to give the lease to them, but the Treasurer minuted that the Council offered only £20 per annum, and that the wharf had been leased to the Company at £50.

C.A.B.,
28/7/92.

Seen by Minister.—D.McL. Return to Treasury, 21/9/92. Nothing can be done in this matter until the term created by the lease has expired.—M.R., 23/9/92.

No. 51.

The Town Clerk, North Sydney, to The Under Secretary for Public Works.

Sir, Town Hall, North Sydney, 1 February, 1894.
I have the honor, by direction of the Municipal Council of this Borough, to request that the wharf situated at the foot of Hayes-street, Neutral Bay, may, at the termination of the existing lease to the North Shore Ferry Co., be vested in this Council. At the time the Council took over the Ben Boyd Road from the Government, it was thought that this wharf would go with the road. This Council has since spent a considerable sum of money in forming the approaches to it, and it is considered a reasonable proposal that the Municipality should enjoy the benefits to be derived from it. I have therefore to request that the Secretary for Public Works will be good enough to name a time when it will be convenient for him to receive a deputation to urge the matter upon his attention.

I have, &c.,
W. BARNETT SMITH.

The

The wharf asked for by the Borough Council of North Sydney cost the Government to erect £604 13s. 8d. It is now leased to the North Shore Ferry Company for ferry purposes at a yearly rental of £50. The lease will expire on the 9th of August next. I think the present lessces should be asked if they desire to renew the lease on the same terms as at present. I do not see any reason for handing this valuable property over to the Council, towards which they have not contributed anything. I may also state that the above Council had a lease of this wharf, and declined to renew same on its expiration.—J.J., 15/2/94.

Approved.—J.S., 16/2/94.

No. 52.

The Under Secretary for Finance and Trade to The Manager, North Shore Steam Ferry Company (Limited).

Sir, The Treasury, New South Wales, Sydney, 19 February, 1894.

I am directed to ask you to be good enough to favour me with a communication, at your early convenience, advising, for the information of the Colonial Treasurer, whether your Company is desirous of renewing, on the present terms and conditions, the lease it now holds of the wharf situate at the foot of Hayes-street, Neutral Bay.

I have, &c.,

F. KIRKPATRICK.

No. 53.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir, The Treasury, New South Wales, Sydney, 19 February, 1894.

Referring to your letter of 1st instant, addressed to the Under Secretary for Public Works, on the subject of the vesting in your Council of the wharf at the foot of Hayes-street, Neutral Bay, I am directed to state that the Colonial Treasurer is unable to accede to your request in such matter.

I have, &c.,

F. KIRKPATRICK.

No. 54.

The Town Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir, Town Hall, North Sydney, 17 February, 1894.

I have the honor, by direction of His Worship the Mayor, to request you to be good enough to inform him when the lease of the wharf at the foot of Hayes-street, Neutral Bay, now held by the North Shore Ferry Company, expires.

I have, &c.,

W. BARNETT SMITH.

The lease held by the North Shore Ferry Company of the wharf at the foot of Hayes-street, Neutral Bay, expires on the 9th August, 1894.—J.J., 19/2/94.

The Mayor might be informed that the lease expires on 9th August next, but that the North Shore Ferry Company have intimated their intention of accepting a further lease for three years on same terms.—F.K., 20/2/94.

Approved.—J.S., 20/2/94.

No. 55.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir, The Treasury, New South Wales, Sydney, 21 February, 1894.

Referring to your letter of 17th instant, I am directed to state that the North Shore Ferry Company's lease of the wharf at the foot of Hayes-street, Neutral Bay, will expire on 9th August next.

I am to add, however, that the Company has intimated its intention of accepting a further lease, for three years, on the present terms.

I have, &c.,

F. KIRKPATRICK.

No. 56.

The Secretary, North Shore Steam Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir, North Shore Steam Ferry Co. (Limited),
16, O'Connell-street, Sydney, 20 February, 1894.

In reply to your letter of the 19th instant (S. 266), I have the honor to state that this Company is prepared to renew the present lease of the Military Wharf at the foot of Hayes-street, for three or five years, upon the present terms.

I have, &c.,

JNO. J. WESTON.

Approved.—J.S., 20/2/94. The Secretary might be informed that it has been decided to invite tenders for leasing the wharf.—F.K., 28/2/94. Approved.—J.S., 28/2/94.

15

No. 57.

The Under Secretary for Finance and Trade to The Secretary, North Shore Steam Ferry Company (Limited).

Sir,

The Treasury, New South Wales, Sydney, 1 March, 1894.
With reference to your letter of 20th ultimo, in reply to Treasury letter to you of 19th idem, I am directed to inform you that the Colonial Treasurer has decided to lease the Military Wharf at foot of Hayes-street, Neutral Bay, by public tender, upon the expiration of the existing lease to your Company

I have, &c.,

F. KIRKPATRICK.

No. 58.

The Town Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 23 February, 1894.

With reference to your letters dated 19th and 21st instant, intimating that the Colonial Treasurer was unable to accede to the request contained in my letter of the 1st instant, and that the North Shore Ferry Company's lease of the wharf at foot of Hayes-street, Neutral Bay, will expire on the 9th of August next, and, also, that the Company intend to accept a further lease for three years on the same terms, I have the honor, by direction of His Worship the Mayor, to respectfully protest against the granting, if such is intended, of any further lease to the Company without the Council being afforded an opportunity of tendering for it.

I am directed to point out to you that this wharf is situated at the foot of a public street, with the care, construction, and management of which the Council is charged, and upon which a very considerable sum has been expended by the municipality, almost solely for the benefit of the people travelling by the ferry to and from Sydney. The Mayor is therefore of opinion that if any special consideration is to be shown, it is the Council, and not the Company, which is entitled to it. He also desires me to remind you that while the Government refuses to grant leases for wharfage purposes to private persons unless they also own or control the foreshores, in this case the Council, which controls and maintains, at great expense, the street leading to the wharf, is differently treated.

I am also directed to state that in the absence of a municipal wharf at Neutral Bay, the Council has to pay wharfage to private wharfowners for landing the materials required to form and maintain the roads in this portion of the borough, and was put to some expense in this way for landing the metal used on Hayes-street itself. The Mayor therefore considers that the Council is fairly entitled, in the public interest, to control this wharf, and directs me to request that the Honorable the Colonial Treasurer will not renew the existing lease until the Council has had an opportunity, if it so desires, of tendering for it, or making further representations on the subject.

With reference to the request contained in my letter of the 1st instant, the Mayor further directs me to inquire whether he is correct in interpreting your letter of 19th instant as a refusal to receive the proposed deputation from the Council.

I have, &c.,

W. BARNETT SMITH.

As this Council is probably desirous of leasing this wharf, I think it will be advisable, at the expiration of the present lease, to call for public tenders for leasing it.—J.J., 27/2/94.

Submitted. I think tenders should be invited. In reference to the last clause, the application respecting the deputation was made to the Secretary for Public Works, not the Treasurer. There will, however, now be no necessity for a deputation.—F.K., 28/2/94.

Approved.—J.S., 28/2/94.

No. 59.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir,

The Treasury, New South Wales, Sydney, 1 March, 1894.

I am directed by the Colonial Treasurer to acknowledge the receipt of your letter of 23rd ultimo, and to inform you, in reply, that it has been decided to invite tenders for the leasing of the Military Wharf, foot of Hayes-street, Neutral Bay, on the expiration of the existing lease to the North Shore Steam Ferry Company (Limited).

Respecting the last paragraph of your letter under reply, I am to remind you that the request that a deputation might be received was addressed to the Secretary for Public Works. There will, it is presumed, now be no necessity for a deputation.

I have, &c.,

F. KIRKPATRICK.

No. 60.

The Town Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 2 March, 1894.

With reference to your letter, dated 1st instant, intimating that the Colonial Treasurer had decided to invite tenders for the leasing of the wharf at foot of Hayes-street, and also calling attention to the fact that the request that a deputation might be received was addressed to the Secretary for Public Works, and that it was presumed there was now no necessity for a deputation, I have the honor, by direction of the Mayor, to inform you that it is still desired that a deputation should be received by the Colonial Treasurer with reference to the question of the control of the wharf under discussion being placed in charge of the Council. The Mayor therefore directs me to request that the Colonial Treasurer will be good enough to appoint a time when it will be convenient for him to receive the deputation.

I have, &c.,

W. BARNETT SMITH.

Next Monday afternoon at 3 p.m.—J.S., 5/3/94.

No. 61.

No. 61.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir,

The Treasury, New South Wales, Sydney, 6 March, 1894.
I am desired by the Colonial Treasurer to acknowledge the receipt of your letter of 2nd instant, and to inform you, in reply, that he will accord an interview to a deputation from your Council, on the matter under notice, on Monday afternoon next, at 3 o'clock p.m.

I have, &c.,
F. KIRKPATRICK.

No. 62.

The Secretary, North Shore Steam Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir,

Offices of the North Shore Steam Ferry Co. (Limited),
16, O'Connell-street, Sydney, 6 March, 1894.

With reference to your letter of the 1st instant, I am instructed to say that in giving an affirmative answer to yours of the 19th ultimo, my Board understood that a renewal of the present lease would be made to this Company.

The rent of £50 per annum is admittedly ample. I may remind you that when on a previous occasion tenders were called for the wharf in question, the then Borough of Neutral Bay being the successful tenderers, it was evident from the excessively high rate offered that they were influenced simply by a desire to saddle this Company with an exorbitant rental. The Borough did not wish to use the wharf themselves, because they offered it to us at once. My Directors, after fully considering the matter, were unable to comply with the demands, and refused to run to the wharf. Whereupon, a much less rental than was paid by the Borough to you was accepted by the Council from this Company, and the ratepayers were consequently the losers of the difference in the rental.

This Company has always acted in a *bona fide* manner, paying the Government a large amount yearly for rents of wharves, and it respectfully claims fair treatment at your hands.

I would further respectfully point out that this Company now pays to the Crown £500 a year rent for the wharf at Circular Quay for the purpose of running the ferry to Neutral and Mossman's Bays, and to place us in such a position that we might lose the wharf on the other side would materially lessen the value of our holding on this side, and be unfair to us as tenants of the Crown.

In stating, in reply to your letter, that this Company was prepared to take a renewal of the lease offered, my Directors naturally thought that upon accepting your terms the matter was closed.

Upon reconsideration, I respectfully request that you will adhere to the original intention and grant a renewal of the lease to this Company.

I have, &c.,
J. J. WESTON.

North Shore Steam Ferry Company (Limited), 29, O'Connell-street, Sydney,
The Council Clerk, Municipality of East St. Leonards, North Shore,— 12 October, 1888.

Dear Sir,

I have received your letter of the 11th instant.

No one can regret more than my directors the inconvenience to which the residents of Neutral Bay have been subjected by reason of the sudden withdrawal of this Company's steamers from calling at the Military Wharf. But inasmuch as your Council not only showed no desire to meet the Company on the matter of a reasonable rental, but peremptorily raised the rent to £365 per annum, which is what 10s. per day per steamer means, the Company had no alternative but to cease calling at the wharf, as it could neither afford to pay such an amount nor submit tamely to such an arbitrary proceeding. The Board will be only too ready to resume the calling at the wharf in question if the Council will meet them amicably in the matter. Meanwhile the responsibility for the present state of things rests with the Council.

With regard to the wharf at High-street, it should be borne in mind that it was built by this Company at a very considerable outlay.

Yours, &c.,
J. J. WESTON,
Secretary.

No. 63.

The Secretary, North Shore Steam Ferry Company (Limited), to The Under Secretary for Finance and Trade.

Sir,

Offices of the North Shore Steam Ferry Company (Limited),
16, O'Connell-street, Sydney, 13 March, 1894.

With reference to the deputation which waited upon the Colonial Treasurer yesterday, in regard to the Military Wharf at the foot of Hayes-street, Mr. E. M. Clark, M.P., is reported in the Press to have said that there were no facilities given for landing cargo at this wharf. With regard to this, I am instructed to point out that no application to land cargo has ever been refused, so long as it did not interfere with the landing of passengers from the ferry-boat, and for such convenience no charge has ever been made or sought to be made; in fact, all cargo has been landed free of wharfage.

If it will be more satisfactory in the interest of the public to have a clause inserted providing for cargo being landed by vessels free of charge, so long as the passenger traffic is not interfered with, my Board will be quite prepared to agree to the inclusion of such a clause in the lease.

I have, &c.,
J. J. WESTON.

No. 64.

17

No. 64.

Minute by The Colonial Treasurer.

Treasury Minute.

Subject :—Military Wharf at foot of Hayes-street, North Sydney.

The Treasury, New South Wales, Sydney, 20 March, 1894.

HAVING in view the Treasury letter of 19th ultimo, to the Secretary of the North Shore Steam Ferry Company (Limited), asking if that Company were prepared to renew the lease, and the Company's reply on the following day to the effect that they were so prepared, it seems to me that the Treasury is morally bound to renew the lease—if not for the whole term, at any rate for one year.

I therefore direct that a lease of the wharf for one year to the North Shore Steam Ferry Company (Limited) be prepared, with a provision therein respecting the landing of cargo free, provided the same does not interfere with the landing of passengers from the ferry-boats, as suggested in the Company's letter of 13th instant.

JOHN SEE.

Crown Solicitor for preparation of lease.—F.K.

No. 65.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir,

The Treasury, New South Wales, Sydney, 20 March, 1894.

With reference to your Council's deputation of 12th instant, and to previous correspondence on the subject of the Military Wharf at foot of Hayes-street, North Sydney, I am directed by the Colonial Treasurer to inform you that he has decided, after very full consideration of the whole matter, that, in view of the correspondence between the North Shore Steam Ferry Company (Limited) and this Department, he is morally bound to renew, at any rate for one year, that Company's lease of the wharf in question; and that he has, therefore, directed that a one-year's lease of the said wharf to the North Shore Steam Ferry Company (Limited) be prepared, such lease, however, to contain a provision securing the right to land cargo thereon free at all such times as shall not interfere with the landing of passengers from the ferry-boats.

I may state that the foregoing provision is the suggestion of the Ferry Company.

I have, &c.,

F. KIRKPATRICK.

No. 66.

The Under Secretary for Finance and Trade to The Secretary, North Shore Steam Ferry Company (Limited).

Sir,

The Treasury, New South Wales, Sydney, 20 March, 1894.

With reference to your letter of 13th instant and previous correspondence on the subject, I am directed by the Colonial Treasurer to inform you that he has decided to grant a renewal of your lease of the Military Wharf, North Sydney, at foot of Hayes-street, for a further period of one year; the new lease to contain a provision to the effect that cargo may be landed free on such wharf at all such times as shall not interfere with the landing of passengers from the ferry-boats, in accordance with your suggestion.

I have, &c.,

F. KIRKPATRICK.

No. 67.

The Town Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 21 March, 1894.

I am directed to acknowledge the receipt of your letter, dated 20th inst., on the subject of wharf at foot of Hayes-street, Neutral Bay, and to inform you that a further communication will shortly be made to you, this being merely an intimation that your letter has been received.

I have, &c.,

W. BARNETT SMITH.

No. 68.

The Secretary, North Shore Steam Ferry Co. (Limited), to The Under Secretary for Finance and Trade.

Sir,

Offices of the North Shore Steam Ferry Company (Limited),

16 O'Connell-street, Sydney, 23 March, 1894.

I am in receipt of yours of the 20th inst., S. 840-2,011 Misc., and in reply I am instructed to say that this Company is prepared to execute a lease upon the conditions contained therein.

J. J. WESTON.

Shall the lease be prepared?—F.K., 30/3/94.

Prepare the lease before August.—J.S., 2/4/94.

No. 69.

The Under Secretary for Finance and Trade to The Under Secretary for Public Works.

Sir,

The Treasury, New South Wales, Sydney, 30 March, 1894.

Mr. E. M. Clark, M.P., is to ask the Colonial Treasurer in the Legislative Assembly a series of questions in regard to the Neutral Bay wharf. No. 1 is: "Under what authority, (2) for what purpose, and (3) when was the Government wharf at Hayes-street, Neutral Bay, constructed?"

I am directed to request you to be good enough to move the Secretary for Public Works, with a view to the information necessary to the answering of the above being furnished to the Treasury as early as practicable.

I have, &c.,

F. KIRKPATRICK.

There are no papers in this office to show, 1st, the authority for placing a sum of £750 on the Estimates for 1883 for the erection of the wharf referred to; nor are there any records to disclose for what purpose (other than for steamers to call at) the wharf was constructed. The structure was completed in February, 1884.—C.W.D., 4/4/94.

Captain Jackson,—Can you throw any further light on this matter?—F.K., 6/4/94. This wharf was erected before I came into the public service. I am unable to throw any further light on this matter.—J.J., 6/4/94.

No. 70.

The Mayor, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 3 April, 1894.

I beg to acknowledge receipt of yours of the 20th ultimo, and to inform you that I am more than astonished at its contents. I cannot but express regret that the Treasurer should have thought fit to have leased, over the heads of the people of North Sydney, the Neutral Bay wharf, in the face of the promises made by him to the deputation which waited upon him at the Treasury on the 12th instant.

Entirely apart from my position as Mayor, but as a resident of Neutral Bay, I deem it my duty to enter a strong protest against the course adopted by the Treasury Department in granting a lease to a private Company, and entirely ignoring the public.

In your letter of the 1st March you state that it has been decided to invite tenders for the leasing of the Military wharf, at the foot of Hayes-street, Neutral Bay, on the expiration of the existing lease to the North Shore Steam Ferry Company, and, I, therefore, presume that the course, since adopted, was not then contemplated.

In view of the statements made by Mr. See to the deputation referred to, which were as follows:—"In replying to the deputation, I recognise that in a large Municipality like North Sydney, there should be a means of access for the public. My own disposition is to place the control of such wharfs under the care of the Municipality, who ought to have power to regulate the steam traffic coming to them." And also in view of the fact that on a previous occasion the North Sydney Council had sent in a tender for the lease of the wharf which was alleged to have been mislaid in your Department, and the lease on that occasion granted to the North Shore Steam Ferry Company, I cannot refrain from coming to the conclusion that the treatment the people of North Sydney have received at the hands of your Department is not fair and equitable.

With respect to the last paragraph in your letter of the 20th instant, and which you state is a suggestion of the Ferry Company, "That the Council will have the privilege of landing material on this wharf," all I can say is that I cannot understand how such a suggestion could have emanated from the Company, unless it be, that the negotiations between the Company and the Treasurer took place after the deputation waited upon him, if this be the case the moral obligations referred to in your letter could not then have arisen.

I cannot understand the reason for what appears to me such undue haste in granting a lease to the North Shore Ferry Company, which has a monopoly of the ferry traffic between North Sydney and Sydney proper, and whose present lease of the wharf does not expire until August next, while the wishes of the people of the district are entirely ignored.

I have written warmly on this matter, but not as warmly as the facts warrant, and I feel that the Treasurer must have been misled in granting this lease.

I have, &c.,

G. J. BARRY.

Seen.—J.S., 5/4/94.

No. 71.

The Under Secretary for Finance and Trade to The Mayor, North Sydney.

Sir,

The Treasury, Sydney, New South Wales, 6 April, 1894.

I am directed by the Colonial Treasurer to acknowledge receipt of your letter of the 3rd instant, upon the subject of the lease to the North Shore Steam Ferry Company (Limited) of the Neutral Bay wharf.

I have, &c.,

F. KIRKPATRICK.

19

No. 72.

The Town Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 4 April, 1894.

In reference to the wharf at foot of Hayes-street, Neutral Bay, and previous correspondence upon the subject, I have the honor to inform you that the matter has been taken into consideration by the Municipal Council of this borough, and I have been directed to inform you that the Council is prepared to purchase the wharf for its present structural value or to lease it for a long term of years for a rent to be determined upon. In the event of the latter course being decided upon, the Mayor directs me to suggest that the lease might be subject to any existing tenancies.

I have, &c.,

W. BARNETT SMITH.

I think it would be most unwise to dispose of a public wharf in the manner proposed by the Council. I am strongly of opinion that the decision of the Honorable the Treasurer should be adhered to, and that, at the expiration of the additional year granted to the North Shore Ferry Company, the wharf be leased by public tender.—J.J., 6/4/94.

Approved.—J.S., 7/4/94.

No. 73.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir,

The Treasury, New South Wales, Sydney, 9 April, 1894.

I am directed to acknowledge receipt of your letter of 4th instant, with reference to the wharf at the foot of Hayes-street, Neutral Bay, and to inform you, in reply, that it is not considered advisable to dispose of a public wharf in the manner therein proposed, and that at the expiration of the additional year's lease granted to the North Shore Steam Ferry Company (Limited) of such wharf it will most probably be leased by public tender.

I have, &c.,

F. KIRKPATRICK.

No. 74.

The Town Clerk, North Sydney, to The Under Secretary for Finance and Trade.

Sir,

Town Hall, North Sydney, 18 April, 1894.

With reference to your letter dated 9th instant, in relation to the lease of wharf at foot of Hayes-street, Neutral Bay, to the North Shore Steam Ferry Co. (Limited), I am directed by His Worship the Mayor to express regret that the Colonial Treasurer should have thought fit to retract the promise made recently by him to a deputation from the Municipal Council of this Borough, and also the opinion he then expressed as to the propriety of all Municipal Councils having control of wharfs situated as the one under notice.

The Mayor directs me to request that the Colonial Treasurer will re-open the question, and that he will give full consideration to the strong claims put forth on behalf of this Council, and agree to either sell the wharf at its structural value, or lease it to the Borough for an extended term, subject to present lease to the North Shore Ferry Co.

I have, &c.,

W. BARNETT SMITH.

Acknowledge.—J.S.

No. 75.

The Under Secretary for Finance and Trade to The Town Clerk, North Sydney.

Sir,

The Treasury, New South Wales, Sydney, 27 April, 1894.

I am directed by the Colonial Treasurer to acknowledge receipt of your letter of 18th instant, having reference to the Government wharf at the foot of Hayes-street, Neutral Bay.

I have, &c.,

F. KIRKPATRICK.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WHARFAGE ACCOMMODATION AT CIRCULAR QUAY.

(REPORT ON.)

Ordered by the Legislative Assembly to be printed, 25 September, 1894.

The Manager, Public Wharfs, to The Under Secretary for Finance and Trade.

Re Improvements on the Western side of Circular Quay.

Sir,

Public Wharfs' Office, 21 September, 1894.

In compliance with your verbal instructions, I have now the honor to report that the whole of the structure, from the iron gates at the old A.S.N. Co.'s wharf to the foot of Pitt-street, was condemned about twelve years ago. The structure in question is between forty and fifty years old, and has for years, owing to its rotten condition, been unsafe for trade purposes and general traffic. During the last four years no heavy weights, such as locomotives, &c., have been allowed to pass over it, fearing its total collapse. I have at various times reported on the state of this portion of the Circular Quay, and some years ago, in drawing the then Treasurer's attention to it (Mr. McMillan) and its very unsafe condition, declined to be held responsible for any accident that might occur to life or property through this cause. Owing also to this fact the Agent for the "Norddeutscher Lloyd" line of steamers, who leases a berth on this western side, wrote to the late Treasurer (Mr. See) drawing his attention to the facts previously stated, and, in consequence of the Government declining to take any responsibility as to the wharf giving way or not, the rent was reduced from £1,800 to £1,200 per annum. The above company have agreed, when their berth is completed, to pay a yearly rental of £2,000; that, with the wharfage dues from their trade (about another £2,000) would return a revenue of £4,000 for one berth alone. And again, owing to this fact the northern portion of the wharf has been very little used for several years, and as a result little or no revenue has been latterly received from this site. Some little while back enquiry was made for a large berth for the Vancouver Mail service. This line, if accommodation could be provided, would return a revenue I should estimate at about another £4,000 per annum for rent and wharfage, and these facts alone conclusively point out that the renewal of the wharf is absolutely necessary.

I would also point out, that no syndicate can possibly have any interest in the carrying out of this work of improving the Quay, seeing that, with the exception of about 60 feet frontage at the corner of Argyle-street, the Government owns all the land from Dawes Point to the foot of Pitt-street, together with large frontages to George-street.

It appears to me that it would be more beneficial to the interests of a syndicate (if such were in existence) to prevent this progressive work being carried out than otherwise. If these improvements are completed, at the estimated cost of £40,000, I anticipate a revenue from same of at least £10,000 per annum, and any commercial man would, I should certainly say, be prepared to lease this portion of the Quay and pay the Government at the rate of 10 per cent. per annum on the outlay guaranteeing at the same time to keep the wharf in proper repair during his tenancy.

I have, &c.,

JOHN JACKSON,
Manager, Public Wharfs.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CLAIMS FOR RESUMPTION OF LAND, WOOLLOOMOOLOO BAY.
(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 21 November, 1894.

[Laid upon the Table of the House in answer to Question No. 8, of 3rd October, 1894.]

Question:

- (8). CLAIM FOR RESUMPTION OF LAND AT WOOLLOOMOOLOO BAY:—MR. BAVISTER asked THE COLONIAL TREASURER,—Has he any objection to lay upon the Table of this House all correspondence, minutes, and papers passing between the Crown Solicitor, Attorney-General, Secretary for Works, and the Colonial Treasurer, in reference to settlement of Mr. George Hill's claim for resumption of land at Woolloomooloo Bay; if not, will he cause that to be done at an early date?

Answer.

Mr. REID answered,—I have no objection.

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

Re resumption under Lands for Public Purposes Acquisition Act—Potts' Point, Woolloomooloo Bay.

Sir, 91, Elizabeth-street, Sydney, 25 April, 1890.

Herewith, I beg to forward you notice of claim by Mr. George Hill, also notice of claim by Messrs. Hill, Belisario, Batty, and Sheehy, also notice of claim by Messrs. Batty and Sheehy.

The several abstracts of title, with duplicate notices of said several claims, have been forwarded to the Crown Solicitor.

I have, &c.,

P. HOURIGAN.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. NO. 16.

Notice of Claim and Abstract.

To the Minister for Works,—

In pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, I hereby give you notice that I claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract:—

Names and descriptions of parties claiming, and nature of their interests, whether tenants for life, in tail, or otherwise.—George Hill of Cowper Wharf, Woolloomooloo Bay, Sydney, gentleman.

Situation and description of property.—All that piece of land particularly described in the paper writing hereto annexed, marked A.

Quit rents payable if leasehold, name of landhold, term of lease, and rent reserved.—None.

Names of occupiers, distinguishing whether tenants at will or under lease, rent reserved, terms, &c.—The said lands in the occupation of Messrs. Donnelly and Basten, as weekly tenants, at £3 per week.

Particulars of claim, specifying separately the amount claimed for value of property and for compensation.—The value of my said land is £22,800, and I also claim the sum of £2,280 for compensation, making in all £25,080.

Dates and other short particulars of documents of title.—Abstract of title sent herewith.

Names of persons having the custody of documents, and place or places where the same may be inspected, and name of claimants' solicitor or agent.—Mr. P. J. Hourigan, of No. 91, Elizabeth-street, Sydney, is my solicitor, and he has the custody of documents, and the same may be inspected at his office.

GEORGE HILL,

Care of P. J. HOURIGAN, Solicitor,

91, Elizabeth-street, Sydney.

25 April, 1890.

(A.) All that piece or parcel of land situated in the parish of Alexandria, county of Cumberland, and Colony of New South Wales, being part of 11 acres granted to John Wylde on the 1st day of November, 1822, situated near Potts' Point: Commencing on the western side of Victoria-street, at its north-west termination, being a point 187 feet northerly from intersection of western side of Victoria-street with northern side of lane 12 feet wide, and bounded at the east by lane 20 feet wide northerly 22 feet 8 $\frac{1}{4}$ inches, said boundary being a line in continuation of western side of Victoria-street; then again northerly 119 feet 11 $\frac{1}{2}$ inches to a post in the southern boundary fence of M'Quade's property; thence on the north side by said fence south-westerly to high-water mark; on the west by Woolloomooloo Bay southerly 114 feet, more or less; on the south by a line easterly, to point of commencement (reserving to Richard Rouse Terry right of drainage, &c.)

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay.—Claim of George Hill.

Sir,

Crown Solicitor's Office, Sydney, May, 1890.

I have the honor to forward herewith notice of claim and abstract of Mr. George Hill, in respect of land at Woolloomooloo Bay resumed for wharfage accommodation purposes.*

The claim is made in respect of part of 11 acres, granted to John Wylde on the 1st November, 1822, situated near Potts' Point, and more particularly described in the description attached to the notice of claim forwarded herewith. I have examined the title, and find that by indenture dated the 1st October, 1853, registered number 658, book 29, made between Donald Larnach, first part; Francis Oakes and George Allen, second part; William Walker, the younger, third part; and George Ormsby Weston, the fourth part; the piece of land therein described forming part of the Granthamville Estate, having frontages to Wylde and Grantham Streets, and a street 24 feet wide, with depths to high water-mark of Woolloomooloo Bay was conveyed and assured to George Ormsby Weston in fee.

Part of this piece of land as described in indenture of 15th September, 1860, registered number 712, book 74, was subsequently conveyed to John Frederick Hilly by William M'Quade, who reserved a lane running through same to his land.

Hilly mortgaged the land to Richard Rouse Terry, who by indenture of date, 24th October, 1888, registered number 699, book 400, conveyed the piece of land in respect of which the claim is made to George Hill, the claimant reserving the free and uninterrupted passage of running water, soil, and refuse through pipes, sewer drains, and watercourses, and in the direction which were then upon, in, under, or laid down on the land, &c.

No title has been produced to me in respect of any reclaimed land lying between the original high water-mark and the line fixed for limit of reclamation.

I am unable to say whether the land resumed comprises the land in respect of which the claim is made, or whether the descriptions contained in the deeds above mentioned include that land, those being matters for a surveyor to determine; but, assuming such to be the case, I think that Mr. George Hill may be dealt with as to the amount of compensation to be paid for the land in respect of which he claims, if such land does not comprise any of the reclaimed land.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

Mr. Rae for certificate.—A.B., 3/6/90.

Certificate herewith.—F. G. RAE, 4/7/90.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo.

Claim of Messrs. Mason and O'Donnell, Trustees and Executors of the Will of Charles Doyle, deceased

Sir,

Crown Solicitor's Office, Sydney, 8 December, 1890.

I have the honor to forward herewith notice of claim and abstract of Messrs. John Mason and George O'Donnell, trustees of the will of Charles Doyle, deceased, in respect of land at Woolloomooloo Bay resumed for wharfage accommodation purposes. The claim is made in respect of land having a frontage to the water of Woolloomooloo Bay, and bounded on the east by Victoria-street. I have examined the title and find that—

As to lot 9, Granthamville Estate.—By indenture, dated the 7th June, 1858, registered No. 518, Book 55, William M'Quade conveyed to James Yates allotment 9 of the Granthamville Estate, having a frontage to the western side of a reserved street of 30 feet, by a depth on the north of 130 feet and on the south of 160 feet to high-water mark of Woolloomooloo Bay.

As to lots 10 and 11, same estate.—By indenture, dated the 24th June, 1864, registered No. 722, Book 88, John Frederick Hilly and others conveyed to James Yates lots 10 and 11 of the Granthamville Estate, having a frontage of 55 feet to Victoria-street. Commencing 119 feet southerly from the south side of a lane) by depths on the north side of 92 feet, and on the south side of 130 feet to high-water mark of Woolloomooloo Bay.

As to lot 12, same estate.—By indenture, dated the 9th December, 1859, registered number 667, Book 64, William M'Quade conveyed to Edward Arthur and Frederick Arthur allotment 12 of the Granthamville Estate, having a frontage to Victoria-street of 119 feet, by a depth on the northern side of 83 feet, and on the southern side of 92 feet to high water-mark of Woolloomooloo Bay.

As to lot 13, same estate.—By indenture, dated the 10th June, 1857, registered No. 614, Book 49, John F. Helly conveyed to Charles Parish lot 13 of the Granthamville Estate, having a frontage to the western side of Victoria-street of 50 feet, by a depth on the north of 100 feet, and on the south of 83 feet along the northern side of a lane 16 feet 6 inches wide to the high water-mark of Woolloomooloo Bay.

By

* Being similar to the foregoing this document is omitted.

By various acts, deeds, and assurances the allotments mentioned subsequently became vested in Charles Doyle, and were, by indenture of date the 20th July, 1888, registered No. 491, Book 394, mortgaged by Doyle's executors to Sarah Amelia Bayley.

As to reclamation on the frontages of lots 9, 10, 11 :—

* * * * *

By grant dated the 25th March, 1875, registered volume 229, folio 90, 1 rood 9 perches, situate on the frontages of lots 9, 10, and 11, was granted to Daniel Sheehy, who transferred the same to Charles Doyle.

As to reclamation on the frontage of lot 12.—By grant dated 3rd September, 1853, registered volume 665, folio 62, 1 rood 1½ perches, on the frontage of lot 12 was granted to Charles Doyle.

As to reclamation of frontage of lot.13.—By certificate of title, dated 5th July, 1867, registered volume 47, folio 83, Joseph Gould, junior, was registered as the proprietor of 9¼ perches, part of 10 perches granted to Joseph Gould, junior, on the 17th November, 1866.

These reclamations were subsequently vested in Messrs. John Mason and George O'Donnell, the executors and trustees under the will of Charles Doyle, and were by them mortgaged to Sarah Amelia Bayley and Alfred Bayley. The mortgagees referred to have, I am informed, been paid off and discharged, but evidence of this has not been produced to me.

As to all the abovementioned lands, Charles Doyle, by his will, dated the 19th September, 1885, appointed John Mason and George O'Donnell and George H. Robinson trustees and executors, and gave and devised all his estate, both real and personal, unto his said trustees and the survivors and survivor of them upon trust to lease or mortgage his property in Brougham-street, Woolloomooloo, for seven years, but not to sell same before the year 1890. At the expiration of the year 1889, or as soon after as they might deem expedient to sell the Brougham-street property, together with any other portion which might be acquired by them from the Challis Estate, or otherwise; and also any other property which might be then unsold. The testator, by a codicil to his said will, revoked the appointment of G. H. Robinson as trustee, and, by a further codicil, the testator revoked a devise of one-sixth share in the residuary estate to K. L. Counsel, and devised the same to his nephews, Ernest Robert Peisley and John Doyle, in equal shares.

The testator died on the 1st March, 1887, and probate of his will and codicils was granted on the 2nd June, 1887.

The said John Mason and George O'Donnell, by a statutory declaration, dated 20th July, 1888, declared (*inter alia*) the properties above referred to were identical with the testator's property referred to in his said will as his "property in Broughton-street, Woolloomooloo Bay."

The shares in the residue of the testator's estate, which were devised and bequeathed to certain persons therein named, were so devised subject to the following legacies and annuities, namely :—

- (1.) £100 to Ann Elizabeth Morris, and £1 weekly to her until division of estate. Mrs. Morris subsequently assigned her interest in the weekly payment of £1 to Messrs. Batty and Sheehy.
- (2.) £100 to George O'Donnell, subsequently assigned to Messrs. Batty and Sheehy.
- (3.) £100 to Charlotte Wilson, and £1 weekly to her for life, subsequently assigned to Messrs. Batty and Sheehy.
- (4.) £100 to Mrs. Peisley.
- (5.) £500 to John Mason.

Neither of the two last-mentioned legacies have been assigned.

I may mention that Messrs. George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario have also made a claim in respect of the same lands to which the above claim refers, and I have reported upon their title by letter of even date herewith. I think, therefore, that as there appears to be some annuities and legacies still outstanding, the trustees of the will of Charles Doyle, deceased, are entitled to be dealt with in conjunction with Messrs. Hill and others as to fee simple value of the lands resumed, and in respect of which the claims are made, and that both the trustees and Messrs. Hill and others should be required to agree between themselves as to the amounts to be paid to them for their respective interests in the land taken, but the amounts should be paid into Court.

I am unable to say whether the lands above described form part of the land resumed, that being a matter for a surveyor to determine.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. No. 16.

Notice of Claim and Abstract.

To the Minister for Works,—

In pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, we hereby give you notice that we claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract.

Names and descriptions of parties claiming and nature of their interests, whether tenants for life, in tail, or otherwise.—John Mason, of Petersham, near Sydney, in the Colony of New South Wales, bank clerk, and George O'Donnell, of Sydney aforesaid, Esquire, formerly clerk in the Civil Service of New South Wales, as trustees and executors of the will of Charles Doyle, late of Emu Plains, and formerly of Elizabeth-street, Strawberry Hills, near Sydney aforesaid deceased.

Situation and description of property.—Land having frontage to the water of Woolloomooloo Bay; bounded on the east by Victoria-street, on the north by land owned by Mrs. Leaf, and on the south by land owned by the University of Sydney.

Quit rents payable if leasehold, name of landlord, term of lease, and rent reserved.—None.

Names of occupiers, distinguishing whether tenants-at-will or under lease, rent reserved, terms, &c.—Messrs. Batty and Sheehy, of Woolloomooloo aforesaid, their tenancy to be terminated by three months' notice from either side.

Particulars

Particulars of claim, specifying separately the amount claimed for value of property and for compensation.—Claim for actual value of land, which has a frontage of about 303 feet, at the rate of £500 per foot.

Dates and other short particulars of documents of title.—As to part of the land certificate of title, dated 5th July, 1867, Vol XLVII, folio 83; Crown Grant, dated 25th March, 1875, Vol. CCXXIX, folio 90. Crown Grant, 3rd September, 1883, Vol. 665, folio 62. As to the residue of the land, deeds showing title in Charles Doyle, late of Emu Plains, deceased, 1st July, 1886. Will of the said Charles Doyle, probate whereof was granted to John Mason and George O'Donnell, on 2nd June, 1887. 20th July, 1888—Mortgage, John Mason and George O'Donnell, of the whole of the land to Sarah Amelia Bayly and Alfred Bayly.

Names of persons having the custody of documents, and place or places where the same may be inspected, and name of claimants' solicitor or agent.—Jones and Jones, solicitors, Lincoln Inn Chambers, 38, Elizabeth-street, Sydney.

5th May, 1890.

Witness to the signatures,—

H. H. HUNGERFORD,

Clerk to Jones and Jones, solicitors, Sydney.

JOHN MASON,

(of John Mason, Petersham.)

GEORGE O'DONNELL,

(of George O'Donnell, 100, Pitt-street, Redfern).

[A similar notice of claim and abstract were forwarded to the Crown Solicitor.]

Extract from a letter of P. J. Hourigan, solicitor, dated 25th April, 1890.

Re resumption under "Lands for Public Purposes Acquisition Act," Potts' Point and Woolloomooloo Bay.

HEREWITH I beg to forward you notice of claim by Messrs. Hill, Belisario, Thomas Batty, and Daniel Sheehy (the elder).

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. NO. 16.

Notice of Claim and Abstract.

To the Minister for Works,—

IN pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, we hereby give you notice that we claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract.

Names and descriptions of parties claiming, and nature of their interests, whether tenants for life, in tail, or otherwise.—George Hill, Edward Belisario, Thomas Batty, and Daniel Sheehy (the elder), all of Cowper Wharf, Woolloomooloo Bay, Sydney, gentlemen, who are the owners of the fee simple, the entirety being held by them as tenants in common.

Situation and description of property.—All those several pieces or parcels of land particularly described in the paper writing hereto annexed, marked "A."

Quit rents payable if leasehold, name of landlord, term of lease, and rent reserved.—None.

Names of occupiers, distinguishing whether tenants at will or under lease, rent reserved, terms, &c.—Miss Mary Selina Vaughan is the lessee of same under lease which will expire on 28th April, 1891, at the weekly rent of £4.

Particulars of claim, specifying separately the amount claimed for value of property and for compensation.—The value of our said land is £30,500, and we also claim the sum of £3,150 for compensation, making in all £33,650.

Dates and other short particulars of documents of title.—Certificates of title under the "Real Property Act," registered volume 906, folios 37, 38, 39, and 40, with respect to portion of the land, the other portions being under the old system of conveyancing. Abstracts of title with respect to all the said several lands being sent herewith.

Names of persons having the custody of documents, and place or places where the same may be inspected, and name of the claimants' solicitor or agent.—Mr. P. J. Hourigan, of No. 91, Elizabeth-street, Sydney, is our solicitor, and he has the custody of documents, and the same may be inspected at his office.

GEORGE HILL,
E. H. BELISARIO,
THOS. BATTY,
DANIEL SHEEHY,

Care of P. J. HOURIGAN, Solicitor,
91, Elizabeth-street, Sydney.

25th April, 1890.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay—Claim of George Hill, Edward Belisario, Daniel Sheehy, and Thomas Batty.

Sir,

Crown Solicitor's Office, Sydney, 21 May, 1890.

I have the honor to forward herewith, notice of claim and abstract of Messrs. George Hill, Edward Belisario, Daniel Sheehy, and Thomas Batty in respect of land at Woolloomooloo Bay resumed for wharfage accommodation purposes.*

The claim is made in respect of seven pieces of land at Woolloomooloo Bay particularly described in annexure "A" to the notice of claim.

I

* Being similar to the foregoing this document is omitted.

I have examined the title and find that:—

As to one piece of land.—By indenture, dated the 28th June, 1867, registered number 39, book 104, Joseph Gould the elder, conveyed to Edward Gould 4 perches of land part of the Granthamville Estate, having a frontage to the western side of Victoria-street of 20 feet by a depth on the northern side of 30 feet, and on the southern side of 80 ft. 6 in. to the original high-water mark of Woolloomooloo Bay, and laying between Hilly allotment on the north, and Gould's land on the south.

As to another piece of land.—By indenture, dated the 12th October, 1870, registered number 656, book 121, John Gould and Albert Sharp, the piece of land therein described reserving the use of the drains and sewers running through same. Both these two pieces of land subsequently became vested in Edward French.

As to another piece of land.—By indenture, dated 1st November, 1879, registered number 129, book 187, John Hilly by direction of Richard Rouse Terry, conveyed to Edward French the land therein described having a frontage of 20 feet to the western side of a lane 20 feet wide by a depth of 87 feet to the sea-wall with the further right of 29 feet continued on the low-water mark of Woolloomooloo Bay, what right the vendor had to this 29 feet is not stated.

As to another piece of land.—By indenture, dated the 17th December, 1878, registered number 130, book 187, Hilly, by direction of Terry, conveyed to French the land therein described having a frontage to a right of way of 20 feet by depths on the north of 73 feet, and on the south of 76 feet to the old sea-wall, Woolloomooloo Bay.

As to another piece of land.—By indenture, dated the 4th December, 1879, registered number 227, book 197, Hilly, by direction of Terry, conveyed to French the land therein described, being lot 3 of the Grantham Estate.

As to all the before-mentioned lands.—By indenture, dated the 19th November, 1888, registered number 662, book 402, Edward French in consideration of £5,000, conveyed the whole of the five pieces of land before referred to to Thomas Batty, Daniel Sheehy, George Hill, and Edward Belisario in fee as tenants in common.

As to lands under the Real Property Act.—By Certificate of Title, dated the 26th November, 1878, registered volume 382, folio 206, Edward French is declared to be registered as the proprietor of $7\frac{1}{2}$ perches at Woolloomooloo Bay, being lot 4 on deposited plan 27, and part of 15 perches granted to George Gould, senior, by grant dated 17th November, 1866. A transfer of this land from French to Batty, Sheehy, Hill, and Belisario has been prepared, but has not been registered. And by Certificates of Title, dated respectively the 20th December, 1888, registered volume 906, folios 37, 38, 39, and 40, Messrs. Batty and Sheehy, Hill and Belisario are each respectively declared to be registered as the proprietor, as tenant in common of an undivided fourth part in $2\frac{1}{4}$ perches at Woolloomooloo Bay, part of lot 3 on deposited plan 27, and part of 15 perches granted to Joseph Gould, senior, by grant, dated 17th November, 1866.

I am unable to say whether the land resumed comprises to whole, or part of the land above referred to, that being a matter for a surveyor to determine, but assuming such to be the case, I think that the claimants may be dealt with as to the amount of compensation to be paid therefor.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Mr. Rae for certificate.—A.B. (*pro* Land Valuer), 22/5/90. Herewith.—FRED. G. RAE, 30/5/90.

THAT piece of land, situated at Woolloomooloo Bay, in the city of Sydney, parish of Alexandria, and county of Cumberland, containing $2\frac{3}{4}$ perches or thereabouts: Commencing on the south-eastern side of Woolloomooloo Bay, at the south-western corner of lot 4, and bounded thence on the north-east and on the north-west by part of that lot, being lines bearing south-easterly 32 ft. 6 in., and north-easterly 9 ft. 6 in. to the original high-water mark of Woolloomooloo Bay; again on the north-east and on the south-east by that high-water mark bearing south-easterly and south-westerly on the south-west by a line bearing north-westerly 34 ft. 9 in. to Woolloomooloo Bay aforesaid, and again on the north-west by the waters of that bay, being a line bearing north-easterly 15 feet to the point of commencement, being part of lot 3 on a plan deposited in the Land Titles Office, Sydney, numbered 27, and also part of 15 perches delineated in the public map of the said parish, deposited in the office of the Surveyor-General, originally granted to Joseph Gould, senior, by Crown grant dated the 17th November, 1866, registered in the Land Titles Office, Sydney, volume 35, book 184.

Also, all that piece or parcel of land situated at Woolloomooloo Bay, in the city of Sydney, parish of Alexandria, county of Cumberland, and Colony of New South Wales, being a part of the Granthamville Estate, containing by admeasurement 4 perches more or less: Bounded on the north by Hilly's allotment, commencing at a point distant 30 feet in a south-westerly direction from the intersection of the north side and Joseph Gould's wall with Victoria-street, and bearing thence east 23 degrees 30 minutes north along the north side of the said wall 30 feet dividing it from Hilly's allotment to Victoria-street; on its eastern side by the west side of that street bearing south-easterly 30 feet to John Gould's north-east corner; thence on the southern side by a line bearing west 24 degrees 30 minutes south, 80 ft. 6 in., dividing it from the said John Gould's allotment to the original high-water mark of Woolloomooloo Bay, and lastly thence by said original high-water mark to the point of commencement, be the said dimensions a little more or less.

Also, all that piece or parcel of land situate in Victoria-street, parish of Alexandria, city of Sydney, the northern subdivision of Mr. John Gould's allotment, being a portion of Mr. Joseph Gould's, senior, purchase in Woolloomooloo Bay: Commencing at a point in Woolloomooloo Bay on the front of the wharf wall, distant 15 feet north-easterly from the north-west corner of Mr. Joseph Gould's, senior, allotment, and bounded on the south-west by a line bearing south-easterly 34 ft. 9 in.; thence by a line bearing north-easterly 91 ft. 9 in., running partly through the 9-inch wall on the southern side of Mr. John Gould's house and the outbuildings to Victoria-street; on the east by the said street by a stone wall bearing north-westerly 17 feet; on the north-west by a line bearing south-westerly 90 feet, dividing it from

from Mr. Edward Gould's allotment, and running partly through the party wall of the privies and through the 9-inch wall between Edward Gould's and John Gould's houses; and thence by a line bearing north-westerly 32 feet to Woolloomooloo Bay, dividing it from Edward Gould's allotment; and on the north-west by the said bay by a line bearing south-westerly 15 feet to the point of commencement, be the said dimensions a little more or less. Reserving to the said John Gould, his heirs, appointees, and assigns the use and enjoyment of the drains and sewers now running through the land hereby conveyed for the purpose of draining the premises of the said John Gould adjoining thereto.

Also, all that piece or parcel of land situated in the parish of Alexandria, at Potts' Point, in the county of Cumberland and Colony of New South Wales: Commencing at the north-east corner of Mr. Walker's premises, known as Grantham Villa, and bounded by the western boundary wall of Grantham Villa, bearing westerly 87 feet to the present sea-wall, with a right to take 29 feet to the low water at Woolloomooloo Bay, and frontage to the bay of 20 feet; on the north by a line bearing easterly 29 feet to the sea-wall; again on the north by a line bearing easterly 87 feet to the right of way, 20 feet wide; and on the east by that right of way bearing south 20 feet, to the point of commencement.

Also all that piece or parcel of land, situate at Potts' Point, in the parish of Alexandria, city of Sydney, county of Cumberland, Colony of New South Wales: Commencing at the north-east corner of lot No. 1, purchased by Mr. French, and the western side of a right of way, 20 feet wide, in continuance of Victoria-street, bearing north 1 degree 37 minutes west 20 feet; on the north by a line bearing west 24 degrees 25 minutes south 73 feet on to the old sea-wall of Woolloomooloo Bay; on the west by said sea-wall, bearing south 10 degrees 24 minutes west 20 feet to lot 1; on the south by a line dividing it from lot No. 1, bearing north-easterly 76 feet, to the point of commencement.

And also all that piece or parcel of land situate at Potts' Point, in the parish of Alexandria, city of Sydney, county of Cumberland, Colony of New South Wales, being lot No. 3 of the subdivision of the Grantham Estate: Commencing at the north-east corner of lot No. 2, and bounded on the north by a line bearing west 6 degrees north 57 ft. 5 in. on the sea-wall of Woolloomooloo Bay; on the west by said sea-wall, bearing south 10 degrees 24 minutes west 41 feet, to lot No. 2; on the south by a line dividing it from lot No. 2, bearing north-easterly 73 feet, to the point of commencement.

And also all that piece or parcel of land situate at Woolloomooloo Bay, in the parish of Alexandria, and county of Cumberland: Containing $7\frac{1}{2}$ perches or thereabouts, being lot 4 on a plan deposited in the Land Titles Office, Sydney, No. 27, and part of 15 perches, delineated in the public map of the said parish deposited in the office of the Surveyor-General, originally granted to George Gould, senior, by Crown grant dated 17th November, 1866, registered in the Land Titles Office, Sydney, volume XXXV, folio 184 (being the whole of the land comprised in certificate of title registered, volume 382, folio 206).

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. NO. 16.

Notice of Claim and Abstract.

To The Minister for Works,—

IN pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, we hereby give you notice that we claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract.

Names and descriptions of parties claiming, and nature of their interests, whether tenants for life, in tail, or otherwise.—George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, all of Sydney, gentlemen, owners in fee simple.

Situation, and description of property.—Land on the eastern side of Woolloomooloo Bay, being portion of that described in *Gazette* notice of the 4th February, 1890, having a frontage to the bay of 304 feet, with a depth on one side of 141 ft. 6 in., and on the other of 274 feet.

Quit rents payable if leasehold, name of landlord, term of lease, and rent reserved.—None.

Names of occupiers, distinguishing whether tenants at will or under lease, rent reserved, terms, &c.—H. C. Press, weekly tenant of a portion of the said land to the north of the lane at a rental of £2 per week, and Robert Head, weekly tenant of a cottage on another portion of the said land at a rental of 10s. per week.

Particulars of claim, specifying separately the amount claimed for value of property and for compensation.—£300 per foot frontage to Woolloomooloo Bay, *i.e.*, the sum of £91,200, the value of the land resumed.

Dates, and other short particulars of documents of title.—Too numerous to be here specified, but comprised in the abstracts sent to the Crown Solicitor.

Name of persons having the custody of documents, and place or places where the same may be inspected, and name of claimants' solicitor or agent.—Those comprised in the abstract of the title of the trustees of Doyle's estate and their mortgagees in the custody of Messrs. Jones and Jones, solicitors, Elisabeth-street, Sydney, and those comprised in the abstract of title of Messrs. George Hill and others, in the custody of Messrs. Stephen, Jacques, and Stephen, solicitors, O'Connell-street, Sydney.

GEORGE HILL,
THOS. BATTY,
DANIEL SHEEHY,
E. H. BELISARIO,

Care of STEPHEN, JACQUES, AND STEPHEN, Solicitors,
O'Connell-street, Sydney.

1 May, 1890.

[A similar notice was served also on the Crown Solicitor.]

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay—Claim of Messrs. G. Hill and others.

Sir,

Crown Solicitor's Office, Sydney, 8 December, 1890.

I have the honor to forward herewith notice of claim and abstract of Messrs. George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, in respect of land at Woolloomooloo Bay, resumed for wharfage accommodation purposes.

The claim is made for compensation for land on the eastern side of Woolloomooloo Bay, being portion of that described in *Gazette* of 4th February, 1890, having a frontage to the bay of 304 feet, with a depth on one side of 141 ft. 6 in., and on the other of 274 feet.

I have fully reported on the title to the land, down to the date of ownership thereof by the late Charles Doyle in my letter to you of even date herewith, in connection with the claim of Messrs. Mason and O'Donnell, trustees and executors of the will of Charles Doyle, who have claimed compensation in respect of the same land.

I find that by his will, Charles Doyle gave, devised, and bequeathed all his estate, both real and personal, unto his trustees, and directed the payment of his just debts, funeral, and testamentary expenses, and after devising trust estates, subject to the equities affecting the same, and making certain specific devises of lands not affected by the resumption, he empowered his trustees to lease and mortgage his property in Brougham-street, Woolloomooloo Bay, but not to sell the same before the year 1890, and after making certain directions as to other properties not affected by this resumption, he directed his trustees, at the expiration of the year 1889, or as soon after as they might deem expedient, to sell and dispose of his Brougham-street property, &c.

The testator directed his trustees, as soon as conveniently might be after his decease, to pay to Mrs. Charlotte Wilson, £100; to Ann Elizabeth Morriss, £100; to Thomas Bennett, £100; and to George O'Donnell and G. H. Robinson £100 each; and he declared that all costs, charges, and expenses which his said trustees might incur, or be put to in carrying out the said trusts, should be paid out of his estate.

The testator also directed his trustees to pay to Mrs. Charlotte Wilson the sum of £1 weekly during her life, also to Mrs. Annie Elizabeth Morriss £1 weekly until the time of the division of his estate; and subject to such legacies and payment, and upon the realization of his property to divide the residue into six shares, and invest two of such shares for Mrs. Elizabeth Peisley during her life, and after her decease, to pay such interest to his nieces, Martha Peisley, Florence Peisley, and Louise Johnson (formerly Peisley), wife of Leslie Johnson, in equal shares; to pay one share to John Mason; to invest one share for the benefit of Charlotte Hilliard until sale of Brougham-street property, and division of residuary estate, and then to pay same to her; to pay one share to Kate Louise Counsel, and the remaining share to Ann Elizabeth Morriss, and declared that devises, &c., to females should be for their separate use, &c.

The testator made two codicils to his will, the first of which he revoked the appointment of one of the trustees of his will, and the bequests of £100 each to G. H. Robinson and Thomas Bennett, and bequeathed a legacy of £100 to Mrs. Elizabeth Peisley, and by the second he revoked the bequest of the sixth share to Kate Louise Counsel, and instead thereof directed his trustees and executors to forego £500 lent to her husband, and he devised one-sixteenth share to his nephew, Ernest Robert Peisley, and John Doyle, in equal shares, and he bequeathed the sum of £500 to John Mason, in addition to the one-sixth share of his residuary estate, and the testator expressed a wish that Charlotte Hilliard should not receive a less share of his residuary estate than the other legatees mentioned in his will.

The testator died on the 1st day of March, 1887, and probate of his will was, on the 2nd June, 1887, granted to Messrs. Mason and O'Donnell. I find that the legacies of £100 bequeathed to Charlotte Wilson, of £100 and £1 per week to Ann E. Morris, and of £100 to George O'Donnell have been assigned to the claimants, or some of them; but it does not appear from the documents produced to me that the legacies of £100 to Elizabeth Peisley and £500 to John Mason, and £1 per week to Charlotte Wilson for life have been got in by the claimants.

With regard to the shares in the residuary estate I find as follows:—

As to John Doyle's half of one-sixth share.—By indenture, dated 4th May, 1887 (registered No. 291, Book 365), John Doyle, in consideration of £500, assigned and assured all his estate and interest in the lands, &c., and proceeds, &c., to Thomas Batty and Daniel Sheehy.

As to Ernest Robert Peisley's half of one-sixth share.—By indenture, dated the 7th September, 1887 (registered No. 618, Book 372), E. R. Peisley, in consideration of £200 lent to him by Messrs. Batty and Sheehy, assigned and assured by way of mortgage all his estate and interest in the lands, &c., and proceeds, &c.; and by indenture, dated 3rd January, 1888 (registered No. 788, Book 377), E. R. Peisley, in consideration of £200, assigned and assured his one-twelfth share under the will and codicils of said C. Doyle in the residuary personal estate and effects to Messrs. Batty and Sheehy.

As to Ann E. Morris' one-sixth share, &c.—By indenture, dated 12th June, 1888 (registered No. 788, Book 391), A. E. Morris, in consideration of £1,200, granted, released, and conveyed to Messrs. Batty and Sheehy the said annuity of £1 per week and her estate and interest in the residuary estate, except certain property in Elizabeth-street, Sydney.

As to C. J. Hilliard's one-sixth share.—By indenture, dated 18th June, 1888 (registered No. 787, Book 391), Charlotte Jane Hilliard, in consideration of £1,350, assigned to Messrs. Batty and Sheehy her interest in the said residuary estate.

As to Mrs. and the Misses Peisley's two-sixths share.—By indenture, dated 29th August, 1889 (registered No. 757, Book 421), Mrs. Elizabeth Peisley, Florence Elizabeth Peisley, Martha Australia Peisley, and Mrs. Margaret Louise Johnson (formerly Miss Peisley), and her husband, in consideration of £2,000 paid to Mrs. Peisley and £1,000 to each of the other three parties, granted, released, and confirmed unto George Hill their shares and interests under the will of Charles Doyle, except the interest of M. A. Peisley in the Elizabeth-street property.

As to John Mason's one-sixth share.—By indenture, dated 12th September, 1889 (registered No. 489, Book 424), John Mason, in consideration of £5,000, assigned his one-sixth share in the said residuary estate to George Hill.

By deed poll, dated 19th November, 1889, the said George Hill, Thomas Batty, and Daniel Sheehy declared that they held the several shares, interests, and annuities, &c., upon trust for themselves and E. H. Belisario in equal shares as tenants in common..

For

For the reasons stated in my letter of even date herewith, reporting on the claim of Messrs. Mason and O'Donnell, I think it is desirable that they, and the present claimants, should be dealt with as to the fee simple value of the land resumed, and when the amount has been agreed upon it should be paid into Court.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

Land Valuer.—D.C. McL. (*pro* U.S.), B.C., 10/12/90. Draftsman for certificate.—A.B. (*pro* Land Valuer). Herewith.—F. G. RAE, 23/12/90.

Works Department, Valuation Branch, Sydney, 12 May, 1890.

I CERTIFY that that the land at Woolloomooloo Bay, now occupied by Thomas Batty and Daniel Sheehy, is comprised within certificate of title, registered volume 910, folio 79, and is part of the land resumed for wharfage purposes by notification in the *Government Gazette* of 3rd April, 1890.

FRED. G. RAE.

Extract from a letter of P. J. Hourigan, Solicitor, dated 25th April, 1890.

Resumption, under Lands for Public Purposes Acquisition Act, Woolloomooloo Bay.

HEREWITH I beg to forward you notice of claim by Thomas Batty and Daniel Sheehy.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. NO. 16.

Notice of Claim and Abstract.

To the Minister for Works,—

IN pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, we hereby give you notice that we claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract:—

Names and descriptions of parties claiming and nature of their interests, whether tenants for life, in tail, or otherwise.—Thomas Batty and Daniel Sheehy, of Cowper's Wharf, Woolloomooloo Bay, Sydney, ship-builder, &c., who were formerly lessees for five years, and erected buildings on said land, and were at the time of the resumption tenants from year to year.

Situation and description of property.—All that piece of land, having about 90 feet frontage to Woolloomooloo Bay, by a depth of about 200 feet.

Quit rents payable if leasehold, name of landlord, term of lease, and rent reserved.—The trustees of the Challis Estate were the landlords of said property.

Names of occupiers, distinguishing whether tenants-at-will or under lease, rent reserved, terms, &c.—We are still in occupation, and our rent was £75 per year.

Particulars of claim, specifying separately the amount claimed for value of property and for compensation.—The value of our interest, including the buildings we erected on said land, is £400, and we also claim the sum of £40 for compensation, making in all £440.

Dates and other short particulars of documents of title.—Tenants from year to year at time of resumption.

Names of persons having the custody of documents, and place or places where the same may be inspected, and name of claimants' solicitor or agent.—Mr. P. J. Hourigan, of No. 91, Elizabeth-street, Sydney, is our solicitor, and he has the custody of documents, and the same may be inspected at his office.

THOS. BATTY,
DANIEL SHEEHY,
Care of P. J. HOURIGAN, Solicitor,
91, Elizabeth-street, Sydney.

25th April, 1890.

I.

Form of Affidavit to be sworn and lodged with the application for obtaining any Probate or Letters of Administration relating to the Estates of deceased persons, for the purpose of getting such Probate or Letters of Administration stamped under Act 44 Vic. No. 3.

New South Wales, }
to wit. }

In the will and codicils of Charles Doyle, late of Emu Plains, and formerly of Elizabeth-street, Strawberry Hills, near Sydney, in the Colony aforesaid, gentleman, deceased.

On the 19th day of 1887, John Mason, of Petersham, near Sydney, in the Colony of New South Wales, bank clerk; and George O'Donnell, of Redfern, near Sydney, and in the said Colony, clerk in the Civil Service, being duly sworn, severally make oath and say as follows:—

1. We are the persons making application for the purpose of obtaining probate of the will of the abovenamed deceased.

2. The estate and effects of the said deceased, of which administration is sought to be obtained, as shown in the annexed inventory, after deducting the debts due and owing by the deceased, are under the value of £7,120, to the best of our knowledge and belief.

JOHN MASON.
GEORGE O'DONNELL.

Sworn by the deponents on the day first above mentioned, }
at Sydney aforesaid, before me,— }

S. A. STEPHEN,
A Commissioner for Affidavits.

INVENTORY

INVENTORY referred to in the preceding Affidavit.

Full particulars and value of the estate and effects of the deceased.

Full particulars of the debts due and owing by the deceased.

Particulars.	Value.	Date of debt.	Particulars.	Amount.
	£ s. d.			£ s. d.
To estimated value of land fronting Woolloomooloo Bay	8,000 0 0		Mortgage to Savings Bank	2,600 0 0
Estimated value, No. 34, Duke-street	750 0 0		Interest on said mortgage	25 1 6
Estimated value, No. 412, Elizabeth-street, Surry Hills	750 0 0		Overdraft at City Bank	1,425 0 0
Estimated value, No. 327, Riley-street, Surry Hills	920 0 0		Interest thereon	20 13 7
Estimated value, Land, Surry Hills..	664 0 0		Dr. Stendall, medical attendance.....	20 0 0
Household furniture	40 0 0		Dr. Bond, medical attendance	28 15 0
Dividend in D. Sheehy estate			J. O'Grady, wine, &c.....	2 15 0
Insolvent (not yet ascertained).....			W. Ellison, wood, &c.....	4 1 0
Amount in the hands of Messrs. Jones and Jones to the credit of deceased	261 15 2		Allen and Allen, solicitors.....	4 4 0
Total assets.....	11,385 15 2		Richardson and Wrench	3 3 0
Deduct total debts	4,273 9 1		Boutell, stationery, &c.	2 8 0
Net value on which duty is chargeable	7,112 6 1		Mrs. Peisley, lodging	31 16 0
Mr. Connell's legacy	500 0 0		The executors of the late S. C. Brown, law costs	105 12 0
	7,612 6 1		Total debts	4,273 9 1

JNO. MASON.
GEORGE O'DONNELL.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay—Claim of Thomas Batty and Daniel Sheehy.

Sir,

Crown Solicitor's Office, Sydney, 2 May, 1890.

I have the honor to forward herewith notice of claim and abstract of Messrs. Batty and Sheehy, in respect of land at Woolloomooloo Bay resumed for wharfage purposes.

The claim is made in respect of land having a frontage of about 90 feet to Woolloomooloo Bay by a depth of about 200 feet.

The claimants state that they are tenants from year to year of the land, and as such they may be dealt with, affirming that the land in respect of which they claim, forms part of the land resumed, that being a matter for a surveyor to determine.

It will be noticed that the sum claimed as compensation includes the value of the buildings erected on the land. I am unable to say whether the claimants are entitled to such buildings, and I think satisfactory proof that they are so entitled should be given before they are dealt with in respect thereof.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Draftsman for Certificates.—A.B. (*pro.* Land Valuer), 3/5/90. 12/5/90.

Herewith.—FRED. G. RAE,

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. NO. 16.

Notice of Claim and Abstract.

To the Crown Solicitor,—

In pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, we hereby give you notice that we claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined abstract:—

Names and descriptions of parties claiming, and nature of their interests, whether tenants for life, in tail, or otherwise.—Thomas Batty and Daniel Sheehy, of Cowper's Wharf, Woolloomooloo Bay, Sydney, shipbuilders, &c., who were formerly lessees for five years, and erected buildings on said land, and were at the time of the resumption tenants from year to year.

Situation and description of property.—All that piece of land having about 90 feet frontage to Woolloomooloo Bay by a depth of about 200 feet.

Quit rents payable if leasehold, name of landlord, term of lease, and rent reserved.—The trustees of the Challis Estate were the landlords of the said property.

Names of occupiers, distinguishing whether tenants-at-will or under lease, rent reserved, terms, &c.—We are still in occupation, and our rent was £75 a year.

Particulars of claim, specifying separately the amount claimed for value of property and for compensation.—The value of our interest, including the buildings we erected on said land, is £400, and we also claim the sum of £40 for compensation, making in all £440.

Dates and other short particulars of documents of title.—Tenants from year to year at time of resumption.

Names of persons having the custody of documents, and place or places where the same may be inspected, and name of claimants' solicitor or agent.—Mr. P. J. Hourigan, of No. 91 Elizabeth-street, Sydney, is our solicitor, and he has the custody of documents, and the same may be inspected at his office.

THOS. BATTY,
DANIEL SHEEHY,

Care of P. J. HOURIGAN, Solicitor,

91, Elizabeth-street, Sydney.

25th April, 1890.

228—B

Mr.

Mr. J. B. Thompson to The Under Secretary for Public Works.

Woolloomooloo Bay Resumption.

Department of Public Works, Valuation Branch, Sydney, 12 September, 1890.

WITH reference to a certain claim for land resumed on Woolloomooloo Bay, as shown on the accompanying tracing,* I have the honor to request, on behalf of Messrs. Richardson and Wrench, Mills and Pile, and myself, that the Crown Solicitor might be asked to advise whether the owner of the fee simple of the land coloured red on the tracing has any right to apply for and obtain permission to reclaim the land lying between his present frontage boundary and the limit line of reclamation, as laid down by the Government, similar permission having been given to adjacent owners; and, if so, whether that right not having been employed, should be regarded by the above-named valuers in assessing the compensation payable to the owner of the fee simple, as having actual value in itself, or as enhancing the value of the freehold in virtue of which it might be exercised.

J. B. THOMPSON,
Land Valuer.

Will the Crown Solicitor kindly advise.—J.B., 12/9/90.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 14 November, 1890.

I have the honor to return herewith your minute paper of 12th September, 1890, on the subject of the Woolloomooloo Bay resumptions, and in reply thereto, to state that the owner in fee simple of the land coloured red on the tracing has no vested interest entitling him as a matter of right to obtain permission to reclaim the land lying between his present frontage boundary and the limit line of reclamation. All the land lying beyond that coloured red is Crown lands, over which the owner of the land coloured red has no more right of property or title than he would have if it formed part of a street. The fact that similar permission has been granted by the Government to other adjacent owners, gives this owner no right whatever, and it could not in any way be taken into consideration by the valuers in assessing the compensation payable to the owner of the fee simple, either as having actual value in itself, or as in any way enhancing the value of the freehold in virtue of which the right of reclamation if granted might be exercised.

It is desirable to explain that, though the Governor has a discretionary power under the 64th section of the Crown Lands Act of 1884, to authorise a proprietor in fee simple, having a frontage to the water, to reclaim land adjoining thereto, yet no such reclamation is ever authorised which in any way interferes with public rights, and the right of granting the application is entirely in the discretion of the Crown.

In addition to this the owner of the freehold can be prosecuted for illegally using Crown lands if he attempt to use the space in front of his own property, even as a mooring place for vessels, and if he attempt to put up any wharf, jetty, bathing house, or other erection within such Crown lands, he is liable to be prosecuted for so doing. Should he wish to occupy the Crown land, it is necessary for him, under section 89 of the Act of 1884, to obtain a lease, and pay rent in respect of such occupation, the granting of which lease, and the rent in respect thereof, and the term for which it is to be granted, being also entirely within the discretion of the Crown.

In like manner, it is not lawful for the owner of a freehold having a water frontage without permission of the Crown, to dredge such water frontage, or deepen the channel, or, on the other hand, to fill up or reclaim such channel, the land being to all intents and purposes Crown lands, over which the owner has only the same right of access as any other person, except that he has the additional right of coming in and out of his own property, whilst any other person has only the right of passing across the Crown lands in question.

I have, &c.,
R.S.,

FOR JOHN WILLIAMS,
Crown Solicitor.

Mr. Thompson.—J.B., 15/11/90. I should like a special note made of this opinion.—J.B.

Mr. J. B. Thompson to The Under Secretary for Public Works.

Wharf Frontages, Woolloomooloo Bay.

Department of Public Works, Valuation Branch, Sydney, 2 September, 1890.

As requested by Mr. Tillett, I have indicated on the accompanying print the way in which it is proposed to divide the resumed portions of Woolloomooloo Bay for wharfage purposes. The divisions are indicated on the print (annexed) by letters which are also used for reference to the various divisions in the following list of owners, &c. :—

A to B.—Trustees of the Challis Estate.
B to C. }
D to E. } John Mason and George O'Donnell.
E to F.—Patrick Lahiff.
F to G.—J. A. Brown.
G to H.—Hill, Belasario, Batty, and Sheehy.
J to K.—George Hill (no water frontage).
K to L.—Trustees of M'Quade.

J. B. THOMPSON,
Land Valuer.

Mr. Darley.—D.C.McL. (*pro* Under Secretary), B.C., 2/9/90. Mr. Tillett.—J.S., 3/9/90.

Some of the subdivisions of the water frontages are so small as to be quite unsuitable for wharfs, but might be used for jetties. Perhaps the Land Valuer might be asked to indicate how, in his valuation, he proposes to deal with each case—*i.e.*, if he proposes a jetty, how far is it to extend, and in what cases he

he proposes wharfs and in what cases jetties, or he might say, that if he be furnished with the cost of dredging 80 feet in width to rock along the limit line of reclamation, whether that will meet his views or not.—C.D., B.C., 19/9/90. Under Secretary, Public Works.

Land Valuer.—D.C.McL. (*pro* Under Secretary), B.C., 20/9/90.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 9 January, 1891.

I have the honor to return herewith the papers referring to the claim of Messrs. George Hill and others in respect of land resumed for wharf accommodation, Woolloomooloo Bay, and in reply to the memo. of the Land Valuer, of date the 24th ultimo*, to state that the land coloured pink on the tracing referred to appears to be land reclaimed by the claimants and the predecessors in title, without, as far as the documents of title produced to me show, any authority on the part of the Crown.

Under these circumstances the land, although probably included in the title-deeds referred to in the tracing, must be considered as Crown lands.

The claimants have only shown a title down to high-water mark, and can only be dealt with in respect thereof.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Land Valuer.—D.C.McL. (for U.S.), B.C., 12/1/91.

Report, &c., on claim of Messrs. G. Hill and others.

Department of Public Works, Valuation Branch, Sydney, 30 January, 1891.

REPORT and Valuation on the claim of Messrs. George Hill and others in respect of land at Woolloomooloo Bay, resumed for wharfage purposes.

PARTICULARS OF CLAIM.

Claimants—George Hill, Thomas Batty, Daniel Sheehy, and Edward Belisario. Area taken—About 1 acre and 26 perches. Amount of claim—£91,200.

REPORT.

This claim is made in respect of land having a frontage of 303 ft. 7½ in. to the water of Woolloomooloo Bay, resumed for wharfage purposes by notification in the *Government Gazette* of 3rd April, 1890.

The average depth from the western boundary, Woolloomooloo Bay, to Victoria-street, which is the eastern boundary, is about 190 feet, and the area taken is about 1 acre and 26 perches.

This property is at present of great value. It is in two portions divided by a lane about 17 feet wide, the first of which, adjoining the Challis Estate, has 253 feet 7½ inches frontage to Woolloomooloo Bay, and the other, divided from the former by the lane mentioned, has 50 feet frontage to that bay.

A claim is made by Messrs. J. Mason and George O'Donnell, trustees and executors of the will of Charles Doyle, deceased, amounting to £151,500, for the same land, but, as advised by the Crown Solicitor, we have dealt with the fee-simple value of the land resumed, which, when the amount has been agreed upon, should be paid into Court.

VALUATION.

303 ft. 7½ in. frontage to bay, at £175 per foot, £53,134 7s. 6d.; forced sale, at 10 per cent., £5,313 8s. 9d.; total, £58,447 16s. 3d.

Claim, £91,200; valuation, £58,447 16s. 3d.

Submitted for approval.

J. B. THOMPSON,

RICHARDSON & WRENCH (LIMITED).

MILLS, PILE, & WILSON.

N.B.—This is not a further and separate award to that in claim of John Mason and George O'Donnell, trustees and executors of Chas. Doyle, deceased, but is identical, and must be read in connection therewith.

The Under Secretary, Public Works, Sydney.

I understand that this is dependent upon another—that it is surely a proportional distribution of the amount awarded.—W.M., 16/2/91. Claim, £91,200; valuation, £58,447 16s. 3d. Mr. Thompson,—J.B., 23/2/91.

Reports and Valuations of Land at Woolloomooloo Bay.

Department of Public Works, Valuation Branch, Sydney, 3 February, 1891.

HEREWITH enclosed are reports and valuations of land at Woolloomooloo Bay resumed for wharfage purposes, under the provisions of the Lands for Public Purposes Acquisition Act:—M.P. No. 91-46H, claimant, Thos. Batty and D. Sheehy; M.P. No. 91-47H, claimant, James A. Brown; M.P. No. 91-48H, claimant, John Lahiff, trustees of; M.P. No. 91-49H, claimants, G. Hill, T. Batty, D. Sheehy, and E. Belisario; M.P. No. 91-50H, claimant, Chas. Doyle, executors of.

J. B. THOMPSON,

Land Valuer.

The Under Secretary, Public Works, Sydney.

Submitted.—J.B., 3/2/91. Forward for the consideration of the Colonial Treasurer.—B.S., B.C., 4/2/91. Under Secretary Finance and Trade. Claims submitted to the Treasurer and now returned. See his minute, Nos. 46, 47, 48, and 50, 11/2/91. The Under Secretary for Public Works, B.C. It will be seen that the Treasurer has not dealt with minute 49. Will the Under Secretary for Finance and Trade kindly resubmit it to Mr. McMillan?—J.B., 13/2/91. Completed and returned, 17/2/91. The Under Secretary for Public Works, B.C. Land Valuer.—D.C.McL. (for U.S.), B.C., 18/2/91. These papers should, I think, be referred to the Crown Solicitor to advise as to how and upon whom the notices of valuation should be served.—J.B.T., 7/3/91. U.S. Works, B.C. Crown Solicitor.—J.B., 7/3/91.

Report

* No copy of this memorandum is on the file.

Report by Mr. J. B. Thompson on claim of Mason and others.

Department of Public Works, Valuation Branch, Sydney, 31 March, 1891.
Woolloomooloo Bay Resumptions—Claim of Mason and O'Donnell and George Hill and others.
Special and confidential report.

Plan of resumptions; list of purchases by Hill and others; valuation by Richardson and Wrench, and sworn valuation by Mason and O'Donnell; estimated cost of resumption by Land Valuer; annexed hereto. [These documents are not on the file.]

WITH reference to the above resumption and the joint valuations of Richardson and Wrench, Mills, Pile, and Wilson, and myself therein, I have the honor to submit the following separate report for the consideration of the Minister.

1. The land in question consists of two pieces of land divided by a lane, having frontages of 253 ft. 7½ in. and 50 feet respectively to Woolloomooloo Bay; the average depth is about 190 feet to an inaccessible lane called Victoria-street. The total area is about 1 acre and 26 perches.

2. Mason and O'Donnell, as trustees under the will of C. Doyle, preferred a claim for the fee-simple of the land in question amounting to £151,500, and Geo. Hill and others who acquired an interest in the fee-simple by purchasing the interest of the beneficiaries under Doyle's will, also claimed £91,200 as their value of the fee-simple.

3. The valuers appointed to assess the value of this and other resumptions in the same locality—Richardson and Wrench, Mills, Pile, and Wilson, and myself—agreed to a report on each of the claims mentioned in the preceding paragraph that the value of the fee-simple of the portion of land in question was £58,447 16s. 3d. I concurred in this valuation, though so greatly in excess of my own ideas, out of deference to the opinions of the other joint valuers.

4. The two coincident reports and valuations mentioned were referred to the Crown Solicitor* to advise as to how the compensation should be paid, and on perusing the papers Mr. Smith came to the conclusion that the land was not only very much over-valued, but that such over-valuation would greatly prejudice the Crown in the valuation of other resumptions, notably those at Darling Harbour and Milson's Point. After consultation with Mr. Smith, careful examination of the proofs adduced by that gentleman, and consideration of his reasons for arriving at the conclusion mentioned, I must admit my agreement therewith, and that I am satisfied that under the circumstances there was no other opinion possible.

5. It is not without great hesitation and misgivings, notwithstanding the apparently indisputable facts in Mr. Smith's possession, that I have made the foregoing admission seeing that it involves doubt as to the ability, competence, and integrity of the firms I have named above, and to whose long and wide experience in valuing property of this description and high standing and great reputation in their business I felt myself bound respectfully to defer my own individual opinion.

6. The proofs I have mentioned as having been adduced by Mr. Smith in support of his opinion that the land has been over-valued included a valuation of this land made in December, 1886, by Richardson and Wrench, amounting to £8,000 only, and then a sworn valuation by the claimants Mason and O'Donnell of the same land in 1887 and for the same amount, viz.:—£8,000, and the price paid by Hill and others for the beneficial interests in the property as furnished by the annexed list. These facts, conclusively showing that Richardson and Wrench in December, 1886, valued this very land for the owner at £8,000, and in 1890 valued the same land for the Government at £58,447 16s. 3d., give rise to two considerations which are to me utterly inexplicable and almost incredible, first, that that or any other firm of similar standing would make two such discordant and irreconcilable valuations of the same land, and second, that their valuation of this land in 1886 should be estimated so far below what I believe to have been its value.

7. In view of the enormous discrepancy between the several valuations of this portion of land which are as follows:—Joint valuation submitted, £58,447 16s. 3d.; independent valuation by myself, £24,240†; and estimate made by the Crown Solicitor, £18,000 or less—I beg to submit the following proposal suggested by Mr. Smith: That it would be desirable to have the value re-assessed by a Board consisting of myself and the following gentlemen:—James Powell, Esq., Collector of Customs, Captain Jackson, C. W. Darley, Esq., Harbours and Rivers, W. Houston, Esq., Under Secretary Lands, and the Acting Crown Solicitor.

J. B. THOMPSON,
Land Valuer.

Submitted.—J.B., 1/4/91. Approved.—BRUCE SMITH, 1/4/91. Write to the Treasury and Lands Department, with the view of Mr. Powell, Captain Jackson, and Mr. Houston acting in the capacity named.—J.B., 1/4/91. Done, 1/4/91. All the gentlemen referred to have consented to act on this Board, and the Minister wishes the Acting Crown Solicitor to be the Chairman and convener thereof.—J.B., B.C., 18/4/91. Mr. R. Smith.

Land Valuer's Report on claim M.P. No. 90—185H.

Report and valuation on land resumed at Woolloomooloo Bay for wharfage accommodation.

PARTICULARS OF CLAIM.

Claimant and owner, George Hill; amount of claim, £25,080.

REPORT.

This claim is made in respect of land at Woolloomooloo Bay resumed for wharfage accommodation purposes.

The land taken has a frontage of 130 feet to a lane 30 feet wide, which is a prolongation of Victoria-street by an average depth of about 25 feet to high-water mark, beyond which Mr. Hill has no claim or title whatever.

The buildings are worth £250, in addition to the value of the land.

130 feet frontage to lane, at £15 per foot, £1,950; buildings, £250; forced sale at 10 per cent., £195; total, £2,395. Claim, £25,080; valuation, £2,395.

RICHARDSON & WRENCH (LTD.)
MILLS, PILE, & WILSON.
J. B. THOMPSON.

The Constructing Authority, Sydney.

Please see the Crown Solicitor about this.—J.B., 14/9/91. Crown Solicitor.—J.B.T., 14/9/91.

Mr.

* Mr. Robt. S. Smith.

† Not now on file.

Mr. J. Hourigan to The Secretary for Public Works.

Sir,

91, Elizabeth-street, Sydney, 26 May, 1891.

Referring to the resumption *inter alia* of certain land situate at Potts' Point and Woolloomooloo Bay belonging previous to such resumption under the "Lands for Public Purposes Acquisition Act, 44 Vic. No. 16" to Messrs. Hill, Belisario, Batty, and Sheehy respectively; also to the fact that my clients forwarded notices of their several claims with abstract of title as far back as the 25th April, 1890, and also to the fact that my clients have not as yet been informed of the valuation you have caused to be made of the said lands, I am now instructed to write to you calling your attention to the above several facts, and to complain of the extraordinary delay that has taken place over my client's cases, and at the same time to invite your notice to section 13 of the Act, which appears to have been either overlooked or ignored; and also to inform you that unless the several proved requirements of the Act are carried out without any further delay my clients will be reluctantly compelled to apply to the Court for a mandamus.

I have, &c.,

J. HOURIGAN.

Mr. Thompson.—J.B., B.C., 27/5/91. I think this should be referred to the Crown Solicitor, who has the previous papers.—J.B.T., 28/5/91. Under Secretary for Works. Will the Crown Solicitor kindly say how this matter stands?—Another claimant (McQuade) has also been pressing for settlement.—J.B., 4/6/91.

Report by Mr. J. B. Thompson.

Valuation of Woolloomooloo Resumptions.

Department of Public Works, Valuation Branch, Sydney, 25 October, 1892.

In accordance with the verbal instructions of the Under Secretary, I have the honor to submit a valuation of the following resumptions at the rate of £100 per foot on the frontage to Woolloomooloo Bay.

They are numbered 2 and 5 respectively on the annexed plan:—

No. 2. Hill, Belisario, Batty and Sheehy—				£	s.	d.
301 feet at £100 per foot	...	...	...	30,100	0	0
Forced sale as 10 per cent. (not to be offered)	...	...	...	3,010	0	0
				<hr/>		
				33,110 0 0		
No. 5. Hill, Belisario, Batty and Sheehy—						
45 feet at £100 per foot	...	...	...	4,500	0	0
40 fee frontage to lane at £30 per foot	...	...	...	1,200	0	0
Forced sale at 10 per cent.	...	...	...	570	0	0
				<hr/>		
				6,270 0 0		

J. B. THOMPSON,

Land Valuer.

The frontage of the resumption numbered 2 in this is shown by the deed to have an extent of 303 ft. 7½ in., and not 301 feet as shown on the plan. The Crown Solicitor recommends the former to be adopted, therefore the compensation to be offered will be as follows:—No. 2. 303 ft. 7½ in. at £160 per foot, £30,362 10s.—J.B.T., 4/11/92.

Approved.—W.J.L., 7/11/92.

No. on plan.	Name.	Feet frontage	Claim.	Valuation.		Remarks.
				Total.	Per foot	
		feet.	£	£ s. d.	£	
1	Trustees of Challis Estate	261	49,500	49,000 0 0	172	Settled at £172. Pink on plan.
2	Hill, Belisario, Batty and Sheehy	301	91,200	58,447 16 3	175	Offer made at £100. Verdict at £200. Neutral tint.
3	P. Lahiffe, Trustees of	30	8,250	4,500 0 0	150	Offer made and accepted £150 per foot. See report of 13th October, 1892. Brown on plan.
4	J. A. Brown	15	3,850	1,875 0 0	125	Verdict for a sum equivalent to £100 per foot, after deducting value of improvements. Green on plan.
5	Hill, Belisario, Batty and Sheehy	123	33,650	9,240 0 0	160	No offer made. Pink on plan.
6	George Hill	112	25,080	.....	...	No offer made. Yellow on plan.
7	McQuade	510	85,150	.....	...	Settled at £85 per foot. Blue on plan.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC. NO. 16.

Notice of Valuation.

To George Hill, Thomas Batty, Daniel Sheehy, Edward Henry Belisario, claimants in respect of the land hereunder described, resumed under the Lands for Public Purposes Acquisition Act.

TAKE notice that the land hereunder described being that in respect of the resumption whereof, under the authority of the aforesaid Act, your claim for compensation has been lodged, has been valued at the sum of £30,362 10s. (thirty thousand three hundred and sixty-two pounds ten shillings.)

Dated this fourteenth day of November, 1892.

WILLIAM JOHN LYNE,

Minister for Public Works.

Description of land or damage in respect of which claim has been made.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, colony of New South Wales: And commencing at a point on the western side of Victoria-street at its intersection with the northern side of a lane 16½ feet wide leading to Woolloomooloo Bay; and bounded on the east by first-named street bearing northerly 50 feet; on the north by a line bearing south 67 degrees west 100 feet

feet more or less to Woolloomooloo Bay; on the west by that bay bearing southerly to the abovenamed lane; and on the south by that lane bearing north 67 degrees east 83 feet more or less, to the point of commencement—and being lot 13 of the Granthamville Estate, and also the reclamation frontage to this land, comprised within certificate of title, registered volume 47, folio 83.

Also, all that piece or parcel of land situate at Woolloomooloo, in the parish, county, and Colony aforesaid, being allotment No. 9 as shown on the map or plan of the Granthamville Estate: Commencing at a marked rock at high-water mark in the south-west corner of allotment No. 10; and bounded on the north by that allotment, being a line bearing easterly 130 feet to a reserved road 30 feet wide; on the east by that reserved road, and having a frontage thereto of 30 feet; on the south by a portion of the present line of fence forming the southern boundary of the Granthamville Estate, being a line bearing westerly 160 feet, to a marked rock at high-water mark in Woolloomooloo Bay; and on the west by the waters of Woolloomooloo Bay.

Also, all that piece or parcel of land situate, being, and lying in the parish, county, and Colony aforesaid: And commencing at a point on the western side of Victoria-street 119 feet southerly from a lane leading to Woolloomooloo Bay; and bounded on the north by a line bearing south 67 degrees west 92 feet more or less to Woolloomooloo Bay; on the west by that bay southerly to the northern boundary of Yates' land; on the south by that land, being a line bearing north 67 degrees east 130 feet more or less to Victoria-street; and on the east by last-named street bearing north 2 degrees 30 minutes west 55 feet to the commencing point, and being lots 10 and 11 of the Granthamville allotments.

Also, all that piece or parcel of land situate and being in the parish, county, and Colony aforesaid: And commencing at a point being the intersection of the southern side of a lane 12 feet wide with the western side of Victoria-street; bounded on the east by Victoria-street, bearing south 2½ degrees east 119 feet; on the south by a line bearing south 67 degrees west 92 feet to high-water mark in Woolloomooloo Bay; on the west by the said high-water mark bearing northerly to the southern side of first-mentioned land; and on the north by said lane bearing north 67 degrees east 83 feet to the point of commencement—and being allotment No. 12 of the Grantham allotments, and also the reclamation frontage to the three parcels of land lastly described comprised within Crown grants, registered volume 665, folio 62, and volume 229, folio 90, respectively.

F.G.R.

Original served on Mr. Consett Stephen, of Messrs. Stephen, Jaques, & Stephen, solicitor, O'Connell-street, 14/11/92.—E.R.Y.

Petition of G. Hill and others.

Claim against the Government.

To His Excellency the Right Honorable Victor Albert George, Earl of Jersey, a member of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

The humble Petition of George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, all of Sydney, in the Colony of New South Wales, gentlemen.

SHOWETH,—

That your Petitioners are the owners of certain freehold lands, situate on the eastern shore of Woolloomooloo Bay, in the city of Sydney, a description whereof is as follows:—All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, Colony of New South Wales, and commencing at a point on the western side of Victoria-street, at its intersection with the northern side of a lane, 16½ feet wide, leading to Woolloomooloo Bay, and bounded on the east by the first-named street, bearing northerly 50 feet; on the north by a line bearing south 67 degrees west, 100 feet more or less to Woolloomooloo Bay; on the west by that bay bearing southerly to the above-named lane, and on the south by that lane bearing north 67 degrees east, 83 feet more or less, to the point of commencement, and being lot 13 of the Granthamville Estate, and also the reclamation frontage to this land comprised within certificate of title, registered volume 47, folio 83. Also, all that piece or parcel of land situate at Woolloomooloo, in the parish, county, and Colony aforesaid, being allotment No. 9, as shown on the map or plan of the Granthamville Estate, commencing at a marked rock at high-water mark in the south-west corner of allotment No. 10, and bounded on the north by that allotment, being a line bearing easterly 130 feet to a reserved road 30 feet wide; on the east by that reserved road, and having a frontage thereto of 30 feet; on the south by a portion of the present line of fence forming the southern boundary of the Granthamville Estate, being a line bearing westerly 160 feet to a marked rock at high-water mark in Woolloomooloo Bay; and on the west by the waters of Woolloomooloo Bay. Also, all that piece or parcel of land, situate, lying, and being in the parish, county, and Colony aforesaid, and commencing at a point on the western side of Victoria-street, 119 feet southerly from a lane leading to Woolloomooloo Bay, and bounded on the north by a line bearing south 67 degrees west, 92 feet more or less to Woolloomooloo Bay; on the west by that bay southerly to the northern boundary of Yates' land; on the south by that land being a line bearing north 67 degrees east, 130 feet more or less to Victoria-street; and on the east by last-named street bearing north 2 degrees 30 minutes west, 55 feet to the commencing point, and being lots 10 and 11 of the Granthamville allotments. Also, all that piece or parcel of land situate and being in the parish, county, and Colony aforesaid, and commencing at a point being the intersection of the southern side of a lane 12 feet wide with the western side of Victoria-street; bounded on the east by Victoria-street, bearing south 2½ degrees east, 119 feet; on the south by a line bearing south 67 degrees west, 92 feet to high-water mark in Woolloomooloo Bay; on the west by the said high-water mark bearing northerly to the southern side of the first-mentioned lane; and on the north by said lane bearing north 67 degrees east, 83 feet to the point of commencement, and being allotment No. 12 of the Grantham allotments and also the reclamation frontage to the three parcels of land lastly described, comprised within Crown grants, registered volume 665, folio 62, and volume 229, folio 90, respectively.

That

That in pursuance of the Act 44 Victoria, No. 16, the land above described was, on or about the 1st day of February, in the year of our Lord 1890, amongst other lands resumed for public purposes, and a notification of such resumption was duly published in the *New South Wales Government Gazette*, of the 4th day of February, 1890, and in the *Daily Telegraph*, of the 6th day of February, 1890, in the words and figures following, that is to say:—

NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA, NO. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable Charles Robert, Baron Carrington, a member of
to wit. } Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.
(L.S.)
By deputation from His
Excellency,
ALFRED STEPHEN,
Lieutenant-Governor.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with providing additional wharf accommodation at Woolloomooloo Bay for and towards the completion of which said works public funds are available under the provisions of the "Loan Act, 53 Vic, No. 23," and whereas the land hereinafter described is required for the construction of the said works: Now, I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf, given to, or vested in me by the Lands for Public Purposes Acquisition Act, do, by this notification, published in the *Gazette*, and in a newspaper, that is to say, in the *Daily Telegraph*, circulated in the police district wherein the said land is situated, declare that the land hereinafter described, has been resumed for the public purposes hereinafter mentioned, that is to say, for providing additional wharf accommodation at Woolloomooloo Bay to the intent that upon the publication of this notification in the *Gazette*, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee-simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee, with the powers stated in the said last-mentioned Act. And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the city of Sydney, in the parish of Alexandria, county of Cumberland, and Colony of New South Wales, be the hereinafter-mentioned several dimensions, a little more or less, on the eastern side of Woolloomooloo Bay: Commencing at a broad-arrow mark on the limit line of reclamation of Woolloomooloo Bay, at the north-eastern extremity of Cowper Wharf; and bounded thence towards the south-west and south by the north-eastern and northern sides of Cowper Wharf bearing successively south 25 degrees 52 minutes east (true) 34.2 links, and south 86 degrees 8 minutes east (true) 28 links to a point on a fenced line dividing it from Cowper Wharf; thence again towards the west and south by fenced lines dividing it from Cowper Wharf bearing successively south 24 degrees 1 minute west (true) 48.5 links and south 78 degrees 12 minutes east (true) 104.2 links to a point on the western side of Duke-street, thence again towards the south by a line crossing that street bearing south 79 degrees 12 minutes east (true) 30.3 links to the north-western corner of Buchanan, Gilchrist, and Knox's 20 perches grant; thence towards the west by part of the eastern side of Duke-street, bearing south 10 degrees 18 minutes west (true) 26.7 links; thence towards the south-east by a line bearing north 58 degrees 26 minutes east (true) 41.3 links; thence again towards the south by a fenced line bearing south 81 degrees 17 minutes east (true) 136.4 links to a point on the western side of Brougham-street; thence towards the east by part of the western side of that street bearing north 9 degrees 55 minutes east (true) 78.9 links to its intersection with the southern side of Challis-street; thence again on the south by a line crossing Brougham-street bearing south 79 degrees 38 minutes east (true) 60.6 links to a point on the eastern side of that street, being a south-western corner of 1 acre 2 roods 37½ perches owned by the University of Sydney, and again towards the south by a southern boundary of that land bearing south 79 degrees 44 minutes east (true) 263.9 links to a point on the western side of Victoria-street; thence again towards the east by a western side of that street 66 feet wide, bearing north 8 degrees 33 minutes east (true) 491.5 links; thence again towards the south by fenced lines forming the northern extremity of Victoria-street, 66 feet wide, bearing successively north 76 degrees 51 minutes east (true) 18.7 links north 76 degrees 20 minutes east (true) 63.5 links and north 78 degrees 2 minutes east (true) 25.5 links to the eastern side thereof, at the south-western corner of E. Mandelson's land; thence again towards the east by a line forming the western boundary of Mandelson's and other properties bearing north 8 degrees 34 minutes east (true) 263.7 links to the south-western corner of H. C. Dangar's land; thence again towards the south by the southern boundary of that land, being a fenced line bearing north 79 degrees 18 minutes east (true) 132.5 links to a point on the western side of Grantham-lane; thence again towards the east by part of the western side of that line bearing north 1 degree 19 minutes east (true) 78.7 links to the north-eastern corner of Gallenhof's property at Grantham-street; thence again towards the east by a line crossing that street and bearing north 26 degrees 53 minutes west (true) 35.2 links to a north-western angle of Grantham-street; thence again towards the east and south by western and northern sides of that street, being lines bearing successively north 1 degree 28 minutes east (true) 50 links, north 22 degrees 25 minutes east (true) 12.7 links; north 50 degrees 19 minutes east (true) 17.6 links, and north 72 degrees east (true) 13.7 links to a point on the northern side of Grantham-street, at the southern extremity of a fence dividing the properties known as Omega and Tarpeian; thence towards the remainder of the east by straight lines generally following the direction of the high cliffs on the eastern side of Woolloomooloo Bay bearing successively north 5 degrees 55 minutes west (true) 120 links, north 20 degrees 15 minutes east (true) 134 links, north 30 degrees 55 minutes east (true) 108.5 links, north 21 degrees 5 minutes east (true) 288 links, and north 26 degrees 10 minutes west (true) about 470 links, to a point on the limit line of reclamation of Woolloomooloo Bay, near Pott's Point; and thence towards the west and south-west by that limit line of reclamation, being curved lines, bearing generally south-westerly, to the point of commencement, and said to be in the possession of Charles Elouis, the University of Sydney, Daniel Sheehy, Charles Doyle, the Bank of New South Wales, Joseph Gould, H. C. Dangar, — Brown, S. Gattenhof, Batty and Sheehy, George Hill, Mrs. J. F. Hilly, Mrs. Leaf, and the representatives of Frederick M'Quade.

In witness whereof I have hereunto set my hand and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this 1st day of February, in the year of Our Lord 1890, and in the fifty-third year of Her Majesty's Reign.

By His Excellency's Command,
BRUCE SMITH.

GOD SAVE THE QUEEN;

That shortly after the publication of such notice of resumption the Government entered into possession of the said land and has since retained possession of the same, and has been in receipt of the rents and profits thereof.

That your petitioner, on the 1st day of May, 1890, duly gave to the Minister for Works notice of their claim, wherein they claimed the sum of £91,200 as compensation for the value of the land resumed by the Government, in the words and figures following, that is to say:—

Lands for Public Purposes Acquisition Act, 144 Vic. No. 16.
Notice of Claim and Abstract.

To the Minister for Works,—

In pursuance of the "Lands for Public Purposes Acquisition Act" and of the enactments therewith incorporated, we hereby give you notice that we claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim and other the particulars required by the said Act, are stated in the sub-joined abstract:—

Names and descriptions of parties claiming, and nature of their interests, whether tenants for life, in tail, or otherwise.—
George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, all of Sydney, gentlemen.

Situation

Situation and description of property.—Land on the eastern side of Woolloomooloo Bay, being portion of that described in *Gazette* notice of the 4th February, 1890, having a frontage to the bay of 304 feet, with a depth on one side of 141 ft. 6 in., and on the other of 274 feet.

Names of occupiers, distinguishing whether tenants at will or under lease, rent, reserved, terms, &c.—H. C. Press, weekly tenant of a portion of the said land to the north of Grantham-street, at a rental of £2 per week; and Robert Head, weekly tenant of a cottage on another portion of the said land, at a rental of 10s. per week.

Particular of claim specifying separately the amount claimed for value of property and for compensation.—£300 per foot frontage to Woolloomooloo Bay, *i.e.*, the sum of £91,200, the value of the land resumed.

Dates and other short particulars of documents of title.—Too numerous to be here specified, but comprised in the abstract sent to the Crown Solicitor.

Names of persons having the custody of documents and place or places where the same may be inspected and name of claimants' solicitor or agent.—Those comprised in the abstract of the title of the trustees of Doyle's Estate and their mortgagees in the custody of Messrs. Jones and Jones, solicitors, Elizabeth-street, Sydney, and those comprised in the abstract of the title of Messrs. George Hill and others in the custody of Messrs. Stephen, Jaques, and Stephen, solicitors, O'Connell-street, Sydney.

GEORGE HILL,
THOS. BATTY,
DANIEL SHEEHY,
E. H. BELISARIO,

Care of STEPHEN, JACQUES, AND STEPHEN, Solicitors,
O'Connell-street, Sydney.

1st May, 1890.

That on the 14th day of November, 1892, your petitioners received a notice of the valuation from the Minister for Public Works, wherein the sum of £30,362 10s. was offered to your petitioners as compensation for the resumption of their said land in the words and figures following, that is to say—

Lands for Public Purposes Acquisition Act 44 Vic. No. 16.

Notice of Valuation.

To George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, Claimant in respect of the land hereunder described, resumed under the "Lands for Public Purposes Acquisition Act."

Take notice that the land hereunder described being that in respect of the resumption whereof, under the authority of the aforesaid Act, your claim for compensation has been lodged, has been valued at the sum of £30,362 10s.

WILLIAM JOHN LYNE,
Minister for Public Works.

Dated this 14th day of November, 1892.

Here follows the above description of the land owned by your Petitioners.

That the sum of £30,362 10s. is not sufficient to compensate your Petitioners for the loss they have sustained on account of such resumption, and your Petitioners decline to accept such sum, and claim that they are entitled to recover from the said Government the sum of £91,200, together with interest thereon at the rate of £6 per centum per annum from the date of the publication of such notification of resumption.

That owing to the non-payment of the said compensation by the Government your Petitioners have been compelled to pay large sums of money for interest upon an overdraft upon the security of the deeds of the said land, and at a higher rate than that payable to them by the Government, and have otherwise suffered loss and damage on account of the resumption of the said land, and the non-payment of the said moneys.

Your Petitioners feel aggrieved by reason of the premises and of the default on the part of the Government to pay your Petitioners the amount of compensation for the loss sustained by them in respect of such resumption, and desire to sue the Government as being liable in that behalf.

Your Petitioners therefore humbly pray that your Excellency will, in accordance with the provisions of the "Claims against the Colonial Government Act," be pleased to appoint a nominal defendant to be sued for, and on behalf of the said Government in respect of the matters aforesaid. And your Petitioners will ever pray.

Sydney, 24th November, 1892.

GEORGE HILL.
DANIEL SHEEHY.
THOS. BATTY.
E. H. BELISARIO.

The Under Secretary for Public Works to Messrs. Stephen, Jaques, and Stephen.

George Hill and Others—Woolloomooloo Bay Resumptions.

Sir,

Department of Public Works, 29 November, 1892.

I am directed by the Secretary for Public Works to acknowledge the receipt of your letter of the 25th instant, enclosing a petition for the appointment of a nominal defendant in the above matter, and to inform you that the petition has been referred to the Colonial Secretary.

I have, &c.,

J. BURLING,

Under Secretary.

The Under Secretary for Public Works to R. Smith, Esq.

Dear Mr. Smith.

Department of Public Works, Sydney, 2 March, 1892.

We have not yet received the Attorney-General's written opinion on the point as to whether the cost of land is to be included in the estimated cost of any proposed public work for the purposes of the Public Works Act, I gathered from what you said that the opinion of Mr. Barton rather inclined to the inclusion of this expense in the estimate, but I now write to ask whether a definite decision has been come to on the point, as a case is now before me which shows how extremely inconvenient, not to say injurious, to the public interest, it will be if there is no way out of this decision. We are about to bring before Parliament, with a view to its being referred to the Public Works Committee, a scheme for the extension

extension of the railway to Darling Harbour, which necessitates the resumption of a quantity of land on which are carried on a number of large businesses, and if the Attorney-General's final opinion be as you have indicated to me, we shall have to estimate the value of the land required, and also compensation for the destruction of businesses which will ensue on our taking the land. In order to arrive at this, it will be necessary to inspect the books of the various companies and firms interested, and to make very delicate calculations, and it will be at once seen that it will be most injurious to the public interest to have to expose our hand at this early stage of the matter. It would, in fact, be most inopportune, and tend to make our final dealings with the parties concerned very embarrassing. I remember some time ago, when I appeared as a witness before the Public Works Committee, in connection with the offices for the Water and Sewerage Board, that one of the Members of the Committee commenced to ask me questions about the land we intended to resume, but he was at once stopped by the Chairman, Mr. Abbott, with the ruling that no question of land was before the Committee, and he would not therefore permit any question to be put to me on the subject. Perhaps you will kindly obtain the final opinion of Mr. Barton on the matter, previously putting this view of the case before him as it is becoming very urgent. I need hardly say I write with the consent of Mr. Lyne, who, as you are aware, is rather inclined to the belief that the cost of the land should be included in the estimate, but, at the same time, he is fully alive to the inconveniences which I have pointed out.

Yours faithfully,
J. BURLING.

My Dear Mr. Smith,

7 July, 1891.

I have received Mr. Thompson's valuations in connection with the land resumption, Mr. Hill, in connection with Woolloomooloo Bay. As I have not yet heard from you in relation to your report on the subject, which I left with you some few weeks ago, I hardly know how to submit the matter to the Minister. Perhaps you will kindly return me the papers with your further advice on the matter.

Yours faithfully,
J. BURLING.

Robert Smith, Esq.

The Crown Solicitor to J. B. Thompson, Esq.

Dear Sir,

Crown Solicitor's Office, Sydney, 4 August, 1892.

Re Woolloomooloo Bay resumptions, I shall be glad if you will see me as soon as possible, as arranged, and furnish me with the information required, so that some steps may be taken towards getting these valuations made.

Yours, &c.,
ERNEST A. SMITH,
Crown Solicitor.

Put by —J.B.T., 11/8/93.

The Crown Solicitor to The Under Secretary for Public Works.

Re Woolloomooloo Bay Resumptions.

Sir,

Crown Solicitor's Office, Sydney, 13 October, 1892.

In accordance with instructions, I have caused inquiries to be made with a view of arriving at a determination as to the amount that should be offered to the various claimants in respect of this resumption.

I send herewith a plan of the land resumed, showing in different colours the various ownerships.

Also enclosed are:—

1. A list showing names of owners and amounts claimed, &c.
2. Particulars of estimates obtained.

It will be noted that the land resumed, which has water frontage, is split up into seven different ownerships. Of these, in the cases of Nos. 1 and 3, edged red and brown on the plan, the amount of compensation has been settled, namely, No. 1 Challis Estate, have been paid at the rate of £172 per foot. No. 3, the trustees of Peter Lahiffe, have been offered £150 per foot, and that offer has been accepted.

The question now is, at what rate per foot should the compensation in respect of the other allotments, Nos. 2, 4, 5, 6, and 7 be assessed.

The first point to which I wish to direct special attention is this. It will be noticed that the Challis Estate block No. 1 stands by itself in this particular, that it is open to ready access to all the streets running down to Woolloomooloo Bay and the Cowper Wharf itself, and this block completely shuts off all the other blocks lying to the north of it from any such access. The only means of access to these remaining blocks, Nos. 2 to 7, is from Victoria-street along the extension of that street. This approach is on the top of a very high cliff.

Another point to which attention should be directed in comparing this property with other wharf properties in the city is the depth of water. The plan accompanying shows the surroundings that have been taken, and it is evident that a considerable amount of dredging will have to be done before ships of any considerable size can be brought alongside.

From reports which I have obtained from the persons named in the list accompanying, and from the interviews that I have with some of them, it appears to me there will be ample evidence to show that the very utmost that the Government should offer for each foot of frontage is £75. Some of the witnesses, whose opinion would carry weight in a matter of this kind, think that for the reasons mentioned, namely, the want of access and the want of depth, this property has no commercial value. Others value the frontage at from about £40 to £75, the highest valuation being £75.

In supporting this valuation of £75 per foot the Government would be met with the fact that they offered and paid to one of the claimants, P. Lahiffe, a sum calculated at the rate of £150 per foot. In my opinion this valuation was far too high, but now it is too late to withdraw, and it will have to be admitted, if any of these cases are tried on the £75 basis, that the Government in this case of Lahiffe's made a mistake.

Another

Another difficulty is the fact that on the first valuation that was made on behalf of the Government by Messrs. Richardson and Wrench, Mills, Pile, and Wilson, and Mr. Thompson jointly, the amount in Hill, Belisario, and others, case No. 2, was assessed at £58,447, that is at the rate of £175 a foot.

With regard to Mr. Thompson, it has already been explained by him that in joining in this valuation he did so against his better judgment, and, on further consideration, he thinks that £24,240 would be ample.

With regard to Messrs. Richardson and Wrench, it is very difficult to reconcile their present figures with the valuation made by them in December, 1886. At that time, when the property belonged to the late C. Doyle, now deceased, a valuation for the purpose of sale was made by Messrs. Richardson and Wrench, and the value of the whole 300 feet frontage was placed at £8,000.*

Mr. Doyle died shortly after this, and his executors for the purpose of probate, adopted this valuation, and in their affidavit, for the purposes of stamp duty, the property was put down at this figure, £8,000. The same executors have now sent in a claim against the Government for the same land, in which they value the property at £151,500.

It is advisable to draw attention to this fact as showing to what lengths claimants will go in cases of this kind. Indeed it would appear that in assessing the property for the purpose of probate duty, no valuation could be too low, while in sending in a claim against the Government, no amount, however extravagant, is considered to be too high.

With regard to Messrs. Richardson and Wrench's valuation, I have seen Mr. Greig of that firm, and asked him to explain, if he can, how he can reconcile these two valuations, viz., that of £8,000 in December, 1886, and £58,447 on the 1st February, 1890. On this point I would refer to the letter received from Mr. Greig, which I enclose.† The explanation now attempted to be given in my opinion is wholly insufficient to account for the enormous difference between the figures.

Messrs. Richardson and Wrench state that in December, 1886, "this portion of the city was almost neglected by capitalists, practically almost dormant." An activity arose in the way of demand for land there in the belief that the early future would discover for it an important and valuable use," and so on.

As a matter of fact there was an increase—a great increase in value of properties of this and other kinds, but that increase began in 1886 and rose to its height in the year 1888, and from that date the fall was as remarkable as the previous rise.

I think there will be ample evidence on this point, so that comparing January, 1887, with January, 1890, the market was rather more favourable in the earlier date than in the latter date. I enclose a copy of a joint valuation made at my request by Messrs. Hardie and Gorman, in which they assess the value at £100 a foot. This appears to be an outside value from an auctioneer's point of view, and in estimating property of this kind, I should feel more inclined to disregard evidence of that kind, and to trust more to the evidence of merchants, wharf-owners, &c.

Comparing this property with other wharf properties, especially in view of the two features referred to above, there would be ample evidence to show that £100 per foot is very excessive. For instance, Alger's wharf, which has a deep water frontage, was sold at the very height of the market in 1888, at £80 per foot, and there is no comparison between that wharf and the Woolloomooloo sites. The one has deep water frontage, so that a larger ship can come alongside, while, as already mentioned, at Woolloomooloo not only will there have to be a great deal of dredging work done in front of the wharf itself, but for a considerable distance into the bay to enable a larger ship to come alongside.

Reference should be made to this report of Mr. M'Creddie, in which it will be seen that he values this frontage at £208 a foot and £175 a foot. To support these figures Mr. M'Creddie has given in detail a scheme by which it is attempted to show that a fair return for the outlay could be expected.

Dealing with the 250 feet portion of Block No. 2 on plan, Hill, Belisario, and others, the first block north of Challis Estate, it will be seen that Mr. M'Creddie contemplates a total expenditure on this small block of £91,500. This is to include the cost of dredging, £1,000 little enough, and the erection of two jetties, six stores and lifts. The scheme is that the goods are to be taken by lifts to the top of the cliff, and thence I suppose carted to the city along Victoria-street and down the William-street hill. I do not propose to discuss seriously the feasibility of such a scheme. It is very difficult to understand how anyone who had been to visit the place, and who has a most ordinary knowledge of things of this kind could put forward such a proposition.

The late Acting Crown Solicitor, Mr. Robert Smith, left with the papers a memorandum dealing with this report of Mr. M'Creddie's, and pointing out the many absurdities involved. As already mentioned, I do not think it necessary to deal with this in detail, but this memorandum will be very useful for the purposes of cross-examination, in case of any attempt being made by any one of the claimants to substantiate his claim to compensation on any such grounds as those put forward in this report.

On the whole, therefore, and in view of the evidence that can be obtained, I would recommend that the Government should base their valuation on not more than £75 a foot.

It should be mentioned that in the case of J. A. Brown, an offer was made of £125 per foot for his small portion, 15 feet. This offer was not accepted, and I think it should be at once withdrawn, and an amended offer sent in to him at £75 a foot, with such addition as may be necessary to cover his improvements.

With regard to George Hill, No. 6, it should be borne in mind that he has still to make out his title to the 130 feet frontage, and no offer should be made until this is done.

If the offers are made on a valuation calculated on this basis, namely, £75 per foot, I think, from the evidence at present before me, the Government will be able to make out a very strong case in resisting any claim for an amount above that sum. I return all the papers herewith.

I have, &c.,
ERNEST A. SMITH,
Crown Solicitor.

Submitted.—J.B., 18/10/92.

This matter is submitted by the Secretary for Public Works to the Cabinet, and after considerable discussion, it was decided to offer £100 per foot for the land belonging to Hill & Co., valued at £58,447—total; or £175 per foot.—G.R.D., 24/10/92.

Make the above offer—and withdraw offer to Brown.—W.J.L., 24/10/92. See letter to Crown Solicitor.—J.B., 24/10/92.

LAND

* See page 9.

† This document is not on the file.

LAND FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VICTORIA, No. 16.

To James Aitchison Brown, Esq., claimant in respect of land hereunder described resumed under the Lands for Public Purposes Acquisition Act.

You are hereby informed that the Notice of Valuation addressed to you, and dated the fifth day of March, one thousand eight hundred and ninety-one, wherein you were notified that the land therein, and hereunder described, being that in respect of the resumption whereof, under the authority of the said Act, your claim for compensation had been lodged, had been valued at the sum of one thousand eight hundred and seventy-five pounds is hereby withdrawn, no agreement having been come to between you and the Minister for Works in respect thereof.

Dated this seventh day of November, 1892.

WILLIAM JOHN LYNE,
Minister for Works.

Description of land referred to.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, and Colony of New South Wales, being the whole of the lands comprised in indenture dated July 24th, 1872, registered No. 334, book 131, and in certificate of title, registered volume 146, folio 134.

Original served on Mrs. J. A. Brown, of 79 Victoria-street, North Darlinghurst.—E.R.Y., 8/11/92.

The Under Secretary for Public Works to George Hill and Others.

Gentlemen, Department of Public Works, Valuation Branch, Sydney, 12 November, 1892.

With reference to the notice of valuation, dated 7th November, 1892, for the sum of £30,362 10s., being in respect of the resumption whereof, under the Lands for Public Purposes Acquisition Act, 44 Victoria, No. 16, your claim for compensation has been lodged, I have the honor to inform you that owing to a clerical error the description attached to that notice of valuation did not embrace the whole of the land resumed from you, for which your claim was lodged, and for which the above sum was offered as compensation.

I now forward a similar notice of valuation with corrected description thereon, in lieu of that previously served.

Please, therefore, consider the former notice withdrawn, and the notice now served with this letter, substituted in place of the notice so withdrawn.

I have, &c.,
J. BURLING,
Under Secretary.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT, 44 VIC., No. 16.

Notice of Valuation.

To George Hill, Thomas Batty, Daniel Sheehy, Edward Henry Belisario, claimants in respect of the land hereunder described, resumed under the Lands for Public Purposes Acquisition Act.

TAKE notice that the land hereunder described, being that in respect of the resumption whereof under the authority of the aforesaid Act your claim for compensation has been lodged, has been valued at the sum of £30,362 10s. (thirty thousand three hundred and sixty-two pounds ten shillings).

Dated this fourteenth day of November, 1892.

WILLIAM JOHN LYNE,
Minister for Public Works.

Description of land or damage in respect of which claim has been made.

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, Colony of New South Wales: And commencing at a point on the western side of Victoria-street at its intersection with the northern side of a lane 16½ feet wide leading to Woolloomooloo Bay; and bounded on the east by first-named street, bearing northerly 50 feet; on the north by a line bearing south 67 degrees west 100 feet more or less to Woolloomooloo Bay; on the west by that bay bearing southerly to the abovenamed lane; and on the south by that lane bearing north 67 degrees east 83 feet more or less to the point of commencement,—and being lot 13 of the Granthamville Estate, and also the reclamation frontage to this land comprised within certificate of title, registered volume 47, folio 83.

Also, all that piece or parcel of land situate at Woolloomooloo, in the parish, county, and Colony aforesaid, being allotment number 9, as shown on the map or plan of the Granthamville Estate: Commencing at a marked rock at high water-mark in the south-west corner of allotment number 10; and bounded on the north by that allotment, being a line bearing easterly 130 feet to a reserved road 30 feet wide; on the east by that reserved road, and having a frontage thereto of 30 feet; on the south by a portion of the present line of fence forming the southern boundary of the Granthamville Estate,—being a line bearing westerly 160 feet to a marked rock at high water-mark in Woolloomooloo Bay; and on the west by the waters of Woolloomooloo Bay.

Also, all that piece or parcel of land situate, being, and lying in the parish, county, and Colony aforesaid: And commencing at a point on the western side of Victoria-street 119 feet southerly from a lane leading to Woolloomooloo Bay, and bounded on the north by a line bearing south 67 degrees west 92 feet more or less to Woolloomooloo Bay; on the west by that Bay southerly to the northern boundary of Yates' land; on the south by that land, being a line bearing north 67 degrees east 130 feet more or less to Victoria-street; and on the east by last-named street bearing north 2 degrees 30 minutes west, 55 feet to the commencing point,—and being lots 10 and 11 of the Granthamville allotments.

Also, all that piece or parcel of land situate and being in the parish, county, and Colony aforesaid: And commencing at a point being the intersection of the southern side of a lane 12 feet wide with the western side of Victoria-street; bounded on the east by Victoria-street bearing south 2½ degrees east 119 feet; on the south by a line bearing south 67 degrees west 92 feet to high water-mark in Woolloomooloo Bay; on the west by the said high water-mark bearing northerly to the southern side of first-mentioned land; and on the north by said lane bearing north 67 degrees east 83 feet to the point of commencement,—and being allotment number 12 of the Granthamville allotments, and also the reclamation frontage to the three parcels of land lastly described, comprised within Crown Grants, registered volume 665, folio 62, and volume 229, folio 90, respectively.

F.G.R.

Original served on Mr. Consett Stephen, of Messrs. Stephen, Jaques, and Stephen, solicitor, O'Connell-street, 14/11/92.—E.R.Y.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 29 October, 1892.

I have the honor to return herewith the papers relating to the claims of George Hill alone and to two claims of Messrs. George Hill, Thos. Batty, Daniel Sheehy, and E. H. Belisario in respect of land at Woolloomooloo Bay, resumed for wharfage purposes, which were only handed to me yesterday to prepare notices of valuation to be served on the claimants.

It will be seen that the Land Valuer in his minute of 25th instant, has dealt with the two claims of Hill and others, Nos. 2 and 5 on the plan. But it does not appear that the valuation of £100 per foot includes any buildings or improvements which were on the land at the date of resumption. If it is intended that that sum is to cover not only the value of the land, but also of any improvements thereon, it should be so stated.

If it is not intended to include the value of the improvements in that figure particulars of the improvements should be given and their value stated.

I am not instructed as to the offer to be made to Mr. George Hill in respect of the land owned by him alone, and coloured yellow, and No. 6 on the plan with the papers.

If you will cause the necessary information to be furnished to me I will have the notices of valuation prepared without delay.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

No instructions were given to make an offer in either of the cases, viz., Hill, Belisario, Batty, and Sheehy—claim, £33,650—or George Hill claim, £25,080—nor was Mr. Thompson instructed to make any valuation in these cases.—W.J.L., 31/10/92.

I find a mistake has arisen from the fact of my not having in my letter of the 24th instant given the full text of the Minister's minute, which was as follows:—"This matter is submitted by the Secretary for Public Works for the Cabinet, and after considerable discussion it was decided to offer £100 per foot for the land belonging to Hill & Co., valued at £58,447—total; or £175 per foot." Mr. Thompson has now run out the total sum according to the amount per foot approved by the Cabinet in the particular case referred to, and the amount is £30,100. The sum of £100 per foot is to be taken to include buildings on the land, allowance for forced sale, &c.—J.B., B.C., 31/10/92. Crown Solicitor.

The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 1 November, 1892.

I have the honor to return herewith the papers referring to the claims of Mr. George Hill, and Messrs. Hill, Belisario, Batty, and Sheehy (2), and as now instructed I have prepared a form of Notice of Valuation for service on Messrs. Hill & Co., in respect of their claim for portion marked "2" on the plan.

The notice, of course, should be prepared in duplicate, signed by the Minister, and one copy served on the claimants and the other copy retained, with notice of service endorsed.

Proper descriptions of the two portions of land to which the notice refers should be inserted therein.

The total frontage, according to the plan, is 301 feet; but it will be observed that the claimants in their notice of claim state that the land has a frontage of 304 feet. Probably this is an error.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Prepare at once; very urgent.—J.B., 2/11/92. Mr. Rae for description.—A.B., 3/11/92. Notice of valuation herewith.—A.B. (*per* Land Valuer), 4/11/92. U.S., Works.

Stephen, Jaques, and Stephen to The Secretary for Public Works.

George Hill and Others to the Queen—Woolloomooloo Bay Resumption.

Sir,

12 and 14 O'Connell-street, Sydney, 11 November, 1892.

Referring to our interview with you this morning, in connection with this matter, in which it was pointed out and admitted that the notice of valuation did not comprise the whole of the land resumed, lot 12 having been inadvertently omitted, we have the honor to request that an official notification of the fact, and an amended notice of valuation, may be sent us.

We have, &c.,

STEPHEN, JAQUES, AND STEPHEN.

Stephen, Jaques, and Stephen to The Secretary for Public Works.

George Hill and Others—Woolloomooloo Bay Resumption.

Sir,

Sydney, 12 and 14 O'Connell-street, 25 November, 1892.

We have the honor to acknowledge the receipt of your letter of the 12th instant, forwarding the notice of valuation in this matter.

The claimants are unwilling to accept the amount of compensation offered, and are desirous of having a nominal defendant appointed, with the object of bringing an action against the Government for the recovery of damages.

We beg to enclose a petition for that purpose, signed by the claimants, and to request that the matter be brought before the Executive Council at the earliest convenient opportunity.

We have, &c.,

STEPHEN, JAQUES, AND STEPHEN.

B.C., Principal Under Secretary.—J.B., 29/11/92. For necessary minute.—C.W., 29/11/92. Minute herewith.—U.S., Public Works, 29/11/92. Stephen, Jaques, and Stephen, 29/11/92. The Crown Solicitor to see.—J.B., 2/12/92.

The Principal Under Secretary to The Under Secretary for Public Works.

Sir,

Colonial Secretary's Office, Sydney, 29 November, 1892.

I am directed by the Colonial Secretary to state that it is proposed to appoint the Honorable William John Lyne, Esquire, M.P., Secretary for Public Works, to be the nominal defendant in the matter of a claim preferred by Messrs. George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, against the Government, and that a notice to this effect will be duly published in the *Government Gazette*, when a further communication will be made to you.

I have, &c.,

CRITCHETT WALKER,

Principal Under Secretary.

The Principal Under Secretary to The Under Secretary for Public Works.

Sir,

Colonial Secretary's Office, Sydney, 16 December, 1892.

I am directed by the Colonial Secretary to inform you that His Excellency the Governor, with the advice of the Executive Council, has been pleased to appoint, by notification in this day's *Government Gazette*, in conformity with the provisions of the second section of the "Claims against the Colonial Government Act," the Honorable William John Lyne, Esquire, M.P., Secretary for Public Works, to be the nominal defendant in the matter of the Petition presented by Messrs. Stephen, Jaques, and Stephen, on the part of Messrs. George Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Belisario, as to a certain claim or demand which they deem themselves to have against the Government.

I have, &c.,

CRITCHETT WALKER,

Principal Under Secretary.

Papers forwarded herewith. The Crown Solicitor for information.—J.B., 19/12/92.

The Crown Solicitor to The Under Secretary for Public Works.

Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 23 May, 1893.

As this case is down for trial, and may be reached about the 12th June, I have the honor to request that you will return to this office the plan of the Woolloomooloo resumptions, and all papers, reports, and valuations in the Land Valuer's office relating to this matter. At the same time, please send me a few lithographs, with the area and distance shown, as was done in Brown's case. If you do this I will see Messrs. Gorman, Pile, and W. Thompson again, and get detailed valuations from them.

I would again impress upon you the advisability of erecting a fence along the southern boundary of the Challis block, so as to emphasise the fact that the allotments nearer Potts' Point have no outlet to town but by Victoria-street. It need not be a paling fence, to cause foot passengers to complain. It will be enough if it blocks horses and carts.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

The Land Valuer.—D.C.McL. (for U.S.), B.C., 25/5/93. Urgent. Done. Put by.—J.B.T., 11/8/93.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay—Claim of George Hill (alone).

Sir,

Crown Solicitor's Office, Sydney, 30 May, 1893.

I have the honor to return herewith the papers in connection with this matter, and to state that since my report of May, 1890, on the notice of claim sent in, I have received a communication from Mr. Hourigan (acting on Mr. Hill's behalf, in which he states that with regard to the land between the high water-mark and the limit line of reclamation—as to which I reported no title had been shown—that an application to reclaim the land in question was made many years ago by the late Mr. Hilly, and that he (Mr. Hourigan) was informed that on some of the old maps it is incorrectly noted that such application had lapsed; that although the land was conveyed to his client by certain metes and bounds which did not, in absolute description, cover the land so reclaimed, nevertheless buildings were erected upon such land by the vendors a considerable time before the said purchase, and his client was put in possession of them; that moreover, under the general words in the conveyance, it must be taken that all the fruits, incidents, and accessories relating to the land in question (both at law and in equity) passed to his client; that on investigating this matter it was ascertained that in June, 1878, the right to reclaim was formally admitted, and the late Mr. Hilly was informed that the purchase money in respect of that land should be paid into the Treasury within a month from that date; that the money was accordingly paid into the Treasury on the 24th July, 1878, but it would appear that no further steps were taken in regard to the issue of the grant; that in 1891 application was made to the Minister calling on him to issue the said grant, and on the 3rd October last the Under Secretary wrote a letter stating that on proof of title to adjoining freehold action would be taken with a view to the issue of the grant.

I think that if the statements contained in Mr. Hourigan's communication are correct, as to which inquiries should be made both at the Lands Department and at the Treasury, there can be no doubt that the late Mr. Hilly was entitled to a deed of grant in respect of the reclaimed land, and such right would, I think, have passed to the purchasers from him, and would apparently have been vested in Mr. Hill at the date of resumption.

Should it appear that Mr. Hill was entitled to the grant, I think a revaluation should be made on the assumption that he was so entitled—that is, that he was entitled to the land lying between the lane in continuation of Victoria-street and the limit line of reclamation fronting Woolloomooloo Bay.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

The

The Land Valuer.—J.B., B.C., 6/6/93. Immediate. Will the Under Secretary for Lands kindly make a special matter of this, which he will see is one of great urgency.—J.B., 7/6/93. Special. Mr. Boyle.—8/6/93. Urgent. Ask Crown Solicitor to return the papers.—8/6/93. Crown Solicitor asked for return of papers 91-9,165, as requested.—8/6/93. End of week. Papers now herewith.—A.S.D., 12/6/93. Mr. Bronsdon. Mr. Boyle, 12/6/93. A reminder should, perhaps, be sent.—10/7/93. Mr. Bronsdon. Done.—10/7/93.

The purchase-money was paid in Hilly's case (please see particulars on 91-9,165 enclosed), and it was approved that a deed of grant would issue provided both was shown to the Crown Solicitor and the reclamation is satisfactorily completed. Perhaps these papers should now be referred to the Works Department.—10/7/93.

Submitted for approval of the course suggested above.—A.B., 10/7/93. C.H.C., 25/7/93. The Under Secretary for Public Works.—A.B. (*pro* U.S.), B.C. Lands, 25/7/93. The Land Valuer, as to the other information needed.—J.B., B.C., 26/7/93. I have ascertained that the purchase-money for 1 rood 9 perches was paid into the Treasury 24/7/78.—J.B.T., 2/8/93. U.S. Works. Shall the land be revalued?—J.B., 2/8/93. Yes; let Mr. Kirkpatrick value.—W.J.L., 2/8/93. B.C., Mr. Kirkpatrick.—J.B., 4/8/93.

Mr. J. H. Kirkpatrick to The Under Secretary for Public Works.

Woolloomooloo Bay Resumptions—Claim of Mr. George Hill and Others.

Sir, Department of Public Works, Valuation Branch, Sydney, 20 September, 1893.

In accordance with instructions received from your Department, I have inspected certain land resumed at Woolloomooloo Bay shown on accompanying tracing* to have a frontage of 123 ft. 6 in. to the waters of the bay, with an average depth of about 180 feet to Victoria-street, and a lane forming a continuation of that street, to which the land has a frontage of about 87 feet.

The buildings on the land consist of a 10-roomed house with the necessary out-offices. The house is in good tenable condition, and occupied. There are also some large wooden-sheds used for boat building purposes.

I estimate the value of the buildings as they stand at a total sum of £1,150.

The value of the property consists in its having a water frontage to Woolloomooloo Bay which I estimate at £110 per foot exclusive of buildings, the total value of which I make up as follows:—

	£	s.	d.
To 123-ft. 6-in. water frontage at £110 per foot	13,585	0	0
Buildings	1,150	0	0
Forced sale at 10 per cent.	1,473	10	0
Total	£16,208	10	0

In making up the valuation I have been careful to ascertain the prices paid for land in the locality where this property is situated, at or about the date of resumption, and have assessed the value here set down in accordance therewith.

I have, &c.,

J. H. KIRKPATRICK.

Mr. J. H. Kirkpatrick to The Under Secretary for Public Works.

Woolloomooloo Bay Resumption—Claim of Mr. George Hill and Others.

Sir, Department of Public Works, Valuation Branch, Sydney, 20 September, 1893.

Having, under instructions from your Department, made up and sent in valuations of two portions of land with frontages of 112 feet and 123 ft. 6 in. respectively to the waters of Woolloomooloo Bay, resumed from the above mentioned owners, and having sent in my valuation of the above portions of land as separate blocks and belonging to different owners, I am now requested to make up the value of the property as one consolidated block.

In compliance therewith, I find the property has a frontage of 235 ft. 6 in. to the waters of Woolloomooloo Bay by an average depth of 109 feet to Victoria-street, and a lane which forms a continuation of that street. The land has a frontage to the street and lane mentioned of about 122 feet.

In making up the valuation I have taken into consideration, and been guided by, the prices paid for land having similar facilities of water frontage as possessed by this land. I also attach greater value at per foot in proportion to the length of the water frontage, and, therefore, allow a higher rate for a long length of water frontage of 235 feet than for length of 112 or 123 feet.

I estimate the value of the land in one block having a frontage of 235 ft. 6 in. to the waters of Woolloomooloo Bay at £131 per foot frontage, exclusive of the buildings, the total value of which I make up as follows:—

	£	s.	d.
To 235 ft. 6 in. water frontage at £131 per foot	30,850	10	0
Buildings and sheds	1,200	0	0
Forced sale at 10 per cent.	3,205	2	0
Total	£35,255	12	0

In making up the value of this property I consider I have allowed a liberal price for the land as a water frontage, and also for the buildings thereon.

I have, &c.,

J. H. KIRKPATRICK.

The Crown Solicitor to The Under Secretary for Public Works.

Hill and Others v. Lyne.

Sir,

Crown Solicitor's Office, 30 May, 1893.

I have the honor to request that you will furnish me with the name of the officer who took the soundings off the eastern shore of Woolloomooloo Bay in July, 1890. It may be necessary to give evidence on this head at the trial.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Mr.

Mr. Darley.—D.C.McL. (for U.S.), B.C., 31/5/93. Urgent. Mr. Tillett, please say.—J.H.N. P., 31/5/93. The soundings were taken by Mr. Gerald Halligan.—G. A. TILLETT, 31/5/93. Forwarded for Crown Solicitor's information.—C.W.D., 31/5/93. The Under Secretary, Public Works. The Crown Solicitor.—J.B., B.C., 2/6/93.

I enclose subpoena for Mr. Halligan. Please say where he is at present, and whether he can attend the trial on Monday or Tuesday next. I should like him to be prepared to give a rough estimate of the probable cost of dredging, so as to get a sufficient depth of water before Hill & Co.'s property to accommodate large vessels.—ERNEST A. SMITH, Crown Solicitor, B.C., 7/6/93. Under Secretary, Works.

Mr. Darley.—D.C.McL. (for U.S.), B.C., 7/6/93. Very urgent. Let Mr. Halligan attend to these instructions.—C.D., 8/6/93. Mr. Tillett. Mr. Halligan.—G. A. TILLETT, 8/6/93. Subpœna received.—H.H., 8/6/93.

The Crown Solicitor to The Under Secretary for Public Works.

Woolloomooloo Resumptions—Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 1 June, 1893.

I have the honor to inform you that in connection with this case reference is continually being made to the value and rentals of well known wharfs in other parts of the harbour, and at the trial (about the end of next week) this subject and the comparison of wharf properties will be repeatedly entered upon. I think, therefore, it would be of great service to the Crown case if Captain Jackson were to make inquiries and compile a statement showing as fully as possible all the dealings with Dibbs', Moore's, Algers', Dalton's, and other large wharfs during recent years, as also the annual returns obtained therefrom. If he would add a note as to what persons can give evidence of the sales, &c., they may be subpoenaed, if need be, later on.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

Submitted for approval.—J.B., 2/6/93. Approved.—W.J.L., 3/6/93. Will the Under Secretary for Finance and Trade kindly give the necessary instructions to Captain Jackson.—J.B., 5/6/93. Urgent. Captain Jackson.—F.K., 6/6/93.

The Under Secretary for Finance and Trade.—The only way to obtain reliable information *re* the dealings with the within wharf properties, together with the annual rental from same, would be from the owners, lessees, or managers of same; but it is not likely that they would furnish me with this information. I would most respectfully suggest that the parties concerned be subpoenaed and examined upon oath. Herewith list of owners, lessees, or managers:—Dibbs' Wharf—Gibbs, Bright, & Co., owners; manager, W. R. Benson. Moore's Wharf—Baldwin, Johnston, & Co., owners; lessees, Sydney Stevedoring and Wool-dumping Co.; manager, W. R. Benson. Alger's Wharf—Saywell & Co., owners; lessees, Hoffnung & Co.; manager, W. R. Benson. Dalton's Wharf—Dalton Bros., owners.—J.J., 8/6/93.

The papers are now to be returned to the Department of Public Works.—F.K., 9/6/93. Approved.—J.S., 12/6/93.

The Crown Solicitor to The Under Secretary for Public Works.

Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 12 June, 1893.

I have the honor to request that you will let me have a reply to my letter of 1st instant, with the information respecting certain wharfs asked for therein. The case is now proceeding. I should like to know to-day also the result of your officer's inspection, with a view to deciding whether jetties would be likely to be permitted.

Mr. Halligan was to give an estimate of cost of dredging, and sent to me for a copy of Mr. Charlton's report thereon, but there is no such document with the papers. I see that the Superintendent of Dredges, in giving evidence before the Public Works Committee, stated that the cost of dredging and removing the silt to 3 miles out to sea to be 9½d. per ton.

Please give these matters immediate attention.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

Mr. Darley.—D.C.McL. (for U.S.), B.C., 12/6/93. This was supplied to the Crown Solicitor; see papers 93-5,129, sent this morning for Engineer-in-Chief.—G. A. TILLETT, 2/6/93. As instructed, Mr. Halligan has seen the Crown Solicitor, and arranged to give evidence on the cost of dredging, &c., as required for Engineer-in-Chief.—G. A. TILLETT, 12/6/93. The Under Secretary, Public Works. The Crown Solicitor.—J.B., B.C., 12/6/93.

Report of action—Hill and Others v. Minister for Public Works.

SUPREME COURT—TUESDAY, 20TH JUNE, 1893—No. 2 JURY COURT.

(BEFORE THE CHIEF JUSTICE AND A JURY OF FOUR).

Hill and Others v. Minister for Works.

HIS HONOR said: This is a suit brought by the plaintiff to recover from the Government compensation for certain land which has been resumed by an Act of Parliament which is in force in this Colony. It appears that the plaintiffs sent in a claim amounting to something like £90,000, and it also appears that the Government made an offer of £100 per foot, or, in other words, £30,000 some odd hundred pounds—it is not necessary to give the exact amount—so that there is that difference between them; but you are not bound by the £30,000 in any way. You have the whole matter at large, and it is for you to determine, and for you to say, what the value of this land was in 1890. If you think it is under £30,000 you

are

are bound to find under that amount. If you think that the land is worth only £20 or £30 per foot it is for you to say so. You say that, and you are not bound by the offer of the Government. The Government may have been very much mistaken in their estimate of £30,000, and you may think so. If so, you are bound to say that that is so. You may, on the other hand, think that the offer was too much. If so, you may say so, but you cannot give more than the plaintiffs have claimed. The whole matter is at large, and upon you rests the entire responsibility of saying what this land is worth. We have heard something in the course of this case about liberal offers, and we have also heard something about 10 per cent. being added to the price of land resumed by the Government under the Act in accordance with the provisions of which this land was taken. The Act does not use the word "liberal," but simply the word "value." The Minister, under the Act, is bound to have a valuation of the land made, and after that he is bound to offer that valuation to the parties, and it is for the jury to say whether that amount was too much or too little. We can well understand that where a man's home is taken away from him—the house he possesses—it may be of sentimental interest to him or it may be of real value to him, and in such a case a jury would be properly instructed by a Judge that they are at liberty to take what is a liberal value of the property, and give the owner compensation from a liberal point of view. But often all that is only telling the jury to take the value of the land, because the value of the land includes these different matters. Where the Government took away a man's homestead, where, perhaps, he has himself been born, where his children have been born, and where he hopes to die and leave his children in possession after him, you can well understand that, included in the mere average value of the land, is another value, which the jury are entitled to take into consideration. But the question is—does that hold good in respect to this land? Here is a case where Sheehy rented some land, and, on the evidence, he also rented some land which belonged to the Challis Estate. He paid Challis or the trustees 30s. per week, and he occupied the land both for boat-building purposes and he also put up some machinery. What the value of that machinery was we do not know. It may have been worthless, but that we do not know. However, we heard that some machinery was put up, and that boats were built there, and that a small steamer had been hauled up there and repaired. Of late years there appears to have been a partnership, and these waterside properties were used in connection with contracts for the making of wharfs. The plaintiffs had large contracts in relation to Garden Island, and were also engaged in erecting some important wharfs in the city. I think they erected Cowper Wharf and another wharf, and were engaged in other contracts. In conducting this business, they necessarily had a large quantity of land, and no doubt a large quantity of material, and it would appear that they used this land as a store-place for the plant which they used in their contracts, and the necessary material to carry out those contracts. That went on for a time, that is so far as Sheehy and Battey are concerned. How the other plaintiffs (Belisario and Hill) came into the business we do not know. They were not wharf contractors or boat-builders, and they apparently had not an interest in the land in the same way as Sheehy and Battey, but simply came in as land speculators. Well, seeing the nature of this land, and the purpose to which it was put, can any sentimental value be put upon it, as in the case of garden land or a homestead? You have to say whether it in any way approaches that sort of thing, and whether you have not merely to say what is its commercial value for the purposes for which it could be used, whether for dumping wool or storing timber upon it. Sheehy and Battey have nothing to claim but the commercial value of the land, and as for the others, they are not justified in claiming any sentimental value. That appears to me to be a fair way of looking at it. Do not give them one penny too much or too little, but once you ascertain its fair commercial value, give them that, and nothing more. Having said so much upon the principle which is to guide you in determining a matter of this sort, there now comes another matter, which, however, you are not called upon to decide, and it is not necessary that you should, seeing that it is a matter of law. It was argued on the part of the Crown—and I do not think improperly argued, because it is their duty to see that the matter is placed before you so that you can value the land fairly, and that the Judge will instruct you properly upon matters of law—the Crown, I say, have argued that you must value the land as having no practicable water frontage, because there is only 2 or 3 feet at low water. That point was properly taken, but, at the same time, I do not hold with it. I think it is not sustainable, and I ruled against the Crown, and therefore you will be good enough, when you come to consider the value of the whole land, not to value it as the Crown say you are to value it, merely as having only 2 or 3 feet at low water. Although that might be so, still it remained a wharf, and therefore you ought not, in determining the value of this land, to value it as if this difficulty could not be removed. You should value it as if you knew it could be removed, for we know it can be removed, and deepened to the same depth as Cowper Wharf, namely, some 20 feet; and in dealing with the matter you must take into consideration that it can be made into a good wharf property by the expenditure of a certain sum of money. Of course, you must take that expenditure into consideration, and you must not take it as if there was a depth of 20 feet at the present moment, but the sum it would cost to make it 20 feet deep, and you must put that as against the present value of the land; but, in favour of the owners of the land, you must assume that that can be done. You must assume that as soon as this is deepened it would be worth (say) £100 per foot, and that it would cost £6,000 to deepen. I do not say that that is the sum. I think it was said to be £3,000, and, therefore, if you valued the land at £100 per foot, you will have to take off £3,000, which is said to be the cost of the deepening. Before you can use the wharf in a practical way it must be deepened, and therefore you must ascertain the cost of doing that, and take that amount off your valuation; but you are to value the property as if, in the hands of the plaintiffs, it could be made a valuable wharf. I need not to you, gentlemen, go into the reasons which induced me to come to that conclusion which I did yesterday. It is unnecessary that I should do so, and as it involves legal considerations, it would be useless for me to do so, but I tell you you must value the property as if the plaintiffs to-morrow, if the property had remained in their hands, might send dredges there for the purpose of deepening the water frontage. The expenditure for that you must take off your valuation. Having now shown you the principle upon which this land should be valued, namely, that you must give nothing more than the commercial value, whatever that may be; and secondly, that you ought to value the land in favour of the plaintiffs as if it was capable in their hands of being made into deep water frontage, let us now consider the evidence brought before the Court as to the value of the property. Well, two of the plaintiffs—Sheehy and Battey—have been called, and from Sheehy's evidence it appears that he commenced purchasing this land in May, 1887. Looking at the first purchase the names of Messrs. Hill and Belisario do not appear at all. In the first deed it is Sheehy and Battey only, and it would appear that they paid a sum of

of £500 on the 4th May, 1887. It would appear that previous to this the owner of the property—Doyle—died, and the property was divided among a number of persons; I suppose his children and other relatives. He seems to have left a will, and there were two executors. More than a year after that, namely, on the 3rd July, 1888, another purchase was made for £600, that is, £1,100 for that one-sixth, and then on the 12th June, 1888, another one-sixth was bought for £1,200, and in the same month another one-sixth was bought for £3,500. Then a year elapses, and they then own the three undivided sixths. On 29th August, 1889, Hill and Belisario come in, and two-sixths are bought, and for these two sixths, or at least the consideration named in the deed, was £5,000, and, curiously enough, about a fortnight afterwards, namely, on the 12th of September, 1889, the same figures—£5,000—were contained in a deed which conveyed only one-sixth of the land. It is very hard to understand how these gentlemen gave £2,500 for one-sixth a fortnight before and exactly double a fortnight afterwards. However, that was what appeared in these deeds. After paying some small charges, cheques and so forth on the property, and taking these deeds to be correct, which you are at present bound to do, the total amount, covering costs and everything given by the plaintiffs, was £22,649. Having got this property for that amount they now send in a claim to the Government for £90,000. They are perfectly entitled to do that, and they are entitled to ask as much as they think they can obtain for the property. It was the vendor's interest to get as much as they could, and at the same time it was the business of the Minister, acting on behalf of the public, to get it as cheaply as he could. There is no dishonesty in that. It was thought at one time that some imputation was cast upon Mr. Knox for asking the Government a large sum of money for the Challis Estate, of which he was trustee on behalf of the University. It was his bounden duty to get as much as he possibly could for the property, whether from the Government or an individual. It was his duty to get as much for it on behalf of the University, for which body he was trustee. It was also the duty of the Government, standing in the position of trustee for the public, not to pay the sum unless they found, acting upon the advice of those competent to judge, that the property was of the value asked. However, £30,000 odd being the sum which the Government placed upon the property as its value the plaintiffs sent in a claim for £90,000. Then the plaintiffs come into the box to support their claim, and they say that this property is worth £300 per foot. Sheehy and Belisario place that value before you, but no other witnesses on behalf of the plaintiffs have approached those figures. The highest price next to that of Sheehy and Belisario was Mr. Henderson, who gave the value as £200 per foot. Bayle and Wilson, who were called by the plaintiffs, said it was worth £200 all round, and other witnesses speak of it as being worth less. Mr. Gregg gives the value at £175; Mr. Mills, £165 all round. Mr. M'Creddie, who made this plan, and who went into a very elaborate calculation of what you may think a very impossible claim, and upon whose evidence not much reliance can be placed, on the ground, not that he is not speaking the truth, but that what he puts forward is incredible. Mr. M'Creddie values the large piece at £280 and the smaller piece at £175 per foot, and he bases this value on the assumption that large buildings, costing large sums of money, will be erected; that an approach to the wharf property would be made, and that two jetties would be run out into the harbour. If that were done—and it might not be allowed by the authorities—he bases upon the expenditure which he speaks of a rental of £8,400 a year. That rental, I think you will say, all the evidence in the case tends to contradict. Mr. M'Creddie says that if all this money was expended upon it—some £30,000—including the purchase of land, then a tenant would be obtained who would give a rental of £8,400 a year, and that on that basis the land would be worth £208 per foot for the larger piece and £175 for the smaller piece. Now, first of all you have to imagine that a person would spend all this money upon the land, as for 1890, and then you must find a tenant to come forward and give that enormous rental for it. A good deal has been said as to Russell's Wharf and the amount which has been given for it, but we know that the rental which was paid by Mr. Findlay for Russell's Wharf was £1,750. Russell's Wharf and Town's Wharf had been compared together to some extent. Russell's Wharf was not so convenient in some respects, because you have to go through this bridge at this side angle, but if you compare the rent paid for that with the rent suggested by Mr. M'Creddie for the property now in question you may say that the latter was entirely incredible. However, you have before you these different figures, ranging from £35 to £300, and it is very important to consider who these persons are, their means of knowledge, and what reliance can be placed upon their valuations. Before I deal with them again, let us look at the values given by the defendants' witnesses, their means of knowledge, and who they are. Take Mr. Gorman, an old and experienced land valuer, and he says that the land is worth £100 per foot. Then we have Mr. Willis and Mr. Findlay, who value the land at from £35 to £40. Mr. Knox values the land at £50 per foot. Lenehan about £50, Mr. Pile £70 and £50, the first price being for the large piece and the second for the small. Mr. Sievers, auctioneer and land valuer, values the land at £85 per foot, Mr. Kethel £80, and Mr. Jackson £65 and £50, the first amount for the larger piece and the second for the smaller; so that you see the amounts range from £35 or £40 by Messrs. Willis and Findlay up to £100 by Mr. Gorman, who is the highest on the part of the Government. Having valued the property in that way, and seeing that there is a great difference in the values, let us consider the class of classifiers. Let us consider who they are, and their means of knowledge. It had been said by the learned counsel for plaintiffs that many of these persons were only wharfowners or connected with wharfs, and that their evidence for that reason ought not to bear entirely the same weight as that of valuers and auctioneers who are conversant in dealing in land. Well now, gentlemen, I put it to you that men who are carrying on a particular trade, no matter what that trade may be, are they not more likely to know the value of property or premises suitable to their own particular trade than auctioneers, and land agents, and professional valuers, who, as far as we can see in this case, and for that matter in other cases too, are simply guided by sales which have taken place in the locality at or after the particular time when they were called upon to make a valuation? Who would be more likely, for instance, to know the value of a place for a haberdashery business than a haberdasher? Who would know better what they could offer for a property suitable for that particular trade? He would be more likely to know what would be the turnover in each year and the interest on the money expended, if he was going to buy the land, and the amount he would be justified in offering for it. Take any business, no matter what it is, is not that a fair way of taking it? Is it not more likely that a tradesman, a man carrying on business whatever it may be, would know the value to him of particular premises from the locality in which they were situated, the side of the street they were on, and the kind of street—say George-street, for instance—better than some auctioneer or land valuer who may have been obtaining

some fancy prices under the influence of a land boom, and who comes here and gives the result to the jury as the market price? Is not a person who is carrying on a trade more likely to be correct than a land valuer or auctioneer, both being desirous of giving the best.

A JURYMEN: In regard to Mr. Gorman's valuation—

THE CHIEF JUSTICE: His valuation is £100.

A JURYMEN: That is on the assumption that there was no deep water.

MR. WANT: Yes; and £150 if we could get deep water, and £100 if we could not get deep water.

HIS HONOR: Then, of course, I take it as having a deep-water frontage Mr. Gorman says, "I value it just as it was at £100, and if dredged out to 20 feet, £150."

MR. C. B. STEPHEN: I understand that in examination he said he did not think it would be worth doing, and he explained that in re-examination.

THE CHIEF JUSTICE: No doubt he did say so. I think he said that even if you did have 20 feet, no one would be so foolish as to establish a wharf there.

MR. WANT: He said it could be deepened to 20 feet, and would then be worth £150.

THE CHIEF JUSTICE: No doubt; and no doubt also this gentleman has very large experience in his own business as a land valuer, and so has Mr. Gregg. Now, taking the defendants' witnesses first, the auctioneers and valuers for the defendants were Messrs. Pile, Sievers, and Gorman, and Messrs. Gregg and Mills were the auctioneers and land valuers called on behalf of the plaintiffs. Now, Mr. Gregg and Mr. Mills were very much influenced by the results of sales in the vicinity, and more particularly the value which was placed on Mr. Morris' land. I think Mr. Gregg was the auctioneer in that instance, and no doubt he was very much influenced by the value placed upon that land which is not a waterside property, but had a frontage to Cowper's Wharf and a large frontage to Dowling-street. Evidence was given that at one period the value was £3,000, and shortly afterwards it jumped up to £20,900. That was an enormous rise.

MR. WANT: Mr. Sievers was the auctioneer for that.

HIS HONOR: Such an increase could only have been brought about by some land boom, but the plaintiffs' auctioneers based their valuations upon those figures. That is what they go by. They are not wharf-owners or wharfingers, and they have no more practical knowledge of the working of a wharf than they have of the practical working of a tailor's shop. They know nothing about it. They are auctioneers on both sides and not wharf-owners. Now let us see who are called on behalf of the defendants as wharf experts, who do know the practical working of a wharf, who know what expenditure was required, who ought to know the requirements of the port, and who ought to know whether, if a wharf was started in one locality, it would draw custom from another wharf. Mr. Knox is the Chairman of the Wharf-owners Association, whose wharfs reached from Dawes Point right round to Darling Harbour, not taking into consideration owners of private wharfs. He is also managing director for a mercantile firm known as "Dalgetty & Co.," who are large shippers; and it is for you to say whether that gentleman, from the nature of his business, and having to work out these things day by day to see whether the work will result in a profit or not, who know how these wharfs can be made available, how they could be made to produce more money and so forth, is not he more likely to give more trustworthy information than any auctioneer or land agent. Mr. Knox is as intelligent a gentleman as any other, and I ask you whether he is not more likely to form a good and fair judgment on a question of this sort as to the value of wharf property than any auctioneer, no matter what his experience may be of the experience of any land valuer in the city. It is said that he got £172 or £175 for Challis property. Well, persons may shrug their shoulders, and say that the Government was foolish to give it. Mr. Knox had a perfect right to ask it, and if the Government liked to give that price, it was the duty of Mr. Knox, as trustee, to get as much as possible. The next witness was Lenehan, who was also a wharfinger and an expert in these matters. He says about the same as Mr. Knox. Then, again, Mr. Lenehan is chairman of a company having large stores, and we know that it is their clients and their own interests to get wharfs as cheaply as they can. They are considering the value of wharfs day by day I daresay. It is part of their business, and it is for you to say whether a man like Mr. Lenehan, who has this matter constantly before him and constantly under his cognizance is not better able to give you a good and fair opinion of the value of a wharf than any auctioneer that could be called. Mr. Willis, of the Tasmanian Steamship Company for many years, had also been connected with wharfs for years, and Mr. Findlay was manager for the Darling Harbour Association, and was himself lessee of Russell's Wharf at a rental of £750 per year. You may come to the conclusion that he would be able to give you very valuable information as to what could be made out of a wharf, and the capital value of a wharf. Having been engaged as a wharfinger himself, he is possibly a witness above all others who should be thought reliable. Possibly there is no witness who was called on behalf of the plaintiffs or defendant, who would be able to give you more accurate information on the subject than himself. He has been wharfinger, and knows what can be made out of it. After being a wharfinger, he was taken on as manager of the Darling Harbour Wharf Association, who purchased a large property. Then there was Mr. Benson, who estimates the value of the property at £75 per foot. It is a question after all whether these gentlemen know their own trade. Are these the results of the practical experience of working and carrying on wharfs, or are they not? If you can rely upon the figures they have given you, and that is their honest opinion that evidence ought to go a very long way indeed. I have already dealt with the five auctioneers, whom I put on the same footing, although we know that their valuations differ. Now we come to the so-called experts on the plaintiffs' side. There is Mr. Henderson, who is a land bank manager, who never bought a wharf in his life. He judges this property just like any other expert, by the sales made in the district about the time, and by his dealing in properties generally, and feeling the pulse of the market. He says that in 1890 this property was worth £200 per foot. The only large sales he knew of in this district were the sales of the land belonging to Dr. Morris and the Standard Paint Company, who valued their land at £160 per foot. Then there was Mr. Martin, who is a wholesale iron-monger, and who is connected with Lasseter. He says he has had a good deal of experience as a land buyer, but I do not know that he has had anything to do with wharfs. Then there is Mr. Taylor, who values the property at from £170 to £200. He is the owner of Russell's Wharf, and he ought to know his business. What I have said about other wharf-owners applies to him, and the only question is whether, looking at the large number of witnesses on the other side, you can place reliance upon Taylor's evidence as opposed to the evidence given by the witnesses for the defendant. Of course he is a reliable witness, and you ought to take his evidence into careful consideration, and deal with it as with the others. Then there is Clarke, who is a produce merchant.

MR.

MR. WANT: He is a wharfinger; I understood him to say that he was a lessee of wharfs, certainly of one.

THE CHIEF JUSTICE: That may be so. Yes, I see he says, "I have been lessee of Victoria Wharf, and been connected with wharfs for forty years." You may, therefore, put him in the same position as Taylor. He also would be a reliable witness, and you must contrast his evidence with the other evidence given on the side of the defendants. Then there is Mr. Bayle, a land speculator, and that is all you can say about him. As a land speculator he is interested in making out these properties on the waterside as valuable as possible, but he is not engaged in the business of a wharfinger. Then there is Mr. Wilson, of Town's Wharf. On the plaintiffs' side there are Taylor, Clarke, and Wilson, and you must remember that Wilson is interested in keeping up the price in the locality. He is a director of the Standard Paint Company, and he has valued this property at £160 per foot. These are the witnesses called on behalf of the plaintiff. I decline to say anything about M'Creddie, who simply says what can be done with this property. The only question with regard to him is, "can a person be found willing to pay the sum of money he speaks of as necessary to improve the land, and can a tenant be found to pay the rental he speaks of when it is improved?" There is another matter which you must not lose sight of, and that is the price which the Government have given for land in the vicinity. Lee's and Brown's property they seem to have given £150 per foot for, and Mr. M'Quade's property, Mr. Gorman said he valued at £80 per foot altogether. That seemed to have a very bad access, and at any rate it seemed to be Mr. Gorman's opinion that it would be rather an expensive place to do anything with, and I daresay the Government gave an extreme value when they gave £50 and £80. As to Mr. Challis, you have this to bear in mind, that there is an access from Cowper's Wharf to Challis' land, and although it is now Government land, you cannot take into consideration the fact that the Government put a road across it immediately. You have to take the value of the plaintiff's land without reference to the access to it. No doubt they regard Challis' land as more valuable than the other owing to its having that access to it; but after all, none of these is a safe guide. What the Government may have given in 1889 and 1890 is really no proper guide for you. They may have given a great deal too much or a great deal too little. You have got to say, looking at the evidence given before you—and I call your attention more particularly to the wharf experts—and you are to say, looking more particularly at these gentlemen's evidence, what is the fair commercial value of the land, taking everything into consideration, in 1890. With respect to experts such as men like Messrs. Gregg, Mills, Pile, Sievers, Gorman, these were called in on behalf of the defendant, and two on behalf of the plaintiffs. This expert evidence, given by such men as these, no matter how honest or honorable it was intended to be, is always dangerous evidence. You may be guided by it, but you are not bound to be guided by it. I look upon the people who are carrying on this trade as the experts—persons coming here knowing this trade and what is necessary to it, who know the circumstances of the port, the quantity of shipping that comes into port, the quantity of property lying idle in the course of the year, according to the report which has been put on. You have got the evidence of these men of knowledge and experience in wharf property such as this, and they say it is worth so much. You have the evidence given by skilled men (Clarke, Taylor, and Wilson) on behalf of the plaintiffs, and of skilled men on behalf of the defendant, and it is for you to say which is correct. The matter now is in your hands, gentlemen, and I hope you will be able to give a fair and reasonable valuation. Looking at the properties from a commercial point of view, and as commercial men, I ask you to say what was the fair commercial value of this land in 1890.

[The Jury retired at 11:30.]

Mr Stephen: Mr. Pilcher jotted down certain points which he desired to have mentioned to your Honor before the Jury gave their verdict.

His Honor: Mr. Pilcher says that there is no evidence before the Jury of what the public would, have given for the land at the time of resumption. I have told them that.

Mr. Want: The Jury could not tell what the public would have given for the land. They could say what, in their opinion, was the value of it.

Mr. Stephen: I may explain that my friend drew that up in respect of what might be said as to Mr. Want's point.

His Honor: Then I will take that point off.

Mr. Pilcher: In other words, your Honor does not touch my learned friend's argument?

The Chief Justice: No. Then it is the 1st, 2nd, 3rd, and 5th I take.

Mr. Pilcher: Yes, your Honor.

Shortly after 4 o'clock the Jury returned into Court with an intimation that they could return a verdict by majority, but that they were not likely to agree. The parties consented to take the verdict which was for the plaintiffs, with damages £60,725, or at the rate of £200 per foot.

The Crown Solicitor to The Under Secretary for Public Works.

Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 21 June, 1893.

I have the honor to report, for the information of the Minister, that this case was tried on the 12th, 13th, 14th, 15th, 19th, and 20th instant, before the Chief Justice and Jury, and was concluded yesterday, when a verdict was returned assessing the amount of compensation at £200 per foot, or £60,725.

The reports contained in the daily papers are very meagre, but I have had a verbatim note taken of the Judges summing-up which there has not been time yet to transcribe. I will send a full statement, with regard to this action, as soon as I have been furnished with the shorthand report.

There are several legal points reserved for the consideration of the Full Court, and a new trial will be applied for on the grounds mainly that certain evidence as to compensation paid to other owners (M'Quade trustees) was wrongly rejected, and that the Jury were only entitled to value the land as it then stood without any right to deepen the water, &c. I will deal fully with this and other matters in my next letter.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

The

The Crown Solicitor to The Under Secretary for Public Works.

Hill v. Lyne—Woolloomooloo resumption.

Sir,

Crown Solicitor's Office, Sydney, 23 June, 1893.

I have the honor to report that the hearing of this case, after lasting for six days, was concluded on Tuesday evening, when the jury, by a majority, returned a verdict assessing the amount of compensation at £200 per foot, or at the gross sum of £60,750.

I have also the honor to enclose a short-hand report of the Chief Justice's summing-up in this action, with list of the witnesses called on each side, giving the values sworn to.

It will be seen that the opinion already formed by the advisers of the Government that the claim was exorbitant, is fully confirmed by the Chief Justice, and that the verdict now returned is at all events very much against the weight of evidence. The summing-up of the Judge supports the opinion expressed in my report of 18th October, 1892, on the two main points, viz.:—1. That in estimating what the Judge terms the commercial value of the property the opinion of such men as wharf-owners and others engaged in this particular trade are to be relied upon, rather than the opinions of auctioneers; especially in view of the fact that the opinions of these experts are so totally irreconcilable, and (2) that a claim based upon such a scheme as that put forward by Mr. M'Credie is a very impossible claim, and evidence of this kind is not to be relied upon, not because the witness is not speaking the truth, but because what he puts forward is "incredible."

Certain legal points arising on the directions of the Judge in his summing up have been specially reserved, and there are other points relating to the rejection of certain evidence which will require to be considered and brought before the Full Court. There will be a further ground that the verdict should be set aside, as being excessive and against the weight of evidence. I am instructing counsel to prepare the necessary memorandum, with the view of moving the Full Court in the beginning of next term, and in the meantime, by order of the Judge, all further proceedings herein have been stayed.

The papers have been handed to the Land Valuer at your request.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Submitted.—J.B., 26/6/93.

Seen by Minister.—J.B., 3/7/93.

List of Witnesses referred to.

Plaintiff—Sheehy and Belisario, £300; Henderson, manager, Building Society, £200; Martin, ironmonger, £200 and £175; Mills, auctioneer, £175; Gregg, auctioneer, £175; Taylor, wharf-owner, £190 to £200; Clarke, produce merchant, £190 to £200; Bayle, wharf-owner, £200; Wilson, manager, Paint Co., Woolloomooloo, £200; M'Credie, architect, £208 and £175; Selfe, no valuation, stores could be built. £25,000.

Defendant—Kethel, wharf-owner, £80; Knox, wharf-owner, £60; Jackson, wharf-owner, £65 and £50; Benson, wharf-owner, £75; Findlay, wharf-owner, £35 to £40; Lenehan, wharf-owner, £50; Willis, wharf-owner, £35 to £40; Pile, auctioneer, £70 and £50; Sievers, auctioneer, £85; Gorman, auctioneer, £100.

List of Valuations for Plaintiff.

Sheehy, £300 per foot; Belisario, £300 per foot; Henderson, financier, five years' experience, one time Manager, Real Estate Bank, £200 per foot; Martin, ironmonger, £170 and £200, 300 feet at £195 per foot; Clarke, produce merchant, £200 per foot; Taylor, wharf-owner (Russell's wharf), £190 to £200 per foot; Bayle, small owner of two water frontages, £200 per foot; Wilson of & Co., director of Standard Paint Company, £200 per foot; Gregg, auctioneer, £175, and £26, in 1887, per foot; Mills, auctioneer, £175 per foot; M'Credie, civil engineer, £200 per foot; Selfe, civil engineer, no valuation. Average (excluding plaintiff's own valuations), £194 per foot. Average (including plaintiff's own valuations), £213 per foot.

N.B.—No 10 per cent. for forced sale. During the trial it was distinctly laid down that this was not a case for such an allowance.

Defendant's Valuations.

Thomas Foster Knox, managing director, Dalgety & Co., £50 per foot; Andrew Lenehan, Talbot & Co., £50 per foot; Wm. C. Willis, Tasmanian Steamship Company, £40 per foot; John Findlay, manager, John Frazer & Co., £70 per foot; Wm. R. Benson, manager, Wharf Association, £75 per foot—belonging to Wharf Association. Alexr. Kethel, wharfinger (Market wharf), £80 per foot; Fredk. W. Jackson, manager, Union S.S. Company, £75 per foot; George Pile, auctioneer, £66 per foot; E. J. Sievers, auctioneer, £85 per foot; H. F. Gorman, auctioneer, £100 and *quære* £150 per foot—outside Wharf Association. Average (nearly), £70 per foot. Government offer, £100 per foot—303 ft. 7½ in.—£30,362 10s.

The Crown Solicitor to The Under Secretary for Public Works.

Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 30 June, 1893.

Referring to my letter of the 23rd instant, I have the honor to report that a consultation was held last Saturday, at which Counsel finally settled the grounds upon which the new trial motion will be made, and the memorandum was filed accordingly on the 28th instant.

I may mention that Sir Julian Salomons, Q.C., and Mr. Pilcher, Q.C., advise that, as a matter of law, the appeal ought to be successful.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Submitted.—J.B., 3/7/93.

Seen.—W.J.L., 3/7/93.

Memorandum

Memorandum by The Crown Solicitor to The Under Secretary for Finance and Trade.

Crown Solicitor's, Sydney, 7 July, 1893.

In connection with the recent case of Hill and others v. The Minister for Works, tried at the last sittings of the Supreme Court, before His Honor the Chief Justice, in which the issue tried was the amount of compensation to be paid to plaintiffs for land resumed by the Government for wharf purposes, at Woolloomooloo Bay, I think it right that I should bring under your notice the following circumstance.

In the course of this trial I desired to show the amount spent by the Government in constructing Cowper Wharf, and I sent a message to Captain Jackson, asking him to come to Court, or to send some one from his office, one who could give the requisite particulars, obtained from his books. Captain Jackson being busy at the time, sent Mr. Thynne, who, I understand, is a clerk in the office of the Manager of Public Wharfs. Mr. Thynne had to wait some time outside the Court before being called as a witness, and while so waiting he was approached by one of the plaintiffs, and held a conversation with him. The evidence before me of this is very clear, and need not be particularised now.

I would recommend that Mr. Thynne be called upon to state in writing the exact nature of the conversation he held with the plaintiff referred to, while waiting to give evidence, and that this statement should be sent to me to compare with the evidence already obtained, and for further report by me.

ERNEST A. SMITH.

Submitted.—F.K. Approved.—J.S., 8/7/93. Mr. Ross.—F.K. For perusal by Captain Jackson, who is requested to be good enough to instruct Mr. Thynne, in accordance with the terms of this communication.—F.K. Treasury, B.C., 11/7/93. Will Mr. Thynne please report as required by the Works, within communication?—J.J., 12/7/93. Herewith Mr. Thynne's report as requested.—J.J., 13/7/93. The Under Secretary for Finance and Trade.

[Enclosure.]

Sir,

Public Wharfs Department, Circular Quay, 13 July, 1893.

Referring to the enclosed memo. calling upon me to state in writing the exact nature of the conversation I held with one of the plaintiffs whilst waiting outside the Court on the occasion of your sending me with certain extracts from the Cowper Wharf books asked for by the Crown Solicitor, in the case of Hill and others v. the Minister for Works, I do myself the honor to inform you that when I arrived at the Supreme Court, and after handing in the extracts above referred, I was informed by Mr. Curtis that I would be required to give evidence, and wait outside till I was called upon. Whilst standing in the porch, outside the Court, I joined in conversation with several gentlemen that I knew, and amongst them was Mr. Hill, Mr. Benson, Mr. Mailler, Mr. Belisario, and others. The subject of that conversation was the value of water frontages and wharf properties generally.

I also conversed individually with both Mr. Sheehy and Mr. Belisario, our conversation, amongst other things, referring to the high price of land a little while ago, when it was rumoured that Cowper Wharf was going to be the big commercial centre of the city, and land valuations in that locality were at extreme prices.

I have, &c.,

JAMES THYNNE.

Captain Jackson, Manager, Public Wharfs, Circular Quay.

The Crown Solicitor.—F.K., 14/7/93.

The Crown Solicitor to The Under Secretary for Public Works.

Woolloomooloo Bay Resumptions.

Sir,

Crown Solicitor's Office, Sydney, 4 August, 1893.

I have the honor to report that a *rule nisi* on a new trial was granted by the Full Court to-day in the case of G. Hill and others.

I would draw your attention to the other cases in this resumption in which no offer has yet been made, I believe, to the several claimants. These are George Hill (alone), Batty and Sheehy (yearly tenancy), and Charles Elouis.

If the rule for a new trial is made absolute in the case of Hill and others v. Lyne, it will be a great advantage and convenience if it can be arranged that the other cases are brought on at the same sittings. In any case, it is important that these cases should be disposed of as soon as possible while the question of the value of wharf properties is still in the minds of witnesses, and the facts are all before this Department and Counsel for the Crown.

As regards the amount to be offered, notwithstanding the large verdict recently returned against the Government in the case of Hill and others (which I may mention the Chief Justice to-day characterised as "outrageous and wicked") I adhere to the opinion as expressed in my report of the 18th October, 1892, that £75 per foot is a fair amount of compensation, and all that should be offered.

As already pointed out, the evidence placed before the Court, and the summing up of His Honor the Chief Justice, confirms the view expressed in that report. The evidence and valuations already obtained are ample, and I do not recommend any further valuations to be made.

This applies more particularly to the case of George Hill (alone), as that case is on all-fours with that of Hill and others.

I would recommend that offers be made to the three claimants named without further delay.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Submitted to Minister.—J.B., 8/8/93.

G. Hill & Co. to The Secretary for Public Works.

[Without Prejudice.]

Sir,

Office, Criterion Theatre, 27 September, 1893.

In the matter of the resumption of our Woolloomooloo frontages, following our conversation of yesterday *re* the settlement of both lawsuit and claim for our other land, we, after consultation, are prepared to settle on the following basis:—We will accept £185 per foot all round, *i.e.*, 303 feet 3 inches and 238 feet—in all, 541 feet 3 inches; interest, of course, as per Act, from the day of resumption. We may say we are advised by our Counsel not to accept a shilling less than the verdict recorded by the jury, but pressure from the bank and the desire to avoid further litigation on our other land is a strong element in wishing for a settlement.

Trusting an early reply,

We are, &c.,

GEO. HILL & CO.

Norton,

Norton, Smith, & Co. to The Secretary for Public Works.

Woolloomooloo Resumption.

Sir,

Marlborough Chambers, O'Connell-street, Sydney, 8 December, 1893.

We have the honor to enclose copy of an irrevocable authority given by Mr. George Hill in favour of our clients, Messrs. John Gilchrist and William Chisholm, and directed to you in respect of the sum of £2,000 charged upon his share of the resumption moneys in respect of the property at Woolloomooloo Bay in which Mr. Hill is interested in conjunction with Messrs. Belisario, Sheehy, and Batty. We hold the original and will produce it when necessary.

Please own receipt of this letter.

We have, &c.,

NORTON, SMITH, & CO.

Let this be noted at once. Crown Solicitor should be asked as to what reply to send.—J.B., 9/12/93. The Crown Solicitor says that we should simply acknowledge the receipt of this letter.—H.F.N., 12/12/93. The Under Secretary. For approval.—J.B., 12/12/93. Approved.—W.J.L., 13/12/93. Write.—D. McL. (for U.S.), 14/12/93.

[Enclosure.]

To the Honorable The Minister for Public Works,—

I HEREBY irrevocably authorise and request you to pay to John Gilchrist, of Sydney, stock and share broker, and William Chisholm, of Macquarie-street, Sydney, aforesaid, doctor of medicine, out of the resumption moneys payable to me in conjunction with Edward Belisario, Daniel Sheehy, and Batty in respect of land resumed by the Government at Woolloomooloo Bay, Sydney, the sum of £2,000. And I declare that the receipt to be given by the said John Gilchrist and William Chisholm shall in all respects be a good and effectual receipt and discharge for the said sum of £2,000.

As witness my hand and seal this 8th day of December, 1893.

Signed, sealed, and delivered by George Hill, }
in the presence of,—

GEORGE HILL.

FRANK OSBORNE, Solicitor, Sydney.

The Crown Solicitor to The Under Secretary for Public Works.

Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 20 December, 1893.

Confirming my telephone message to you this morning, I have the honor to report that the reserved judgment herein was delivered to-day, and the rule was made absolute for a new trial, with costs.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

Submitted.—J.B., 27/12/93. Put with papers, 30/12/93.

Messrs. Hemsley and Perkins to The Secretary for Public Works.

Sir,

Bank Chambers, 122, Pitt-street, Sydney, 30 December, 1893.

As solicitors for and on behalf of the Bank of New South Wales, we have to give you notice that the deeds relating to the land and property belonging to Messrs. George Hill, E. H. Belisario, Daniel Sheehy, and Thomas Batty, situate at Woolloomooloo Bay, Sydney, and which was some time ago resumed by the Crown, have been deposited with the Bank, and are held by the Bank as security for moneys advanced to the above-named four gentlemen, and also for moneys advanced to Mr. George Hill, and also for moneys advanced to Mr. E. H. Belisario, by the Bank, and that the securities held by the Bank from the above-named four gentlemen give it a charge over all resumption and other moneys payable or to become payable in respect of such land and property, or any part thereof; and we have to give you further notice that the Bank requires the moneys owing to it upon the above-mentioned securities to be paid to it before any moneys are paid to the above-mentioned gentlemen or any of them, or to any other person or persons.

We have to request an acknowledgment of this notice.

We have, &c.,

HEMSLEY AND PERKINS.

Will the Crown Solicitor please advise what reply should be sent to this letter.—J.B., 3/1/94.

It will be sufficient to acknowledge the receipt of this letter. It should, of course, be recorded, so that it is not overlooked when the time comes for payment of the money.—E.A.S., 8/1/94. The Under Secretary for Works.

For the Minister to see.—J.B., 9/1/94. Be sure this is not overlooked when the account is passed.—J.B., 28/3/94. Land Valuer.—D. McL. (for U.S.), B.C., 28/3/94. Accountant. Noted.—H.C., 28/3/94.

G. Hill & Co. to The Secretary for Public Works.

Re Woolloomooloo Bay Land Resumption.

Sir,

Criterion Theatre, Sydney, 15 February, 1894.

Referring to my previous letter on the above subject, written to you some time since, wherein we offered to take the sum of £185 per foot for the whole of the land resumed by you. This offer was made after obtaining a verdict of £200 per foot for portion of the land, which had been valued by Messrs. Richardson and Wrench, Mills and Pile, and the Government Valuator (Mr. J. B. Thompson) at £174 per foot, in addition to the usual percentage for forced sale.

The other portion of our land—say, about 236 feet—has been valued by the Government officer at £131 per foot, with the usual percentage.

We feel it very hard to be compelled to take less than others with land of about the same value, but, in consequence of great financial pressure being brought to bear upon us, we are compelled to reconsider our former offer, and, after repeated interviews with you, now make a final one, viz., to take £150 per foot, with the usual percentage for forced sale.

By this offer it will be seen that we are losing very heavily on the 304 feet as described above, but rather than have further delays and annoyance, we are constrained to accept the above-named sum.

I have, &c.,

GEORGE HILL & CO.

Memo.

£58,447 16s. 3d.

£34,055 12s.

Memo. from The Crown Solicitor.

Woolloomooloo Bay Resumptions.—Hill v. Lyne.

Crown Solicitor's Office, Sydney, 19 February, 1894.

THE enclosed papers are returned for the consideration of the Honorable the Attorney-General.

In October last, Mr. Attorney-General Barton was asked to consider and advise on the claims made for land resumed which were still unsettled—particularly as to the claim of G. Hill and others which formed the subject of the action then recently tried, and as to the claim of G. Hill, and also of others for adjoining blocks in respect of which no offer had been made by the Government.* A consultation was held with the late Attorney-General, Mr. Pilcher, and Mr. C. E. Stephen (the counsel in the case of Hill v. Lyne) at which the questions were fully discussed. A short memorandum (dated 2nd November herewith) showing the result of this consultation was drawn up by me under verbal instructions from the Attorney-General, who decided that nothing further should be done until the proceedings on the rule *nisi* had been disposed of. At that time a rule *nisi* had been obtained by the defendant in Hill v. Lyne for a new trial, on the ground (amongst others) that the plaintiffs' property should not be valued on the assumption that they had a legal right to deepen the water frontage. The rule *nisi* was subsequently argued and made absolute by the Full Court on the ground stated, and the questions above mentioned were not finally dealt with by the late Attorney-General before he retired from office. The judgment of the Court on making the rule absolute in taking away the supposed right of deepening the water frontages places these claims on an entirely different footing, and I would recommend that no further steps be taken towards making any offer in regard to the other blocks until the second trial of Hill v. Lyne has taken place, for which I am now having a special day fixed during the ensuing sittings in March.

ERNEST A. SMITH,
Crown Solicitor.

The Attorney-General.—W.W.S., 21/2/94.

Let a copy of this letter be sent to the proper Department, with a suggestion that the Crown Solicitor should be seen before further steps are taken, and that if any settlement should be proposed he should be communicated with.—C.G.H., 23/2/94.

U.S. Public Works informed and copy of memo. forwarded, 26/2/94. The papers are now returned to the Crown Solicitor.—W.W.S., B.C., 26/2/94.

The Crown Solicitor to The Under Secretary for Public Works.

Hill and others v. Lyne.

Crown Solicitor's Office, Sydney, 23 February, 1894.

Sir,
I have the honor to report, for the information of the Minister, that in consequence of the postponement of "Attorney-General v. M'Leod and another," the above case will now come on for trial on Monday, the 12th day of March next.

If there should be any additional evidence you wish put forward, I shall be glad of further instructions at your earliest convenience.

I have, &c.,
ERNEST A. SMITH,
Crown Solicitor.

Submitted.—J.B., 26/2/94.

Mr. H. Morris to The Under Secretary for Public Works.

Sir,

Attorney-General's Department, Sydney, 26 February, 1894.

I have the honor, by direction of the Attorney-General, to forward herewith a copy of a memorandum received from the Crown Solicitor in the matter of the Woolloomooloo case, Hill v. Lyne, and to inform you that the Attorney-General suggests that the Crown Solicitor should be seen before further steps are taken, and that if any settlement should be proposed the Crown Solicitor should be communicated with thereon.

I have, &c.,
HERBERT MORRIS
(For the Secretary).

Submitted.—J.B., 26/2/94.

Memo. from The Crown Solicitor to The Secretary to the Attorney-General.

Hill v. Lyne.

Crown Solicitor's Office, Sydney.

I HAVE received from the Under Secretary for Works the enclosed papers in reference to this case, and I shall be glad of the Attorney-General's instructions with regard to having the case now struck out of the list.

16 March, 1894.

ERNEST A. SMITH,
Crown Solicitor.

Submitted.—W.W.S., 17/3/94. The case had now better be struck out.—C.G.H., 17/3/94.
The Crown Solicitor.—W.W.S., 19/3/94.

Minute

* This document is not on the file.

Minute by The Under Secretary for Public Works.

Hill and Others v. Lyne.

Department of Public Works, Sydney, 15 March, 1894.

I AM directed by Mr. Secretary Lyne to forward herewith the Cabinet minute, approving of the settlement in the case of Hill and Others v. Lyne. The other papers will be sent as soon as they can be collected. It will be seen that the letter of Stephen, Jaques, and Stephen, of the 5th instant, did not disclose the terms agreed upon, and before sending a letter to Mr. Hill, which he had specially asked for with the view of satisfying his bankers, Mr. Lyne instructed that the terms must be accepted, and this was done in my office, the parties to the matter having been sent for. A copy of the letter sent to Mr. George Hill is enclosed.

I should mention that a copy of the Cabinet minute, certified to by the Minister, was forwarded to the Crown Solicitor on the 7th instant, the Cabinet minute being dated the 6th.

The Crown Solicitor.

J.B.

[Enclosures.]

Dear Sir,

Department of Public Works, Sydney, 7 March, 1894.

In reply to your personal inquiry respecting the matter of your claim for land resumed at Woolloomooloo Bay, I am to inform you that this matter has been settled by the Cabinet, and agreed to by your solicitors, on the terms disclosed in the papers, of which you are aware.

Yours, &c.,

J. BARLING.

Hill v. Lyne.

Crown Solicitor's Office, Sydney, 5 March, 1894.

Sir,

I have the honor to inform you that I received your message by telephone this morning, to the effect that this action had been settled, and I have accordingly withheld the briefs which I was about to deliver to Counsel, for the trial on Monday.

I assume that you will send on the papers to me with written instructions in due course.

I have, &c.,

ERNEST A. SMITH,

Crown Solicitor.

The Under Secretary for Works.

The Cabinet has come to the following conclusion in this matter—to quote the minute of Sir G. R. Dibbs—"Cabinet approves of settling the claim of the Messrs. Hill for £145 per foot—the actual measurement to be adjusted—with interest at the rate of 6 per cent. from date of resumption, each party paying their own costs."

On the same paper the solicitors for Hill & Co. have notified their acceptance of the terms in the following words:—"Having read the above minute of Sir George Dibbs, we accept the above terms on our client's behalf."

STEPHEN, JAQUES, & STEPHEN,

7th March, 1894.

Forwarded for information.—J.B., 7/3/94. Correct. This refers to the whole of the claims for resumption at Woolloomooloo Bay.—W.J.L., 7/3/94. B.C., Crown Solicitor.

Memo. from The Crown Solicitor.

Crown Solicitor's Office, Sydney, 19 February, 1894.

Woolloomooloo Bay resumptions—Hill v. Lyne.

THE enclosed papers are returned for consideration of the Honorable the Attorney-General.

In October last Mr. Attorney-General Barton was asked to consider and advise on the claims made for land resumed, which were still unsettled—particularly as to the claim of G. Hill and others, which formed the subject of the action then recently tried, and as to the claim of G. Hill, and also of others, for adjoining blocks, in respect of which no offer had been made by the Government. A consultation was held with the late Attorney-General, Mr. Pilcher, and Mr. C. B. Stephen (the counsel in the case of Hill v. Lyne), at which the questions were fully discussed. A short memorandum (dated 2nd November herewith), showing the result of this consultation, was drawn up by me under verbal instructions from the Attorney-General, who decided that nothing further should be done until the proceedings on the *rule nisi* had been disposed of. At that time a *rule nisi* had been obtained by the defendant in Hill v. Lyne for a new trial on the ground (amongst others) that the plaintiff's property should not be valued on the assumption that they had a legal right to deepen the water frontage. The *rule nisi* was subsequently argued and made absolute by the Full Court on the ground stated, and the questions above mentioned were not finally dealt with by the late Attorney-General before he retired from office. The judgment of the Court on making the rule absolute, in taking away the supposed right of deepening the water frontage places these claims on an entirely different footing, and I would recommend that no further steps be taken towards making any offer in regard to the other blocks until the second trial of Hill v. Lyne has taken place, for which I am now having a special day fixed during the ensuing sittings in March.

ERNEST A. SMITH,

Crown Solicitor.

[Enclosure.]

[Copy.]

Re Woolloomooloo Bay resumptions—Claim of Hill and others, and G. Hill.

THESE claims are:—

1. G. Hill and others—in respect of block of land having 300 feet frontage to the bay. No. 2 on plan.
2. G. Hill and others—in respect of block of land having 123 feet 6 inches frontage. No. 5 on plan.
3. G. Hill—in respect of block of land having 112 feet frontage. No. 6 on plan.

In the first case the claim has been tried in an action in the Supreme Court, which has resulted in a verdict for a sum amounting to £200 per foot frontage.

A *rule nisi* has been obtained to set aside this verdict on grounds which may be summarised as follows:—

1. That the damages are excessive, and the verdict against evidence.
2. That the learned Judge was wrong in directing the Jury that they could assess the value of the block as if the claimant had the right to deepen the waters of the bay in front of his land.

The *rule nisi* will be argued during the present term (4th term, 1893).

In the second and third cases no formal offer has yet been made to the claimants, who are now pressing for such offer to be made.

A consultation was held on Friday, the 27th October, by direction of the Attorney-General, in the Attorney-General's room, at which the counsel engaged in the case, Mr. Pilcher, Q.C., and Mr. C. B. Stephen and the Crown Solicitor were present.

The

The questions for consideration were :—

1. What sum should be formally offered to the claimant in the second and third cases.
2. If the claimants are disposed to settle all the three cases, what sum should, without prejudice, be offered by the Government.

The evidence given on the trial was carefully considered. Counsel were of opinion that the application to make the rule absolute would be successful.

On the second point above mentioned (that of the direction as to valuing on a basis of deep-water frontage) both counsel advised that on this ground the rule should be made absolute, and in this the Attorney-General concurred.

On the main point as to the verdict being against evidence and the damages excessive, Mr. C. B. Stephen was inclined to the opinion that a question of value being one entirely for the jury, and there being some evidence to support the figures on which the verdict is based, there would be some difficulty in disturbing the verdict, however absurd.

Mr. Pilcher, on the other hand, was of opinion that the verdict could not stand, because—

- (a) On the evidence the amount was grossly excessive, and rightly characterised by the Chief Justice as "outrageous."
- (b) That although two or three of plaintiff's witnesses swore that, in their opinion, £200 per foot was the value, this opinion was mere matter of surmise as to what the property would be worth as a wharf property, it was not founded on facts such as sales of similar properties in the same neighbourhood, and the evidence of the defendant was overwhelming to show that this surmise had no foundation at all.

The Attorney-General concurred in Mr. Pilcher's view.

It was stated by the Crown Solicitor that the amount offered in this case was £100 per foot. He had advised, on reviewing the evidence which would be available, an offer of £75. (Report of 13th October, 1892, herewith); but £100 was offered probably on the ground that Gorman's valuation amounted to that sum. (He was the highest of the Crown witnesses). That Challis' estate had been paid at the rate of £172 per foot—(See No. 1 on plan)—but this block admittedly stood on a different footing (access being complete, and this block being in fact the key to the whole of the remaining blocks). That in Brown's case (No. 4 on plan) the verdict amounted to £100 per foot. That recently M'Quade's claim (No. 7 on plan) had been settled for £85 per foot.

It was also pointed out that a reference to the plan shows that the block owned by George Hill alone has not anything like the depth that the block owned by Hill and others has.

On the above facts the opinion was that although £85 was excessive (on the evidence adduced by the Crown in the recent case) still as that sum has been paid to M'Quade, that sum might be offered to G. Hill—and that £100 for the reason above mentioned (smaller depth) would be too much.

To settle the cases the opinion was that £130 per foot would be too much to offer—£100 per foot, the sum already offered in No. 1 case, and £85 per foot, the amount suggested in the other case, being ample.

Papers herewith :—

1. Plan showing all the properties with list referring thereto.
2. Report of Crown Solicitor, of 13th October, 1892.
3. Judge's notes.
4. Judge's summing up.
5. List of witnesses, with amounts, sworn to.

E.A.S., 2/11/93.

Stephen, Jaques, and Stephen to The Under Secretary for Public Works.

Hill and Others v. Lyne.

Sir,

12 and 14 O'Connell-street, Sydney, 3 March, 1894.

We have the honor to inform you that we have been advised by our clients that this action has been settled with your Department, and that the rehearing, which is set down for Monday, the 12th instant, will not take place.

On inquiring at the Crown Solicitor's Office, this morning, we find that they have received no intimation of the settlement of the action, and we would, therefore, feel obliged if you will inform us at once whether our clients are correct in considering that the action is settled.

If you require from us a formal intimation that our clients are prepared to accept the amount which we are instructed the Government are prepared to pay, we shall be glad to give it.

We have, &c.,

STEPHEN, JAQUES, AND STEPHEN.

P.S.—An early reply will be esteemed a favour, as the action is set down for hearing on such an early date.—S., J., and S.

Stephen, Jaques, and Stephen to The Under Secretary for Public Works.

Hill and others v. Lyne.

Sir,

O'Connell-street, Sydney, 6 March, 1894.

We have the honor, following up our letter to you of the 3rd instant, to now notify to you, on behalf of our clients, that they are prepared to accept the sum of £145 per foot for the whole of the land, having about 534 feet frontage to Woolloomooloo Bay, together with interest from date of resumption. About 533 feet
6 inches.

We have, &c.,

STEPHEN, JAQUES, AND STEPHEN.

Submitted.—J.B., 6/3/94.

Cabinet approves of settling the claim of the Messrs. Hill at £145 sterling a foot, the actual measurement to be adjusted, with interest at the rate of 6 per cent from date of resumption, each party paying their own costs.—G.R.D., 6/3/94.

Having read the above minute of Sir George Dibbs, we hereby accept the above terms on our client's behalf.—STEPHEN, JAQUES, AND STEPHEN, 7/3/94. Carry out. This refers to the whole of the claims at Woolloomooloo Bay.—W.J.L., 7/3/94. Mr. Waller.—J.B., 7/3/94.

Barling, Esq.—

Sir,

Would you kindly send papers to Crown Solicitor *re* Woolloomooloo Bay. The Minister faithfully promised to send them this morning.

GEORGE HILL.

Mr. Waller.—Please get these papers complete.—J.B., 2/4/94. All the papers, with the exception of those already with the Crown Solicitor, sent on to-day.—T.F.W., 2/4/94.

The

† At the consultation it was assumed that there was only one other block besides that the subject of the recent action. I now find there are two one owned by G. Hill alone, and the other by Hill and others, and now marked on plan Nos. 6 and 5.—E.A.S.

The Crown Solicitor to The Secretary to The Attorney-General, with Minutes from
The Attorney-General and Secretary for Public Works.

Hill v. Lyne.

Sir,

Crown Solicitor's Office, Sydney, 12 March, 1894.

I have the honor to report that, in accordance with the instructions of the Honorable the Attorney-General, I attended Court this morning with counsel for the Crown, and by consent this case was postponed until Monday next, the 19th instant, the object of this course being to afford time for the consideration of the present position.

It is alleged that a settlement of the case has been effected without reference to this Department. The papers in the case have not yet been submitted with final instructions on the point, as is the usual course, but it appears from a memorandum written on the back of a letter of mine asking for instructions that the matter stands in this way:—

The Cabinet approved of settling the claims of the Messrs. Hill for £145 sterling per foot, the actual measurement to be adjusted, with interest at the rate of 6 per cent. from the date of resumption, each party paying their own costs.

A minute to this effect was signed by the Premier, and on this minute the solicitors for the plaintiff endorsed their acceptance in the following terms:—“Having read the above minute of Sir G. R. Dibbs, we accept the above terms on our clients' behalf.—STEPHEN, JACQUES, AND STEPHEN, 7/3/94.”

And across this is written the following:—“Correct. This refers to the whole of the claims for resumptions at Woolloomooloo Bay.—W.J.L., 7/3/93.”

It would thus appear that a distinct offer to settle on certain specified terms has been made by Minister of the Crown to the plaintiffs' solicitors and they have accepted these terms unconditionally in writing.

In view of these facts, I am afraid it is too late to withdraw, but that it would be held that the settlement so effected is legal and binding on the Crown. Although it is too late to reopen the matter, I feel it my duty to place upon record the fact that in my opinion this settlement so made is most ill-advised, and that the terms are most exorbitant. It is a matter for great regret that before coming to a final conclusion the opinion of this Department, which was charged with the conduct of the defence of the action, was not asked. Had such an opinion been asked and duly considered, I feel sure that the cogent reasons which could have been advanced would have been sufficient to prevent such a settlement as this being made.

It will be remembered that this question of settlement of this and the other claims of George Hill and other matters was referred to the late Attorney-General, Mr. Barton. A consultation was held at which both the counsel for the Crown and myself were present. The matter was very fully and exhaustively discussed, and the conclusion arrived at then was that £100 per foot for the land in dispute in the action was the outside limit that should be offered, and £85 for the other land in respect of which no offer has yet been made.

At that time the motion for a new trial was pending, and the opinion of the late Attorney-General was that no offer should be made until that was disposed of, as the judgment of the Court in that case might materially affect the consideration of the matter.

Since then, as we know, the rule *nisi* for a new trial has been made absolute and the late verdict set aside, on grounds which completely cut away the arguments of the plaintiff and the weight of his evidence in support of his claim.

At the same time, undoubtedly, the right to deepen being now removed, the witnesses for the Crown would have been able to prove conclusively that the sum offered in this case was really excessive, and if the case had gone to trial there was reasonable ground for hoping that a verdict would have been returned for a sum less than the offer of the Government, viz., £100 per foot.

Apart from this case, this settlement will have a prejudicial effect on the Crown, in view of the fact that other cases of resumption where water frontage is involved are pending, and no doubt capital will be made out of the facts that the Government have voluntarily offered this high rate per foot for this water frontage, which is not deep enough for large ships and legally cannot be deepened.

Another matter in connection with this settlement to which I desire to draw very special attention is the manner in which it has been effected.

It does not appear by whose authority this decision of the Cabinet was communicated to the solicitors for the plaintiff, but by whomsoever the same may have been directed I venture to say that this mode of procedure is most irregular and calculated to be most detrimental to the public interest. When this Department has charge of a case, either for or against the Crown, I contend that no action should be taken by Ministers having the effect of altering the rights of the litigants in any particular without first consulting this Department. To pursue the opposite course, as has been done in this case, will lead to confusion and disaster.

I feel that I cannot too strongly urge this point upon the consideration of the Honorable the Attorney-General, as it is not the first time that action of this kind has been taken by the Works Department.

In a recent case in which one of the most extravagant claims that was ever brought against a Government was the subject of an action, the case was settled behind the back of this Department, and although I was never officially informed of the exact nature of this settlement I believe that a large sum of money was paid away in satisfaction of a claim which was most monstrous in its terms, and which, according to the advice of counsel, could not have been legally sustained in any Court of law. The case I refer to is that of Rochester, in which the same plaintiff, Geo. Hill, was the principal person interested.

Unless some new and clear rules are laid down to guide the action of Departments in this matter, it seems to me to be almost useless for this Department to attempt to make any strenuous or valid resistance to any claims, however absurd, that may be brought against the Government.

I enclose the previous papers, from which it will be seen that the Under Secretary for Works was advised by you, under instructions from the Attorney-General, that if any settlement in this case of Hill's should be proposed I should be communicated with. It would seem that the action of the Works Department has been in utter disregard of this advising.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

Submitted for the consideration of the Attorney-General.—W.W.S., 13/4/94.

Minute

Crown Solicitor wrote asking if we had further evidence, which we had not.

£85 being the sum for which M'Quade's claim was settled.

Minute by The Attorney-General.

LET this letter be forwarded to the Works Department. As to the value of the land I can say nothing, as I have little personal knowledge of land values, and have not followed the evidence in this case (which was tried before I became Attorney-General), and have read nothing about it, except the judgment of the Full Court on the appeal. At the same time, it is evident that whatever fault may be found with the jury's verdict of £200 per foot, £55 per foot is a very substantial reduction, and the difficulties in the Crown's way, referred to in the Crown Solicitor's memo, are serious.

As to the second point, viz., the manner of carrying out this settlement, I entirely concur with the Crown Solicitor. In matters of this sort, where large sums of public money are concerned, I think that every step should be taken in the most careful and regular way. I fail to see the advantage of having highly skilled experts like the Crown Solicitor in the public service if an opportunity is not afforded to them to make such representations as they may think advisable in the public interest. I regret very much that my minute on the Crown Solicitor's letter of the 19th February was not attended to. My own view, upon which I shall continue to act, is that this Department should refuse to recognise any settlements until they are brought before it in strictly regular form; but this will be of little use if the settlements are made binding and complete without consulting this Department, or making any reference to the special knowledge which it necessarily requires in cases such as this.

C.G.H., 13/3/94.

The Under Secretary for Public Works.—W.W.S., 13/3/94. B.C. to be returned.

Minute by The Secretary for Public Works.

Case of Hill and Others v. Lyne.

I HAVE read with considerable surprise the letter addressed by the Crown Solicitor to the Attorney-General, and forwarded to me by my colleague. On the face of it, it is a fact worthy of note, that a servant of the Government, on the eve of his retirement from the public service, when he might consider the usual official restraints were relaxed, should think fit to forward what is practically an attack upon the Cabinet, for the particular matter referred to, viz., the settlement of the case of Hill and others v. Lyne, is one that was determined by the Cabinet after the fullest consideration, and this the papers disclose. Mr. Smith was fully aware of the Cabinet decision, as a copy of the Cabinet minute, endorsed by me, was forwarded to him on the 7th instant, the date of his letter being the 12th, or five days later.

A very brief statement will give the main facts of this case, and will, I think, satisfy any impartial person that the best possible settlement has been come to on the part of the Government. It should be premised that the whole of the Woolloomooloo Bay resumptions, including this land, were effected by the previous administration, this claim and some others being left to the present Government to finally settle. The land comprises a frontage of about 538 feet, divided into three blocks of 303-7½ inches 45 feet, and 190 feet frontage respectively, separated by two small strips, one of 30 feet, and the other of 15 feet.

When I came into office I found that Mr. Thompson, the Government Land Valuator, in conjunction with Messrs. Richardson and Wrench, and Messrs. Mills, Pile, and Wilson, had valued the first block at £175 per foot, with 10 per cent. for forced sale, bringing the price up to £192 10s. per foot. In view of conflicting opinions on the subject, I decided not to approve of any valuation, but to submit the matter to Cabinet, and as a result, made an offer at the rate of £100 per foot. This offer was refused, and the parties appealed to the Law Courts, their claim being made at the rate of £300 a foot. The case was tried, and the jury awarded £200 a foot. A new trial was then moved for on the part of the Government, and all further action stayed. Subsequently a new trial was granted, on the ground that the Chief Justice who tried the case, had misdirected the jury on a certain point, viz., as to right of the owners to deepen the water-frontage.

At this point it was thought there might be a possibility of settling the whole of the resumption from these particular parties above referred to without further recourse to law, and it was ultimately decided to fix as a compromise for the three blocks a sum at the rate of £145 per foot, nothing being allowed for forced sale, and each side paying its own legal expenses.

It should be pointed out in the first place that the claimants had the award of a jury at the rate of £200 per foot; that the first valuers had valued the land at £192 10s. per foot; that the late Government paid for a piece of land adjoining, having a frontage of 267 feet, at the rate of £168 18s. 3d. per foot; for a smaller piece, with only 30 feet frontage to the bay, at the rate of £150 per foot; and that for a still smaller piece, having only 15 feet frontage, which could not be utilised for shipping purposes at all owing to its narrowness, the late Government offered £130 per foot, which offer not having been accepted, I withdrew and made another at £75 per foot. This the owner refused, and took the case before the Law Courts, obtaining a verdict which with cost, brought the amount the Government had to pay, up to £158 per foot. It should also be remembered that this land was resumed under the Lands for Public Purposes Acquisition Act, where resort to arbitration is not provided for, consequently in the event of a jury awarding one shilling more than the offer of the Government, the whole of the costs of both actions, which would be extremely heavy, would fall upon the country. Taking these facts into consideration, and the uncertainty which attaches to all law proceedings, it will, I think, be admitted that the Government decided wisely in the settlement. Reference has been made by the Crown Solicitor to the settlement arrived at in the case of M'Quade's Estate, which was at the rate of £85 per foot. A special valuation was made of this property, and the report disclosed the fact that this land, owing to the want of access at the back, was not fitted for mercantile purposes, nor so valuable as other portions. The settlement was arranged by me, and could not have been so advantageously done, but for the anxiety of the late Mr. M'Quade to determine the matter before leaving for England, where he intended to go in consequence of failing health.

Mr. E. A. Smith then passes from this case and makes reference to another, and in such a way as to convey a very serious inuendo against myself. The case is that of Rochester v. Lyne, in connection with contract 25, Sydney Sewerage. I am quite prepared to accept the responsibility of the course I took in this case, the result being a settlement for the sum of £5,051 7s., with simple interest at 5 per cent.; as against the amount of the claim which was £34,052.

I now briefly allude to that part of the Crown Solicitor's letter in which he complains of this Department settling claims behind his back. With regard to Hill's case, I may mention that Mr. Smith was at once (before any letter could be written) apprised by telephone of the decision of the Cabinet, and that the day after the Cabinet decision was arrived at, a certified copy of the Cabinet minute endorsed by myself, was sent to him. The Cabinet minute did not go out of the possession of my Under Secretary, which the letter of the Crown Solicitor would seem to imply. As Mr. Hill pressed the Under Secretary for an answer in writing of the fact that a settlement had been come to, with a view of satisfying his bankers, I instructed him not to write to this effect until the parties, in writing, agreed to the Cabinet decision. For this purpose their solicitors were sent for and endorsed their acceptance on the official papers in the Under Secretary's room. I did this, so that there should be no cavil hereafter as to the arrangements that the legal costs were to be borne by each party. If this had not been done, I feared there would have been some difficulty hereafter by which the Government would perhaps have been involved in the payment of the whole of the costs, and this impression has been confirmed by an application since made to me to pay costs. The steps I took effectually prevented any such misunderstanding.

With regard to Rochester's case, when the decision was come to, a trusted officer of this Department was sent to the Crown Solicitor, with a request that he would settle the form of the final voucher.

As the responsible Administrator of this Department, I shall certainly decline to be dictated to by the Crown Solicitor, under what conditions I am to deal with matters arising in and affecting my Department. I am strengthened in this opinion in contesting land cases in Courts of law, which is not sufficiently encouraging to warrant my refusing to make a reasonable settlement where such is possible. I have before me a list of land cases since 1891 which have been taken into the Law Courts, and it has been reported to me that in no case have we been successful.

The insinuation contained in the paragraph referring to Rochester's case is as unworthy as it is uncalled for. With just as good reason might I impugn the good faith of Mr. Smith himself in the case of *Cliff v. the Crown*, where he advised me most specifically that I should on no account pay more than £37,500, and then, just two days afterwards, after he had seen Mr. Macnamara, he as strongly advised me to pay the sum of £40,000.

I must express my opinion that if trusted officers of the Government were to assume the role of critics of the actions of the Government, as Mr. Smith has done, the feeling of perfect trust which should exist between the Government and its high officials would be completely shattered.

I cannot conclude this minute without referring to the last portion of the Attorney-General's memorandum, where he says:—"I fail to see the advantage of having highly skilled experts like the Crown Solicitor in the public service, if an opportunity is not afforded to them to make such representations as they may think advisable in the public interest. I regret very much that my minute on the Crown Solicitor's letter of the 19th February was not attended to. My own view, upon which I shall continue to act is, that this Department should refuse to recognise any settlements until they are brought before it in strictly regular form; but this will be of little use if the settlements are made binding and complete without consulting this Department or making any reference to the special knowledge which it necessarily acquires in cases such as this." Perhaps the Attorney-General is not aware that it is customary for the Crown Solicitor, if required, to attend upon any Minister for consultation. I presume this would be considered "not strictly regular." It has also evidently escaped his memory that the Cabinet decided Hill's case on the 15th February, and the Crown Solicitor's letter was written on the 19th, and forwarded by the Attorney-General on the 26th. Unless sufficient and urgent reason is shown all matters are brought before the Attorney-General's Department in a regular way, but I cannot submit, nor I think will the Cabinet submit in all cases such as Hill's, to being bound to consult the Crown Solicitor, where he has altogether broken down on the question of land values. The Crown Solicitor is but a civil servant, and cannot be allowed to assume the functions of a Cabinet Minister.

To the Hon. the Attorney-General.

W.J.L.

The Secretary to the Attorney-General.—J.B., B.C., 28/3/94. The Attorney-General.—W.W.S., 30/6/94. See minute herewith.—C.G.H., 6/4/94.

Minute by The Attorney-General.

The settling of the case of Hill and Others *v.* Lyne.

Attorney-General's Department, Sydney, 6 April, 1894.

As the minute of the Minister for Works makes some comments on the letter of the late Crown Solicitor, it would be as well that that gentleman should have an opportunity of seeing it.

As to so much of the minute as refers to my own minute written upon the Crown Solicitor's letter, I have read and considered it with the careful attention which it demands. With great respect to my honorable colleague, I think that he has quite misapprehended my meaning.

I took no exception to the practice of occasionally taking the opinion of the Crown Solicitor at a personal interview (a practice which in some cases must be convenient and even necessary). It was rather the giving him no opportunity to offer any opinion at all which I thought regrettable.

Neither had I forgotten that the decision of the Cabinet was earlier in date than the letter of the Crown Solicitor—of the 19th February—or my minute thereon. The material point is that that letter and minute were earlier in date than the settlement. I find no fault with the fact of the Cabinet coming to a decision. A decision is not final until it is acted upon and carried out. Before this case was actually settled the Cabinet might have changed its mind. That this is not a mere possibility is shown by the fact that at a meeting of Ministers, held after an Executive (at which, however, the Minister for Works was not present, but which was before the date of the settlement, though after the date of the decision to settle) the opinion was generally expressed that it would be much better not to settle, but to fight the case out. If, therefore, instructions to settle had been sent in due course to the Crown Solicitor, and he had thought it his duty to lay some further evidence, some recent legal decision, some new facts, some fresh aspect of the law; or even his opinion and that of the Crown counsel upon the case generally, before me, and I had laid it before the Cabinet, the Cabinet might have been much influenced thereby. The opportunity for this was prevented by the irregular settlement that was made, and an occasion might thus be given to an enemy to say that the case was settled behind the back of this Department in order

to

to anticipate any objections which might be raised. I might add that the establishment of the practice here adopted would give to a corrupt Minister (should we ever unhappily have one) opportunities for sudden and independent action where large sums of money were at stake, which could not but be disastrous to the interests of the country. It would be as impertinent as unnecessary for me to say that such an insinuation would be grossly unjust, or to write one word in defence of the motives which led to the settlement. Still, I hold the opinion strongly that things should be done not only with right intentions, but in the right and regular way, and then the administration of the business of the country is not only honest, but (what is hardly less important) cannot, with any reason, be even suspected of being anything else. To insist upon this is not to give to a Civil Servant the functions of a Cabinet Minister, or to impair the freedom of the Cabinet, which must always remain responsible for its decisions, and must, therefore, always have the right to decide as it thinks best. It merely ensures to the Cabinet (who are trustees for the public) the best assistance they can obtain in the discharge of their responsible duties.

CHAS. G. HEYDON.

A copy of the Attorney-General's minute and that of the Minister for Public Works was forwarded to Mr. E. A. Smith, for his perusal, on the 17th instant, 18/4/94. Now forwarded for the Crown Solicitor's information.—W.W.S., 18/4/94.

E. A. Smith, Esq., to The Secretary to The Attorney-General.

Sir,

George and Jamieson Streets, Sydney, 30 April, 1894.

I have the honor to acknowledge the receipt of your letter of the 17th instant, transmitting for my perusal a copy of a minute written by the Minister for Public Works in reference to a report made by me when Crown Solicitor respecting the recent settlement of the case *Hill v. Lyne*, together with a copy of the minute of the Attorney-General thereon dated the 6th instant.

I have the honor to state that I have perused both the minutes referred to, and have also read and reconsidered my report, which bears date the 12th March last.

In my report the two main points to which I thought it my duty to draw particular attention were—

1. That it was a matter for regret that a final and irrevocable decision to settle had been arrived at without consulting the Crown Law Department, who had charge of the matter.
2. The grossly irregular way in which that settlement had been carried out by the Works Department.

In his minute of the 6th April the Attorney-General has dealt with these two main points, and it is unnecessary for me to say anything further on this part of the subject.

In my report of the 12th March I ventured to express the opinion that had the advice of the Crown Law Department been asked and given, the settlement of this action would not have been sanctioned by Ministers. A perusal of the minute of the Minister for Works confirms that opinion. In that minute are stated the considerations which appear to have formed the ground of the decision arrived at. Had my Department been allowed the opportunity of being heard, cogent reasons could have been advanced to show that these considerations ought not to have had the weight they appear to have had. It is, however, too late to go into this part of the subject in any detail. But I should, perhaps, draw attention to this, namely, that at first sight it would appear that by the settlement arrived at a substantial reduction has been made in the amount of the verdict obtained in the action. In reality this is not so. The settlement comprises not only the 300 feet, the subject of the action, but also two other portions, making up a block having a frontage of 225 feet. This latter block is evidently of less value than the 300 feet, by reason of its small depth, and for the same reason it is not so valuable as McQuade's. For McQuade's, £85 per foot was paid, which, on the evidence, was really a liberal figure. Taking, therefore, the block of 225 feet at £85 per foot, it will be found on going into figures that by this settlement the Government are paying for the 300 feet, the subject of the action, at the rate of £190 per foot. The verdict of the jury was at the rate of £200 per foot, a verdict which the Chief Justice, who had heard all the evidence, characterised as "outrageous."

With regard to the case of *Rochester v. Lyne*. That case was referred to by me because it seemed to afford evidence that the irregular course of action which was pursued in *Hill's* case was not in any way exceptional, but is growing into a practice at the Works Department, as at present administered. As mentioned by the Minister, it was not until "a decision was come to"—namely, when the settlement was finally agreed on—as in *Hill's* case, that any attempt was made to communicate with me. Then verbal instructions were sent to me by a trusted officer, informing me that the case had been settled, and requesting me to settle the form of final voucher. This I positively declined to do, and sent a message back that before I could move at all in the matter the papers must be sent up to me in the usual way, with definite instructions in writing, stating on what terms the case had been settled. There was no other course open to me consistent with my duty. I could take no responsibility whatever for the settlement of this claim. If the papers had been sent up in compliance with my request, I should then have placed on record my opinion of the nature of the settlement and the irregular way in which it had been carried out. The papers were not sent up to me, and no official reply was made to my request. It now appears from the minute of the Minister that the sum paid by the Government was rather more than double the amount of the award of the arbitrator which had been set aside.

If the statement of the arbitrator which was reduced by him to writing is to be believed, the conduct of the real claimant in that case was of such a nature that ordinary prudence required that in dealing with any claims in which this party was interested the utmost caution and vigilance should be exercised. But, unfortunately, the opposite course was taken. In both these cases the advice of the Crown Law Department was disregarded, and its assistance dispensed with.

Another matter to which I should allude is the paragraph in the minute in which the Minister states as follows:—"I have before me a list of land cases since 1891, which have been taken into the Law Courts, and it is reported to me that in no case have we been successful."

The inaccuracy of this list and this report is patent. The result of these cases has not been so disheartening as the Minister is led to believe. I need only refer to the case of *Blue's* claim—a case in which a very excessive claim was, in the first instance, supported by an award, which, on the evidence, was absurd. On my urgent advice the case was taken before a jury, with the result that a verdict was given for a sum considerably less than the amount of the award, and if I remember rightly, very slightly in excess

excess of the Government offer, and the claimants had to pay all the costs of the arbitration and the trial before the jury. There are, perhaps, no more difficult questions than the legal advisers of the Crown have to determine than the question as to whether a case should be settled or fought out.

While agreeing with the Minister for Works that the result of legal proceedings is too often not sufficiently encouraging to induce those responsible for the conduct of the case to persist in litigating a matter to the end, if a chance of a settlement offers, still it seemed to me, while I had the honor to advise the Crown, that in considering what advice should be given, regard must be had to the nature of the case to be dealt with.

In certain cases where the claim, though perhaps excessive, is a *bonâ fide* one, and the claimant is inclined to reduce his claim to an amount approaching very nearly to what the Government are prepared to offer, it seemed to me to be the best wisdom to advise a settlement.

The case of Cliff, referred to by the Minister, is an illustration of this. In that case the claim, though originally very excessive, was in its nature a *bonâ fide* one. The Government had taken a private residence and garden and grounds, on which, according to the responsible officers of the Government, including the Government Architect, enormous sums had been spent by the owners. It may be that the actual market value of the place as it stood was far below the amount of the sum expended. It could not be disputed, however, that the money had been spent. After lengthy arbitration proceedings an award was made for £40,000. This, with the interest, would have amounted at the date of payment to over £47,000, and the Government would have had to pay in addition the costs of the arbitration, which were heavy. The Government then offered to settle for £37,500, and the claimant refused to take less than £40,000—such sums to include all interest and costs. At short notice I was asked by the Minister to advise, and my first advice was to stand to the offer of £37,500. I then, at the request of the Minister, saw Mr. Macnamara, who acted for the claimant, and discussed the details and the figures with him, and I ascertained that the £40,000 was the lowest the claimant would take. I then went fully into the case with Mr. Parkinson, my chief clerk, who had had the conduct of the arbitration proceedings, and the result of these deliberations was that I advised a settlement for £40,000. A memorandum containing my reasons for so doing will be found with the papers.

On the other hand, cases of a totally different nature at times arise which require different treatment—cases in which, while acting as responsible legal adviser of the Crown, I could not advise that one single penny of the public money should be paid in satisfaction, except on the verdict of a jury and the judgment of the Court. Costs may be incurred as the consequence of such advice, but in general it is for the public interest that such claims should be strenuously resisted, and the cases decided in open Court. To attempt to settle such cases in any other way is only to invite unscrupulous attacks on the Consolidated Revenue.

In the minute of the Minister there is much that is of a personal nature. While this is to be regretted, I do not think that on this part of the minute it is either necessary or becoming for me to make any comment. I understand that it is the opinion of the Honorable the Attorney-General that in reporting, as I did, to him as the Ministerial Head of my Department, I was simply doing my duty. With that I am content to leave the matter. And then with regard to the high office which I had the honor to occupy. It is, no doubt, true that the Crown Solicitor is “only a Civil Servant,” but he is a servant of the State, to whom is committed a very important trust. “The greatest trust between man and man” says Lord Bacon, “is the trust of giving counsel.” If this is true as between individuals it is all the more necessary to bear this principle in mind when the person to whom the trust is committed happens to hold Her Majesty’s Commission, by virtue of which he is called upon to give advice on matters affecting the public interest.

It is impossible to exaggerate the importance of insisting that in all cases such advice should be given freely and without regard to the fact that the advice so given may or may not be pleasing to Cabinet Ministers.

In conclusion, I may be, perhaps, allowed to make a suggestion which I should have made had the minute referred to been received in time to be dealt with before I retired from office. The suggestion is this:—That “The Claims against the Colonial Government Act,” 39 Vic. No. 38, and certain Special Acts like our Resumption Acts should be amended by an enactment to the effect that in all actions or suits against the Crown the nominal defendant shall be Her Majesty’s Attorney-General. If such an enactment was passed Her Majesty’s Attorney-General would be in any such action or suit the *Dominus lit is*, and the action or suit could not be settled, or the proceedings therein in any way interfered with except under the express direction of Her Majesty’s Attorney-General.

I have, &c.,

ERNEST A. SMITH.

Previous papers herewith, 94-889. Submitted.—W.W.S., 2/5/94. Forward to the Works Department for perusal.—C.G.H., 4/5/94.

I notice by this letter that my minute of the 6th April was sent to Mr. Smith. This was altogether a mistake; it was meant, as its contents showed, for the Works Department and not for Mr. Smith at all. Let it be forwarded at once to the Works Department.—C.G.H., 5/5/94.

Have forwarded to the Under Secretary for Public Works.—W.W.S., B.C., 8/5/94.

The Attorney-General’s minute of 6th ultimo, herein referred to, has, in the meantime, been returned from Works Department, and the minute of the Minister thereon has been submitted to Mr. Heydon.—W.W.S.

Minute by The Secretary for Public Works.

7 May, 1894.

THERE is but little to reply to in this minute. (See Attorney-General’s minute on page 37, dated 6th April, 1894.) I shall continue to administer this Department in the future as I have done in the past, viz., when I consider it necessary to apply to the Attorney-General or Crown Solicitor for advice I shall do so, but I do not desire, nor will I allow, undue interference with my administration. In the case referred to by the Attorney-General, I submitted the case for decision of Cabinet, and Cabinet decided; I saw no reason for altering the decision, and that surely was sufficient. What conversation some Ministers had afterwards, at the instance of the Attorney-General, I was not aware of, and if Ministers did not communicate a general altered desire of the Cabinet it was not for me to receive such information from

from the Crown Solicitor. As to remarks made by my colleague in reference to what a corrupt Minister may or may not do, that is beside the question. I hope such a Minister may not hold such a position, but considering a multitude of cases come before a Minister for decision that never go before the Attorney-General's Department, the Crown Solicitor cannot be placed in the position the Attorney-General seems to wish him placed. If a Minister is not trusted by his colleagues the sooner he is out of that position the better. I act as I consider best, and am quite prepared to take the responsibility of my actions. In the Hill case, the best settlement, in the interests of the country, except one (McQuade's) has been made regarding the vexed Woolloomooloo land resumptions, and this without continuing to pay high legal fees in addition to the cost of the land.

W.J.L.

Minute by The Attorney-General.

Subject:—The settling of the case of Hill and others v. Lyne.

Attorney-General's Department, Sydney, 15 May, 1894.

I REGRET that my honorable colleague continues to misunderstand me. I have not the slightest desire, nor is there anything in my minute to indicate it, to encroach upon his duties or responsibilities. I need not say that he is perfectly competent to discharge them with credit to himself and benefit to the country. I have quite enough to do with my own proper duties without interfering with others, for which I am not qualified. What I do object to is that matters properly in this Department should not be dealt with in the regular, orderly, and safe way. The method adopted in this case was, for the reasons I before gave, irregular and full of danger to the public interest. It is a precedent to be avoided, not followed.

This is in no way attempting to dictate to the Works Department. It is only requiring that the proper position and legitimate functions of my own Department be, in the public interest, recognised and preserved. I notice that my honorable colleague does not controvert the arguments of my minute, but asserts his independence. Assuming that he admits the force of my representations, and that he will accept my disclaimer of any wish to interfere in his Department or dictate to himself, it seems to me that we are practically very much of a mind in the matter.

There is one other mistake to set right. My honorable colleague assumes that the subsequent conversation of Ministers to which I referred came about "at the instance of the Attorney-General." This is absolutely wrong. I did or said nothing whatever, either prior to or at that meeting, to bring up the subject. There had been a Cabinet meeting shortly before, at which I was not present. I learnt at the meeting at which I was present that, at the previous Cabinet, the question of the right of the plaintiffs to 10 per cent. on the amount to be paid to them had been broached. A letter had afterwards been written by my honorable colleague to the Premier, and it was this letter—of which I knew nothing before the meeting—which led to a revival of the subject, and to the mention of the discussion as to the 10 per cent. I had nothing whatever to do, either directly or indirectly, with reopening the question, and did not say much about it when it was reopened, though I concurred in the opinion then generally expressed that it would be better not to settle. I was careful in my minute to mention that my honorable colleague was not present at this meeting, and I only referred to it in order to illustrate, in the most forcible way, my point that a decision of a Cabinet is never final or irrevocable until it has been carried into effect.

CHAS. G. HEYDON.

The Under Secretary for Public Works.—W.W.S., B.C., 22/5/94.

Minute by The Secretary for Public Works.

Case of Hill v. Lyne.

31 July, 1894.

It is more than singular that the Attorney-General's minute of the 6th April should have been sent to the late Crown Solicitor, and not to me, but as the Attorney-General minutes it was not so intended, I need not say more about the official action in so forwarding it.

In the late Crown Solicitor's letter of the 30th of April, 1894, he states: "I ventured to express the opinion that had the advice of the Crown Law Department been asked and given, the settlement of this action would not have been sanctioned by Ministers. A perusal of the minute of the Minister for Works confirms that opinion. In that minute are stated the considerations which appear to have formed the ground of the decision arrived at. Had my Department been allowed the opportunity of being heard, cogent reasons could have been advanced to show that these considerations ought not to have had the weight they appear to have had. It is, however, too late to go into this part of the subject in any detail, but I should, perhaps, draw attention to this, namely, that at first sight it would appear that by the settlement arrived at, a substantial reduction has been made in the amount of the verdict contained in the action. In reality this is not so. The settlement comprises not only the 300 feet the subject of the action, but also two other portions, making up a block having a frontage of 225 feet."

This is but the late Crown Solicitor's probable opinion. As to the remarks affecting to believe no substantial reduction was made on the verdict, it is beyond comprehension that any sane man could make the statement. At first there was a doubt as to certain rights held by Hill and others in regard to the 225 feet; but that those rights existed was subsequently acknowledged, and that being so, there is but little difference in value between the 300-foot block and the portions totalling 225 feet. What has Mr. Smith to say to the verdict and costs in Brown's case, where a small (15 feet frontage) and comparatively invaluable intermediate block costs us (with costs) £158 10s. 9d. per foot? What has he to say to Mrs. Lahiffe's case of 31 feet, where an amount of £150 per foot was paid? As regards M'Quade's land—I settled this claim, irrespective of the Crown Law Department, with Mr. M'Quade, mainly in consequence of his desire to have the matter completed before leaving the Colony through ill health (he is since dead). The property has no back access, lane, or street, and is a long frontage compared to the length of the back line. Hill's property all through is more valuable per foot than M'Quade's. Referring to Rochester's case, the statements contain strange inaccuracies. Technically, "the sum paid was rather more than double the amount of the award of the arbitrator," but was recommended. The award was £2,500, and attached to that by the arbitrator was the following: "While unable to award any further sum, I would suggest that the Minister for Public Works should, as a concession, allow the contractor the sum of £1,600 and £45 in respect of the first item of claim, as no doubt the extra excavation of 1,316 cubic yards was taken out. I make this suggestion because the contractor has completed his contract

tract in the face of difficulties to the satisfaction of the Department, and was promised that he should be liberally dealt with. As to the last item claimed for interest, I consider I have no power to allow interest on my award, but I would recommend the Minister to allow simple interest in the amount of the award of £2,500 from the date Mr. Rochester's claim was made to the date of my award."

This award was set aside at the instance of the defendants (Hill and others). It subsequently came to the knowledge of the arbitrator that evidence on the values allowed for excavations, &c., was inaccurate, and he forwarded a fuller report, in which he says: "The first point that I would alter is with regard to the price allowed. In going through the evidence given by Mr. Smaill, the Government Engineer, I find the price set down for enlarging, tunnel excavation or scabbling, to be from 25s. to 30s. per cubic yard, in addition to the schedule prices set down in the contract, which was 52s. 6d. per cubic yard; the price given in Mr. Rudolph's evidence as being the highest paid by the Government for that kind of work when pick and gad only were used, was from £6 to £7 per cubic yard. Taking, therefore, the average price of this work, and assuming that 438 cubic yards of excavation were taken out of the tunnels as extra work by the contractor, and allowing the average price of such work at £5 15s. per cubic yard, would give the sum of £2,518 10s. The second point that I would alter is, I would add the said sum of £2,518 10s. to the award instead of merely recommending it as a concession, if approved of by the Minister. By adding the above-mentioned sum to the original award of £2,500 the total amount would come to £5,018 10s., which sum, I consider, would be ample compensation to the contractor for any extra work he may have performed in completing No. 25 Sewerage Contract."

And on this the settlement was made. This quite alters the complexion sought to be conveyed by the late Crown Solicitor.

Mr. Smith's action and language, when a trusted officer was sent to him, who could and would have given all information to settle the former voucher, were such as could not be tolerated in a civil servant. I considered the reply impertinent.

Regarding Blue's case (the only case which shows an appearance of being now) it speaks for itself. The particulars are as under:—

		John Blue.						1 acre 3 roods $\frac{3}{8}$ perches.		
Area		£	s.	d.
Amount claimed	14,323	8	7
" offered	4,070	0	0
" awarded	9,639	18	0
Verdict of Jury	7,600	0	0
Cost of Award	1,310	14	0*

* Which are exclusive of the Crown Solicitor's costs in conducting the case.

This shows but little gain, with great risk of serious loss by going to Court.

From the last paragraph of Mr. Smith's minute leaks out the whole trouble, viz., his determination to set at defiance any Minister of the Department in which the cases arose.

"The claim against the Colonial Government Act (39 Vic. No. 38), and certain special Acts like our Resumption Acts should be amended by an enactment to the effect, that in all actions or suits against the Crown the nominal defendant shall be Her Majesty's Attorney-General, would be in such actions or suits the *Dominus litis*, and the action or suit could not be settled, or the proceedings therein in any way interfered with except under the express direction of Her Majesty's Attorney-General."

It will thus be seen that the desire is to act entirely independent of the Department of Works, and practically place all power in the hands of the Crown Solicitor, when costs could be piled up at will. My object has been to check undue litigation. I may remark in conclusion, that with no other Crown Solicitor has any similar difficulty arisen, as it is always the custom to wait upon the Minister and confer with him, in cases where they consider it desirable.

W.J.L.

B.C.—The Secretary to the Attorney-General.—J.B., 31/7/94. Seen; place with the other papers.—C.G.H., 31/7/94.

The Secretary to The Attorney-General to E. A. Smith, Esq.

Sir,

Attorney-General's Department, Sydney, 17 April, 1894.

I have the honor to transmit for your perusal a copy of a minute written by the Minister for Public Works, which has been forwarded to this Department in reference to your memorandum respecting the recent settlement of the case of Hill and others *v.* Lyne.

The minute referred to, I may mention, is forwarded to you in accordance with the view expressed by the Attorney-General in the first paragraph of a minute written by him in connection therewith, a copy of which is also enclosed for your information.

I have, &c.,

W. W. STEPHEN.

E. A. Smith, Esq., to Mr. C. E. Parkinson.

London Chartered Chambers, corner of George and Jamieson Streets,

Dear Mr. Parkinson,

G.P.O. Box 489, Telephone 373, Sydney, 19 April, 1894.

On reading the papers sent down to me by the Attorney-General in Hill's case, I find that I want to refer to my report to the Attorney-General, which you produced to me yesterday. I thought I could do without it, but find I cannot. Will you let me have a copy on loan?

Better get Attorney-General's approval to your doing so.

Yours, &c.,

E. A. SMITH.

Press copy of report sent to Mr. Smith, 20/4/94.

Memorandum.

Memorandum.

Dear Stephen,

19 April, 1894.

Mr. E. A. Smith wishes me to let him have a copy of his report to the Attorney-General *re* Hill and Lyne, in order that he may refer to it in (I presume) answering the Minister's memorandum.

Mr. Smith suggests that I should obtain the Attorney-General's consent to a copy of the report in question being sent to him. Will you please let me know if the Attorney-General approves of a copy of such report being sent to Mr. Smith?

Yours, &c.,

C. E. PARKINSON.

Dear Parkinson,—If it is the report, a letter on which Mr. Lyne wrote that censorious minute, a copy was sent to him yesterday. Is there any other report?—W.W.S. Yes; Mr. Smith's own report to the Attorney-General.—C.E.P. As the other letter has been sent to him, also Mr. Lyne's report (or rather copies), there can be no objection to sending him the report you refer to. In haste, yours—W.W.S. I can ask Attorney-General if you wish, but in that case should show it to him.—W.W.S.

Telegram from The Crown Solicitor to C. E. Parkinson, Esq.

Wentworth Falls.

DOCUMENTS received as minute of last instructions not sent. Impossible for me to say whether alleged settlement final and binding. Tell Curtis to do nothing towards postponing or withdrawing case without express instructions of Attorney-General. I take no responsibility. See Attorney-General, and say I protest against action taken, as settlement on terms mentioned is monstrous, and in manner grossly irregular. If possible, settlement should not be recognised, but trial proceed. I shall return to-morrow. Could see you at my house Saturday evening or Sunday if necessary. Perhaps, if settlement not conclusive, case might be adjourned till 2 o'clock, Monday.

ERNEST A. SMITH,

Crown Solicitor.

Seen. Put with papers.—C.G.H., 10/3/94.

Mr. C. E. Parkinson to The Secretary to The Attorney-General.

Hill and others *v.* Lyne.

Crown Solicitor's Office, Sydney, 10 March, 1894.

IN view of the absence of the Crown Solicitor, I shall be glad of the Attorney-General's authority to communicate with Messrs. Stephen, Jaques, and Stephen, plaintiffs' attorneys, with the object of arranging a postponement of the trial in this case.

The case stands first in the list in No. 1 Court for Monday morning, so please consider this matter very urgent.

C. E. PARKINSON,

Chief Clerk.

I authorise an application to be made to secure a postponement until Tuesday morning, or even later; but, at any rate, if no more can be obtained, until 2 o'clock on Monday.—C.G.H., 10/3/94, 12.25 p.m. Mr. Curtis has arranged with Mr. Cowper, of Stephen, Jaques, and Stephen, to let this case stand over till Tuesday morning, 13th instant.—C.E.P., 10/3/94.

Memo. on Crown Solicitor's Letter of 5th March.

Hill and others *v.* Lyne—Woolloomooloo Bay Resumptions.

Crown Solicitor's Office.

THE Cabinet has come to the following conclusion in this matter, to quote the minute of Sir G. R. Dibbs:—The Cabinet approves of settling the claim of the Messrs. Hill for £145 sterling per foot, the actual measurement to be adjusted, with interest at the rate of 6 per cent. from date of resumption, each party paying their own costs.

On the same paper the solicitors for Hill & Co. have notified their acceptance of the terms in the following words:—"Having read the above minute of Sir G. R. Dibbs, we accept the above terms on our clients' behalf.—STEPHEN, JAQUES, AND STEPHEN, 7th March, 1894."

Written across above minute is the following:—"Correct. This refers to the whole of the claims for resumptions at Woolloomooloo Bay.—W.J.L., 7/3/93."

Stephen, Jaques, and Stephen to The Crown Solicitor.

Resumption, Woolloomooloo Bay—Hill and others.

Dear Sir,

O'Connell-street, Sydney, 26 April, 1894.

We shall be much obliged if you will send us for perusal the release of the land resumed, in order to carry out the settlement of the action arrived at.

So far as we know there is nothing to prevent the matter being completed at once. We would ask your kind co-operation in securing that object.

Yours, &c.,

STEPHEN, JAQUES, AND STEPHEN.

Memorandum by The Secretary to The Attorney-General.

Hill v. Lyne.

THE accompanying papers are returned to the Crown Solicitor, as they will be, I conclude, required in connection with the final settlement of the above case.

The letters and memoranda now before the Attorney-General, and retained by him for the present, are simply those which have passed between the late Crown Solicitor, the Attorney-General, and the Minister for Works, arising out of some comments made by the first-named gentleman (previously to his resignation of office) as to the course which had been adopted in determining on the amount to be paid to Messrs. Hill, Belisario, and others, and do not, therefore, in any way affect the decision arrived at, or necessitate any delay in the carrying out of the same.

The Crown Solicitor.

W.W.S., 3 May, 1894.

Memo. by The Secretary to The Attorney-General to The Under Secretary for Public Works.

Hill and others v. Lyne.

THIS matter having been now disposed of, and the amount of compensation to be paid to the claimants having been determined by the Cabinet, the papers are herewith forwarded to the Public Works Department, with a view to the necessary steps being taken for the final settlement of the case.

W.W.S., 9th April, 1894.

Approved.—C.G.H., 9/4/94. Land Valuer.—D.McL. (for U.S.), 10/4/94. Mr. Rae for description.—A.B., 10/4/94. Herewith.—F. G. RAE, 13/4/94. The Crown Solicitor for completion of matter.—F.G.R. (*pro* Land Valuer), 13/4/94.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay—Resumed for Additional Wharf Accommodation—The claims of (1) Messrs. Hill, Belisario, Batty, and Sheehy for £33,650, dated 25th April, 1890; (2) same parties for £91,209, dated 1st May, 1890; (3) George Hill (alone) for £25,080, dated 25th April, 1890.

Sir,

Crown Solicitor's Office, Sydney, 23 May, 1894, 4.45 p.m.

I have the honor to inform you that I shall be prepared to settle this matter very shortly. Will you, therefore, be good enough to take the necessary steps to have the compensation money, with interest calculated to Monday next, and made available for payment at the Treasury, and in the meantime forward me two vouchers in duplicate for the amount in the above cases for signature by the respective claimants—that is to say, one voucher in duplicate for Nos. 1 and 2, and one voucher for No. 3. Also, please let me know the amount of interest accruing per diem in each claim.

Departmental papers are sent herewith, which please return immediately after particulars have been taken.

I have, &c.,

GEO. COLQUHOUN,

Crown Solicitor.

Land Valuer.—D.C.McL. (*pro* U.S.), B.C., 23/5/94. Vouchers for £20,439 5s. 3d. (George Hill) and £77,858 12s. 5d., (Hill and Belisario, Batty and Sheehy), herewith.—A.B. (*pro* Land Valuer), 26/5/94. Chief Accountant. Rec., 28/5. Examined, 28/5. ? Vote. For approval.—J.B., 28/5/94. £10,261 3s. 2d. required from Treasurer's Advance Vote.

The Under Secretary, Finance and Trade states, that the voucher for £77,858 12s. 5d. can be paid to-morrow morning, but the voucher for £20,439 5s. 3d. cannot be paid unless the Colonial Treasurer approves of £10,261 3s. 2d. being paid from Advance Account, the vote of £90,000, 57 Vic. 17, being short by this amount.—H.C., 28/5/94. Under Secretary.

Should be referred to the Treasury, and the amount required to be paid from the Advance Account.—J.B., 28/5/94. Approved.—W.J.L., 23/5/94. Under Secretary, Finance and Trade.—J.B., 28/5/94. Ascertain why full provision was not made or asked for upon the last Loan Estimates.—J.S., 28/5/94. The Under Secretary for Public Works.—F.K., 28/5/94.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay—Claim of George Hill alone.

Sir,

Crown Solicitor's Office, Sydney, 25 May, 1894.

Referring to my letter of the 30th May last (93-803A), and to the suggestion contained at the latter part thereof, relative to certain inquiries being made at the Lands Department and the Treasury in reference to the land reclaimed by the late Mr. Hill (which it is stated enures to the claimant), I have the honor to request that you will be good enough to inform me if the inquiries have been made at the Treasury and Lands Department; and, if so, with what result.

I should like to have your reply as early as possible, as the matter is shortly to be completed, and unless it is put beyond all doubt that the right to reclaim the land on the frontage of the property has been granted, and the purchase money has been paid, it will cause delay in settlement.

I have, &c.,

GEO. COLQUHOUN,

Crown Solicitor (*per* C.C.P.).

Mr. Rae.—A.B., 26/5/94.

The information required by the Crown Solicitor is given by a minute from the Lands Department and by one from the Land Valuer, Mr. Thompson, on the accompanying letter from the Crown Solicitor, dated 30th May, 1893, registered No. 93-803A.—F. G. RAE, 28/5/94.

Minute

Minute by The Under Secretary for Public Works to The Under Secretary,
Finance and Trade.

Woolloomooloo Bay Resumption.

Department of Public Works, Sydney, 28 May, 1894.

WITH reference to the inquiry of the Honorable the Treasurer on 94-193H, as to why full provision was not made or asked for on the Loan Estimates in respect of this matter, Mr. Lyne desires me to say that the amount was put on the Estimates by the direction of the Treasurer, after a conversation with him. It was impossible then to give the full amount which would be required for these and other outstanding claims, nor is it possible now.

Submitted. £10,261 3s. 2d. required from Advance Vote.—F.K., 29/5/94. Approved.—J.S., 29/5/94. The Under Secretary for Public Works.—F.K., 29/5/94. I now forward the voucher to the Crown Solicitor, and will sign it on his informing me that it is in proper order.—J.B., 29/5/94.

[Enclosure.]

NEW SOUTH WALES.
Resumption of Land for construction of Wharfs—further sum—£90,000; 57 Vic. No. 17.
Contingent Expenses—Department of Public Works.

Date of Service.		Rate.	Amount.		
			£	s.	d.
25 May, 1894	Claimants—Messrs. Hill, Belisario, Batty, and Sheehy, and Daniel Sheehy, the elder, and Solomon Herbert Hyam, Executors and Trustees of the will of Thomas Batty, deceased. To amount of compensation for land resumed at Woolloomooloo Bay, for additional wharf accommodation purposes. To amount of interest from the date of resumption, the 4th day of February, 1890, to the 28th day of May, 1894, at the rate of 6 per cent. per annum.	426 638 feet, at £145 per foot.	61,862	10	2
	Total .....	.....				15,996	2	3
			£77,858 12 5		

I certify that the amount charged in this voucher as to computations, castings, and rates is correct; that the service has been faithfully performed, and that the expenditure is duly authorised in terms of the Audit Act.

Received, on the day of 189 , the sum of £77,858 12s. 5d. sterling.

T. F. WALLER.

The Crown Solicitor to The Under Secretary for Public Works.

Re George Hill and others' claims (2) and George Hill alone.

Sir,

Crown Solicitor's Office, Sydney, 30 May, 1894.

I am in receipt of your B.C., with voucher in duplicate, for compensation moneys and interest in the above claims, which I now return.

With regard to your memo. as to whether the vouchers are in proper order, I can only certify as far as the names of the persons are concerned. Whether the amounts and other particulars are correct or not I am unable to say, as this information is obtainable only in your Department. This is what I required.—J.B.

The voucher in favour of Hill and others will require amendment, in consequence of the death of Mr. Batty, and I have indicated the amendment in pencil. I have, &c.,

GEO. COLQUHOUN,
Crown Solicitor.

Claimant—George Hill (3).

Claimants—George Hill, Edward Henry Belisario.

Claimants, 1 and 2—Daniel Sheehy, senior, and Solomon Herbert Hyam and Daniel Sheehy, senior, executors and trustees of the will of Thomas Batty, deceased.

Fresh vouchers to be prepared and sent to the Crown Solicitor.—W.H.P., 31/5/94. Original 1 and 2 cancelled, and fresh ones in duplicate herewith.—H.C., 31/5/94. Vouchers now signed and forwarded to the Crown Solicitor as requested.—J.B., 31/5/94. Memorandum, 5/6/1894, from Herbert Morris to the Secretary. Should not these papers be sent on to the Crown Solicitor to place with the others in his custody?—H.M. They may be forwarded, although they have no material bearing upon the action remaining to be taken in the matter.—W.W.S., 6/6/94. The Crown Solicitor.—H.M. (for the Secty.), 6/6/94. These papers are not complete. There is Mr. Smith's reply to the Minister's memo., which is not herewith; also Attorney-General's minute of 6/4/94.—C.E.P., 6/6/94.

The Crown Solicitor to The Under Secretary for Public Works.

Land at Woolloomooloo Bay resumed for additional wharf accommodation purposes—Two claims by Geo. Hill and others and one claim by Geo. Hill alone.

Sir,

Crown Solicitor's Office, Sydney, 28 June, 1894.

I have the honor to request that you will be good enough to take the necessary steps to have the balance of interest due on the above claims calculated to the date of payment at the Treasury, and forward me a supplementary voucher in duplicate for the amount for signature by the claimants.

I have, &c.,

GEO. COLQUHOUN,
Crown Solicitor.

The Land Valuer.—D.C.McL. (pro U.S.), B.C., 29/6/94. Vouchers for £183 0s. 9d. and £48 1s. herewith.—A.B. (pro Land Valuer), 6/7/94.

The

The Crown Solicitor to The Under Secretary for Public Works.

Re Hill and others' Claim.

Sir,

Crown Solicitor's Office, Sydney, 28 June, 1894.

I have the honor to inform you that a question has arisen between the solicitors of the various claimants and myself, in regard to the construction of the minute endorsed upon my letter to you of the 5th March last, No. C.L. 94-220, as regards the payments of costs.

The minute, as you will see, reads "each party paying their own costs," if this is to be read literally it would apply to all costs—that is, to both the cost of the action and the several conveyancing costs on resumption paid to the claimants' solicitors. The solicitors of the parties contend that at the time of writing the minute the costs only of the action were in contemplation. This may, or may not be the case, and it is your decision in that respect I desire. I forward herewith the letter and minute above referred to, and shall be glad to have the question settled as early as possible.

I have, &c.,

GEO. COLQUHOUN,

Crown Solicitor.

Submitted for decision.—J.B., 2/7/94. The minute referred to *all* costs.—W.J.L., 7/7/94.
 Inform.—J.B., 7/7/94. Crown Solicitor, 7/7/94. Place with the other papers.—D.C.McL., 9/7/94.
 Noted.—T.F.W., 9/7/94.

Additional interest voucher in favour of George Hill only for £48 ls., also additional interest voucher in favour of George Hill and others for £183 Os. 9d., forwarded to Acct. Const. Branch.—E.R.Y., 25/7/94.

Certified.—H.C., 27/7/94. Sec. L.V., 94-318π.

The Under Secretary for Public Works to The Crown Solicitor.

Re Hill and others.

Sir,

Department of Public Works, Valuation Branch, Sydney, 7 July, 1894.

In reply to your letter of the 28th ultimo, in which you ask to be informed as to the correct interpretation of the minute endorsed on your letter of the 5th of March last, respecting the payment of costs in the above matter, I am directed by the Secretary for Public Works to say that the minute in question refers to all costs.

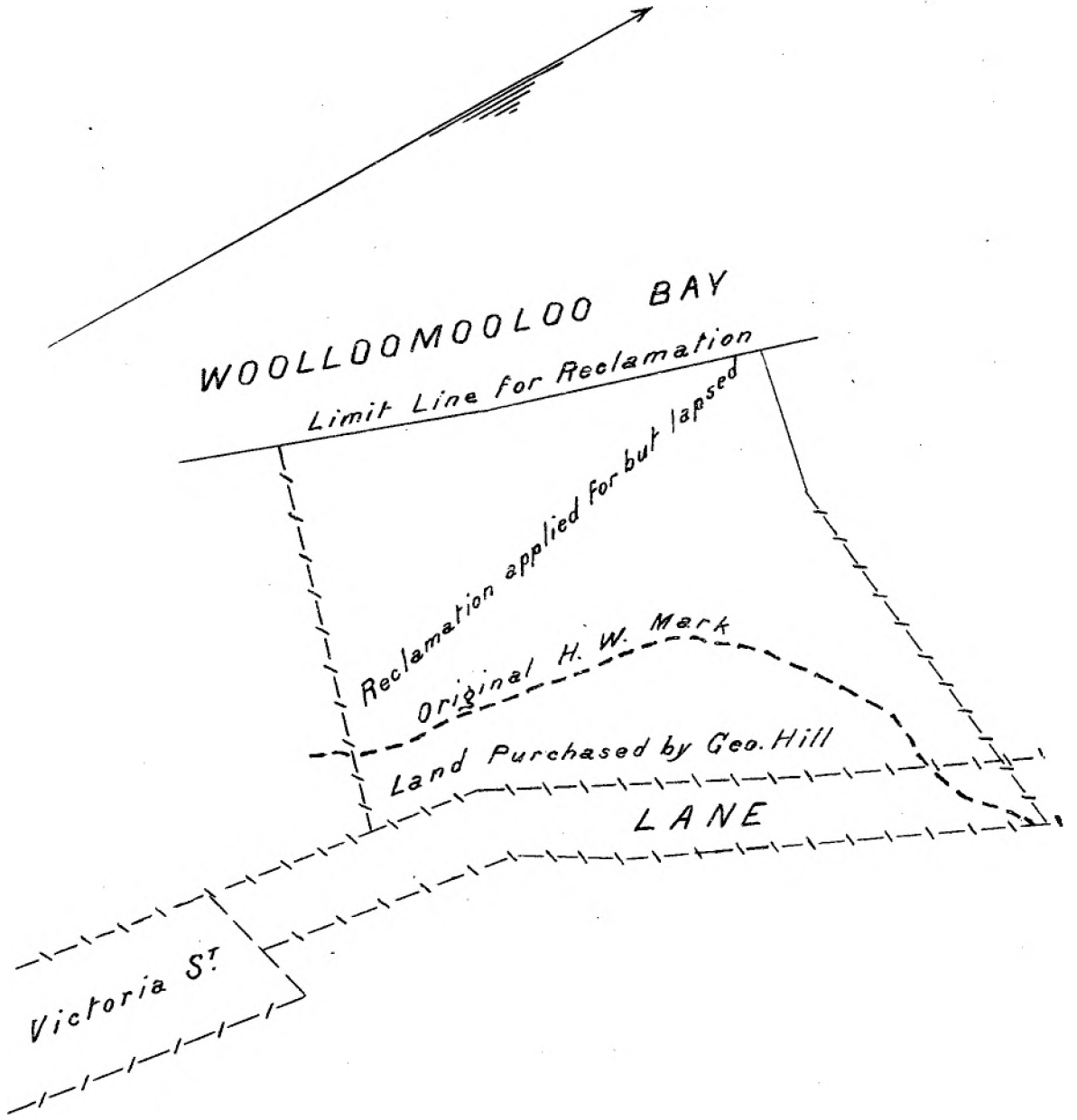
I have, &c.,

J. BURLING,

Under Secretary.

[Three plans.]

APPENDIX A.



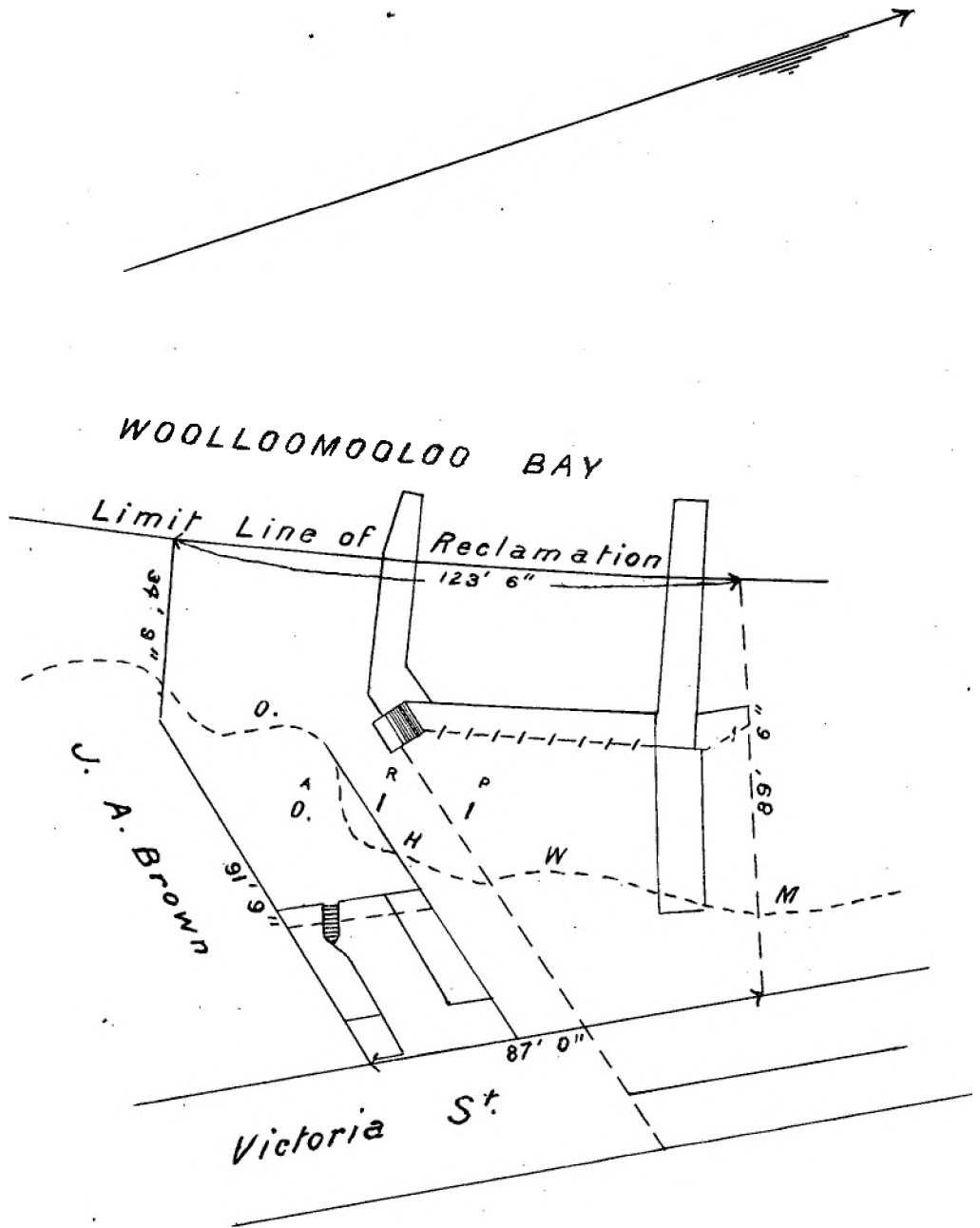
(228-94.)



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

APPENDIX B.

Tracing shewing Land taken from Mess^{rs}: Hill, Belisario, Batty, & Sheehy, at Woolloomooloo Bay.



(228 - 94.)

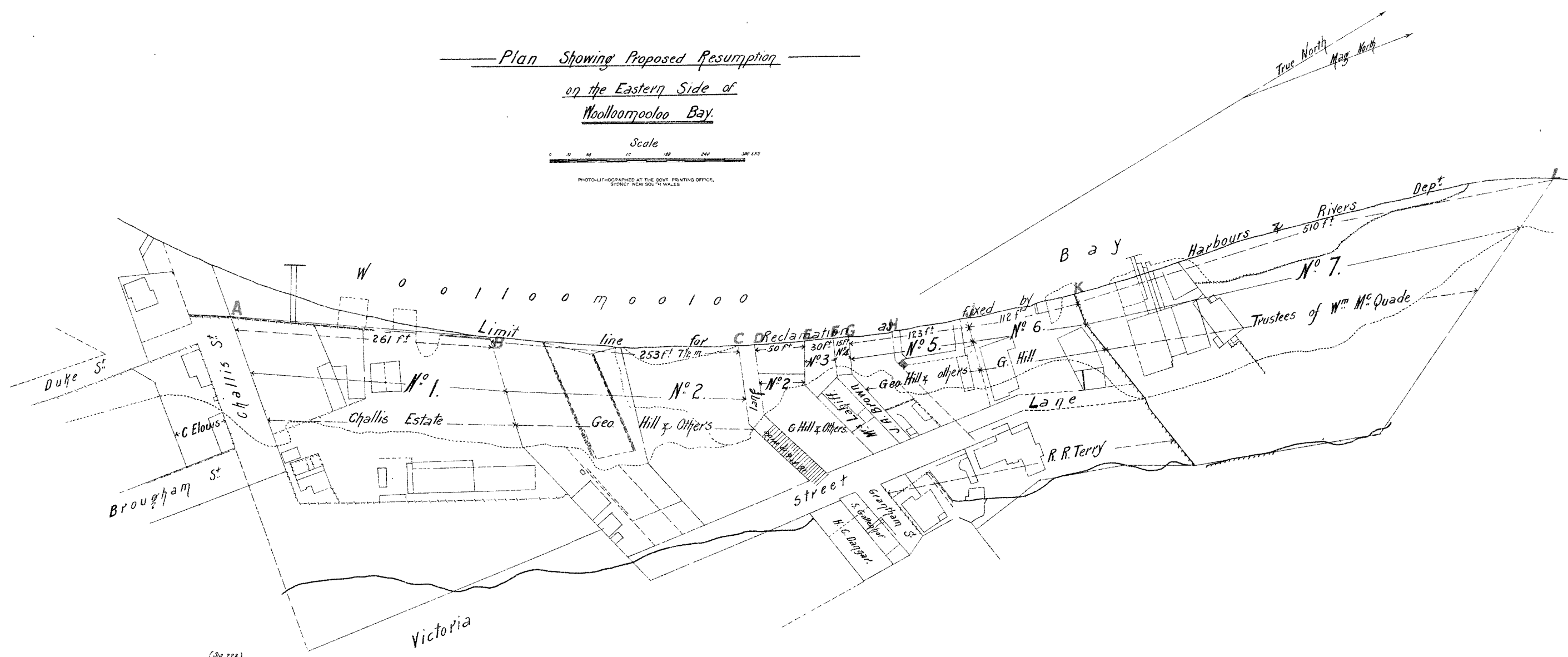


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

Plan Showing Proposed Resumption
on the Eastern Side of
Woolloomooloo Bay.



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



(By 222)

1894-5.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

RESUMPTION OF LAND, WOOLLOOMOOLOO BAY,

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

27 *February*, 1895.

SYDNEY : CHARLES POTTER, GOVERNMENT PRINTER.

1895.

1894-5.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 43. THURSDAY, 29 NOVEMBER, 1894.

4. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—Mr. James Morgan moved, pursuant to *amended* Notice,—

(1.) That a Select Committee be appointed to inquire into and report upon the resumption and payment for land at Woolloomooloo Bay, including the Challis Estate, Hill & Co.'s, Lahiff's, Brown's, and McQuade's properties.

(2.) That such Committee consist of Mr. Bavister, Mr. Lee, Mr. Lees, Mr. Molesworth, Mr. Piddington, Mr. Clarke, Mr. O'Sullivan, Mr. Wall, Mr. Cann, and the Mover.

Question put.

The House divided.

Ayes, 57.

Mr. Young,	Mr. Alexander Campbell,
Mr. Sydney Smith,	Mr. Archibald Campbell,
Mr. Brunker,	Mr. Tonkin,
Mr. Gould,	Mr. Loughnane,
Mr. Hogue,	Mr. Barnes,
Mr. Stephen,	Mr. Watson,
Mr. Moore,	Mr. Russell Jones,
Mr. Slattery,	Mr. McFarlane,
Sir George Dibbs,	Mr. McGowen,
Mr. Smailes,	Mr. Bavister,
Mr. McCourt,	Mr. Pyers,
Mr. Cameron,	Mr. Gormly,
Mr. Rawlinson,	Mr. Sleath,
Mr. Cook,	Mr. Law,
Mr. Newman,	Mr. Lyne,
Mr. Black,	Mr. Stevenson,
Mr. Robert Jones,	Mr. Levien,
Mr. Anderson,	Mr. Edden,
Mr. Molesworth,	Mr. Rose,
Mr. Frank Farnell,	Mr. Schey,
Mr. Watkins,	Mr. Storey,
Mr. Piddington,	Mr. Willis,
Mr. Rigg,	Mr. Carroll,
Mr. Hawthorne,	Mr. Kidd,
Mr. Perry,	Mr. O'Reilly.
Mr. Miller,	
Mr. Wood,	<i>Tellers,</i>
Mr. Dick,	Mr. James Morgan,
Mr. Gillies,	Mr. O'Sullivan.
Mr. McLean,	

Noes, 9.

Mr. Ferguson,
Mr. Mahony,
Mr. Wilks,
Mr. Nicholson,
Mr. Harris,
Mr. Gardiner,
Mr. Thomas Brown.

Tellers,

Mr. Shipway,
Dr. Hollis.

And so it was resolved in the affirmative.

VOTES No. 44. TUESDAY, 4 DECEMBER, 1894.

4. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—Mr. James Morgan moved (*by consent*), without Notice, That the return respecting claims for resumption of land at Woolloomooloo Bay, and the original papers respecting resumption of lands at Woolloomooloo Bay for wharfage purposes, laid upon the Table of this House on 21st November, 1894, be referred to the Select Committee now sitting on "Resumption of Land, Woolloomooloo Bay."

Question put and passed.

VOTES No. 49. TUESDAY, 18 DECEMBER, 1894.

3. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—

(1.) Mr. James Morgan moved (*by consent*), without Notice, That the Select Committee on "Resumption of Land, Woolloomooloo Bay," have leave to sit during the sitting of the House this day.

Question put and passed.

(2.) Mr. Lyne moved (*by consent*), without Notice, That leave be granted to the Honorable Member for The Hume, Mr. Lyne, to appear and be heard in person or by attorney or counsel before the Select Committee on "Resumption of Land, Woolloomooloo Bay."

Question put and passed.

19. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—Mr. James Morgan moved (*by consent*), without Notice, That the Select Committee on "Resumption of Land, Woolloomooloo Bay," have leave to sit during the sitting of the House to-morrow.

Question put and passed.

VOTES

VOTES NO. 50. WEDNESDAY, 19 DECEMBER, 1894.

15. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—Mr. James Morgan moved (*by consent*), without Notice, That the Select Committee on “Resumption of Land, Woolloomooloo Bay,” have leave to sit during the sitting of the House to-morrow.
Question put and passed.
-

VOTES NO. 51. THURSDAY, 20 DECEMBER, 1894.

2. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—Mr. James Morgan moved (*by consent*), without Notice, That the Select Committee on “Resumption of Land, Woolloomooloo Bay,” have leave to sit during any adjournment of this House.
Question put and passed.
-

VOTES NO. 54. WEDNESDAY, 27 FEBRUARY, 1895.

2. RESUMPTION OF LAND, WOOLLOOMOOLOO BAY:—Mr. James Morgan, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before the Select Committee for whose consideration and report this subject was referred on 29th November, 1894, together with Appendix.
Ordered to be printed.
-

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings.....	3
Report	5
Proceedings of the Committee.....	7
List of Witnesses	12
Minutes of Evidence	1
Appendix	1

1894-5.

RESUMPTION OF LAND, WOOLLOOMOOLOO BAY.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 29th November, 1894, "to inquire into and report upon the resumption and payment for land at Woolloomooloo Bay, including the Challis Estate, Hill & Co.'s, Lahiff's, Brown's, and McQuade's properties, and to whom was referred on 4th December, 1894, the return respecting claims for resumption of land at Woolloomooloo Bay, and the original papers respecting resumption of lands at Woolloomooloo Bay for wharfage purposes and to whom was granted on 20th December, 1894, leave to sit during any adjournment of this House,"—have agreed to the following Report:—

Your Committee having examined the witnesses named in the list,* beg^s See List, p. 12. to report as follows:—

1. That from the evidence given by Mr. Joseph Barling, Under Secretary for Public Works, it is found that the land was resumed by the Government of Sir Henry Parkes, on the 4th of February, 1890.

2. That the land belonging to the Challis Estate, Mrs. Lahiff, and Gattenhoff, was paid for, or payment authorized, by the Colonial Treasurer of the day, Mr. McMillan, upon valuations made by Messrs. Richardson and Wrench, Mills and Pile, and J. B. Thompson, Government Valuator. In the case of Mr. J. A. Brown, payment was authorized by Mr. McMillan after a verdict of jury.

3. That the land belonging to Hill and Company, and McQuade, were paid for by Mr. John See, Treasurer in the Government of Sir George Dibbs.

4. That the price paid for the land belonging to Hill and Company, viz.:—£145 per foot, as compared with amounts given per foot for other land adjoining and in the immediate vicinity shows as follows, the Challis Estate for which £168 10s. 10d. per foot was paid, or a total of £45,000, the claim being £49,500. Lahiff's land, 30 feet frontage to the bay, with a mean depth of 137 feet 6 inches, at the rate of £150 per foot, or a total of £4,500; J. A. Brown's land having a frontage of 15 feet to the bay, with a mean depth of 129 feet 6 inches, at the rate of £146 13s. 4d. per foot, exclusive of improvements, or a total of £2,200; Gattenhoff's land, having a frontage—but not a water frontage—of 17 feet 4½ inches to the street, at the rate of £71 18s. 10d. per foot, or a total of £1,250; McQuade's land, having a frontage of 505 feet to the bay, with a mean depth of 150 feet, at the rate of £85 3s. 4d. per foot, or a total of £42,925. This last property has no access by right-of-way or road such as the other properties mentioned have, and the settlement was made at the urgent request of Mr. McQuade, who was desirous of going to England for the benefit of his health, and who, as a matter of fact, died shortly after the settlement was arrived at.

5. That the evidence of Mr. J. Barling, Mr. George Hill, Mr. John McElhone, Mr. Belisario, Mr. Sheehy, and others, does not show any evidence of corruption or collusion in the adjustment of these claims.

6. That the evidence given by Mr. E. A. Smith with regard to an alleged statement made to him by Mr. George Hill, rests upon his unsupported testimony alone, and was generally denied by Mr. Hill. Mr. Sheehey in his evidence stated positively he never went to the Works Department, and did not even know Mr. Lyne till he saw him in the Committee Room. Mr. Batty had been bed-ridden for over twelve months, and is since dead. Your Committee also desire to say that if such a statement was made (as Mr. Smith alleges) by Mr. George Hill, it was his duty, as a civil servant, to have at once communicated it to the head of his Department.

7. That the evidence goes to show that at the time of the resumption of the Woolloomooloo Bay land, although what is known as the "boom" had ceased, prices for land were ruling very high, and that land which was worth a comparatively small sum in 1886 had increased five or six fold in 1890, *vide* the evidence of Mr. A. W. L. Gregg, pp. 35, 36, 37, and 38, and also evidence of Mr. J. B. Thompson, Government Valuator, pp. 47, 48, 49, and 50.

8. That with regard to the objections raised by the Crown Solicitor regarding the settlement of claims by individual Ministers or Cabinet while they are in the hands of the Crown Law Officers, your Committee do not think it is desirable that such claims should be settled without a consultation with that Department, yet they are of opinion that the functions of that office are confined to tendering legal advice in regard to such claims. In support of the view which the Committee take, they desire to quote the evidence of Mr. Barling, who uses these words, and with which the Committee concur:—"I unhesitatingly say that, as a rule, I do not think it is a good practice, but I can quite see this,—that there are certain cases in which it would never do to bind a Minister with red tape when in the public interest he might consider another course is advisable in order to preclude mistake";—but find that in the case of Hill and Company the claim was settled by the Cabinet, at which the Attorney-General was present, and not by the Secretary for Public Works, Mr. Lyne, and at that meeting he was requested to make no definite offer until satisfied the claimants would accept.

9. Finally, your Committee are of opinion that the evidence entirely exonerates the Honorable Member for the Hume, and late Secretary for Public Works, from any charge or semblance of corruption or collusion in regard to the settlement of the claims of Messrs. Hill and Company and Mr. McQuade. It will be seen by the evidence that Mr. McMillan, Treasurer in the Government of Sir Henry Parkes, was of opinion that the first valuation made of Hill and Company's land, viz., £175 per foot, "seems to be reasonable," and that it was settled by the Government of Sir G. R. Dibbs (in Cabinet) for £145 per foot, notwithstanding that the claimants had obtained a verdict in the Supreme Court of £200 per foot against which the Government had moved and obtained leave for a new trial.

JAMES MORGAN,
Chairman.

No. 3 Committee Room, Legislative Assembly,
Sydney, 27th February, 1895.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 4 DECEMBER, 1894.

MEMBERS PRESENT :—

Mr. Bavister,	|	Mr. James Morgan,
Mr. Lee,		Mr. O'Sullivan,
Mr. Lees,		Mr. Piddington,
		Mr. Wall.

Mr. James Morgan called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.

Resolved,—That Mr. Barling, Under Secretary for Public Works, and Mr. George Hill be summoned to give evidence next meeting.

[Adjourned till To-morrow, at a quarter to Eleven o'clock.]

WEDNESDAY, 5 DECEMBER, 1894.

MEMBERS PRESENT :—

Mr. James Morgan in the Chair.

Mr. Bavister,	|	Mr. Molesworth,
Mr. Francis Clarke,		Mr. O'Sullivan,
Mr. Lee,		Mr. Piddington,
Mr. Lees,		Mr. Wall.

Entry from Votes and Proceedings, referring papers to the Committee, *read* by the Clerk.

Joseph Barling, Under Secretary for Public Works, called in, sworn, and examined.

Witness withdrew.

[Adjourned till To-morrow, at a quarter to Eleven o'clock.]

THURSDAY, 6 DECEMBER, 1894.

MEMBERS PRESENT :—

Mr. James Morgan in the Chair.

Mr. Bavister,	|	Mr. Lees,
Mr. Cann,		Mr. Molesworth,
Mr. Francis Clarke,		Mr. O'Sullivan,
Mr. Lee,		Mr. Piddington,
	Mr. Wall.	

George Hill called in, sworn, and examined.

Witness withdrew.

William John Lyne, Esq., M.P., sworn and examined.

Witness withdrew.

[Adjourned till Tuesday next, at a quarter to Eleven o'clock.]

TUESDAY, 11 DECEMBER, 1894.

MEMBERS PRESENT :—

Mr. James Morgan in the Chair.

Mr. Bavister,	|	Mr. Lees,
Mr. Cann,		Mr. Molesworth,
Mr. Francis Clarke,		Mr. O'Sullivan,
Mr. Lee,		Mr. Piddington,
	Mr. Wall.	

William John Lyne, Esq., M.P., further examined.

Witness withdrew.

Ernest Augustus Smith called in, sworn, and examined.

Witness withdrew.

[Adjourned till To-morrow, at a quarter to Eleven o'clock.]

WEDNESDAY,

WEDNESDAY, 12 DECEMBER, 1894

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Francis Clarke,	|	Mr. Molesworth,
Mr. Lee,	|	Mr. O'Sullivan,
Mr. Lees,	|	Mr. Wall.

Ernest Augustus Smith called in and further examined.

Witness withdrew.

[Adjourned till To-morrow, at a quarter to Eleven o'clock.]

THURSDAY, 13 DECEMBER, 1894.

The House continuing to sit till the hour named for the meeting of the Committee, no meeting could be held.

TUESDAY, 18 DECEMBER, 1894.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Cann,	|	Mr. Francis Clarke.
-----------	--	---------------------

Entries from Votes and Proceedings, granting leave to the Committee to sit during the sitting of the House this day, and granting leave to W. J. Lyne, Esq., M.P., to be represented by Attorney and Counsel or in person before the Committee, *read* by the Clerk.

Present:—W. J. Lyne, Esq., M.P.

Alexander Walter Scott Gregg (*Managing Director of Richardson, Wrench, & Co., Limited*) called in, sworn, and examined.

Witness withdrew.

[Adjourned till To-morrow, at a quarter to Eleven o'clock.]

WEDNESDAY, 19 DECEMBER, 1894.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Bavister,	|	Mr. Lee,
Mr. Cann,	|	Mr. O'Sullivan,
Mr. Francis Clarke,	|	Mr. Piddington,
	Mr. Wall.	

Entry from Votes and Proceedings granting leave to the Committee to sit during the sitting of the House, this day, *read* by the Clerk.

Present:—W. J. Lyne, Esq., M.P.

The Chairman read a letter from Edmund William Molesworth, Esq., resigning his seat as a Member of the Committee.

Ernest Augustus Smith recalled and further examined.

Mr. Smith asked to be supplied with a copy of the evidence. Committee decided not to grant the request.

Witness withdrew.

George Hill recalled and further examined.

Witness withdrew.

Daniel Sheehy called in, sworn, and examined.

Witness withdrew.

Edward Henry Belisario called in, sworn, and examined.

Witness withdrew.

Ordered,—That John McElhone, J. B. Thompson, and R. N. Sheridan be summoned to give evidence next meeting.

[Adjourned till To-morrow, at a quarter to Eleven o'clock.]

THURSDAY, 20 DECEMBER, 1894.

The House continuing to sit till the hour named for the meeting of the Committee no meeting could be held.

FRIDAY,

FRIDAY, 21 DECEMBER, 1894.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Bavister,	|	Mr. Francis Clarke,
		Mr. O'Sullivan.

Present:—W. J. Lyne, Esq., M.P.

Entries from Votes and Proceedings granting leave to the Committee to sit during the sitting of the House this day, also during any adjournment, read by the Clerk.

Richard Newman Sheridan (*Manager of the Bank of New South Wales, Bathurst-street Branch*) called in, sworn, and examined.

Witness withdrew.

James Bamford Thompson (*Government Valuator*) called in, sworn, and examined.

Witness withdrew.

John McElhone called in, sworn, and examined.

Witness withdrew.

Frederick George Rae called in, sworn, and examined.

Witness withdrew.

[Adjourned till Monday next, at *Eleven* o'clock.]

MONDAY, 14 JANUARY, 1895.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Francis Clarke,	|	Mr. O'Sullivan,
Mr. Lees,		Mr. Wall.

Present:—W. J. Lyne, Esq., M.P.

Captain John Jackson called in, and made an affirmation, and examined.

Witness withdrew.

Frederick George Rae recalled and further examined.

Witness handed in a Schedule showing the amounts paid by the Government for land resumed at Woolloomooloo Bay.

Witness withdrew.

[Committee adjourned till Friday next, at *Two* o'clock.]

FRIDAY, 18 JANUARY, 1895.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Bavister,	|	Mr. Francis Clarke,
Mr. Cann,		Mr. O'Sullivan.

Committee deliberated as to their Report.

Resolved, on motion of Mr. Bavister, that Messrs. Stephen, Jaques, and Stephen, be summoned to give evidence next meeting.

[Adjourned till Monday next, at *Eleven* o'clock.]

MONDAY, 21 JANUARY, 1895.

MEMBERS PRESENT:—

Mr. Bavister,	|	Mr. Cann,
Mr. Francis Clarke,		Mr. O'Sullivan.

Mr. O'Sullivan called to the Chair *pro tem*.

George Colquhoun (*Crown Solicitor*) called in, sworn, and examined.

Witness withdrew.

Walter Henry Poole called in, sworn, and examined.

Witness produced a plan showing the land resumed by the Government at Woolloomooloo Bay.

Witness withdrew.

Arthur Charles Ebsworth (*Managing Clerk for Messrs. Stephen, Jaques, and Stephen*), called in, sworn, and examined.

Witness withdrew.

Reassembling of the Committee to be arranged by the Chairman.

[Adjourned.]

MONDAY, 28 JANUARY, 1895.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Bavister,		Mr. Cann,
Mr. Francis Clarke,	|	Mr. O'Sullivan,
	Mr. Wall.	

Committee adjourned till *Twelve o'clock, noon.*

There being only two Members present, viz., Mr. James Morgan and Mr. Bavister, within fifteen minutes after the hour to which the Committee stood adjourned, the meeting lapsed. [BIGGLES]

FRIDAY, 1 FEBRUARY, 1895.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Bavister,		Mr. O'Sullivan,
	Mr. Wall.	

Arthur Charles Ebsworth recalled and further examined.

Witness withdrew.

Frederick George Rae recalled and further examined.

Witness withdrew.

Chairman to prepare Draft Report.

Reassembling of the Committee to be arranged by the Chairman.

[Adjourned.]

TUESDAY, 26 FEBRUARY, 1895.

MEMBERS PRESENT:—

Mr. James Morgan in the Chair.

Mr. Bavister,		Mr. O'Sullivan,
Mr. Cann,		Mr. Piddington,
Mr. Lee,		Mr. Wall.

The Chairman submitted Draft Report, which was read a first time as follows:—

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 29th November, 1894, "to inquire into and report upon the resumption and payment for land at Woolloomooloo Bay, including the Challis Estate, Hill & Co.'s, Lahiff's, Brown's, and McQuade's properties, and to whom was referred on 4th December, 1894, the return respecting claims for resumption of land at Woolloomooloo Bay, and the original papers respecting resumption of lands at Woolloomooloo Bay for wharfage purposes, and to whom was granted on 20th December, 1894, leave to sit during any adjournment of this House,"—have agreed to the following Report:—

Your Committee having examined the witnesses named in the list, beg to report as follows:—

1. That from the evidence given by Mr. Joseph Barling, Under Secretary for Public Works, it is found that the land was resumed by the Government of Sir Henry Parkes, on the 4th of February, 1890.

2. That the land belonging to the Challis Estate, Mrs. Lahiff, and Gattenhoff, was paid for, or payment authorised, by the Colonial Treasurer of the day, Mr. McMillan, upon valuations made by Messrs. Richardson and Wrench, Mills and Pile, and J. B. Thompson, Government Valuator. In the case of Mr. J. A. Brown, payment was authorised by Mr. McMillan after a verdict of jury.

3. That the land belonging to Hill and Company, and McQuade, were paid for by Mr. John See, Treasurer in the Government of Sir George Dibbs.

4. That the price paid for the land belonging to Hill and Company, viz., £145 per foot, "was small" as compared with amounts given per foot for other land adjoining and in the immediate vicinity, as instance the Challis Estate for which £168 10s. 10d. per foot was paid, or a total of £45,000, the claim being £49,500. Lahiff's land, 30 feet frontage to the bay, with a mean depth of 137 feet 6 inches, at the rate of £150 per foot, or a total of £4,500; J. A. Brown's land, having a frontage of 15 feet to the bay, with a mean depth of 129 feet 6 inches, at the rate of £146 13s. 4d. per foot, or a total of £2,200; Gattenhoff's land, having a frontage—but not a water frontage—of 17 feet 4½ inches to the street, at the rate of £71 18s. 10d. per foot, or a total of £1,250; McQuade's land, having a frontage of 505 feet to the bay, with a mean depth of 150 feet, at the rate of £85 3s. 4d. per foot, or a total of £42,925. This last property has no access by right-of-way or road such as the other properties mentioned have, and the settlement was made at the urgent request of Mr. McQuade, who was desirous of going to England for the benefit of his health, and who, as a matter of fact, died shortly after the settlement was arrived at.

5. That the evidence of Mr. J. Barling, Mr. George Hill, Mr. John McElhone, Mr. Bellisario, Mr. Sheehy, and others, completely exonerates every member of the Dibbs Government from the suspicion of corruption or collusion in the adjustment of Hill's claim.

6. That the evidence given by Mr. E. A. Smith with regard to an alleged statement made to him by Mr. George Hill, rests upon his unsupported statement alone, and was generally denied by Mr. Hill, and according to the weight of evidence, if such statement was made by Hill, it proved to be untrue. Mr. Sheehy in his evidence stated positively he never went to the Works Department, and did not even know Mr. Lyne till he saw him in the Committee Room. Mr. Batty had been bed-ridden for over twelve months, and is since dead. Your Committee also desire to say that if such a statement was made (as Mr. Smith alleges) by Mr. George Hill, it was his duty, as a civil servant, to have at once communicated it to the head of his Department, viz., the Minister of Justice, and not to have kept it such a profound secret until the meeting of this Committee.

7. That at the time of the resumption of the Woolloomooloo Bay land, although what is known as the "boom" had ceased, prices for land were ruling very high, and that land which was worth a comparatively small sum in 1886 had increased five or six fold in 1890, *vide* the evidence of Mr. A. W. L. Gregg, pp. 35, 36, 37, and 38, and also evidence of Mr. J. B. Thompson, Government Valuator, pp. 47, 48, 49, and 50.

8. That with regard to the objections raised by the Crown Solicitor regarding the settlement of claims by individual Ministers or Cabinet while they are in the hands of the Crown Law Officers, your Committee do not think it is desirable that such claims should be settled without a consultation with that Department, yet they are of opinion that the functions of that office are confined to tendering legal advice in regard to such claims. In support of the view which the Committee take, they desire to quote the evidence of Mr. Barling, who uses these words, and with which the Committee concur:—"I unhesitatingly say that, as a rule, I do not think it is a good practice, but I can quite see this,—that there are certain cases in which it would never do to bind a Minister with red tape when in the public interest he might consider another course is advisable in order to preclude mistake";—but find that in the case of Hill and Company the claim was settled by the Cabinet, at which the Attorney-General was present, and not by the Secretary for Public Works, Mr. Lyne; and at that meeting he was requested to make no definite offer until satisfied the claimants would accept. Under these circumstances he could scarcely take any other course than he did.

9. Finally, your Committee entirely exonerate Mr. W. J. Lyne, the Honorable Member for the Hume, and late Secretary for Public Works, from any charge or semblance of corruption or collusion in regard to the settlement of the claims of Messrs. Hill and Company and Mr. McQuade, and find that the amounts paid for these two properties were lower than that given for any of the other water frontage lands at Woolloomooloo Bay resumed at this time; and so careful was the Minister of the public funds that he refused to pay the cost of transfer, which, according to evidence, was most unusual, as the "Government invariably paid the cost of conveyancing"; and it will be seen by the evidence that Mr. McMillan, Treasurer in the Government of Sir Henry Parkes, was of opinion that the first valuation made of Hill and Company's land, viz., £175 per foot, "seems to be reasonable," and that it was settled by the Government of Sir G. R. Dibbs (in Cabinet) for £145 per foot.

Paragraphs 1, 2, and 3, read and *agreed to*.

Paragraph 4 read.

Mr. Piddington moved that the paragraph be amended by leaving out in line 1 the words "was small."

Question put,—“That the words proposed to be left out stand part of the paragraph.”

Committee divided.

Ayes, 1.

Mr. Lee.

Noes, 4.

Mr. Bavister,
Mr. Cann,
Mr. O'Sullivan,
Mr. Piddington.

And so it passed in the negative.

And the paragraph, having been further amended, paragraph as amended *agreed to*.

Paragraph 5 read.

Mr. Piddington moved that the paragraph be amended by leaving out in lines 2 and 3 the words, "Completely exonerates every member of the Dibbs Government from the suspicion of corruption or collusion in the adjustment of Hill's claim," and inserting, "Does not show any evidence of corruption or collusion in the adjustment of these claims."

Question put,—“That the words proposed to be left out stand part of the paragraph.”

Committee divided.

Ayes, 3.

Mr. Cann,
Mr. Lee,
Mr. Wall.

Noes, 3.

Mr. Bavister,
Mr. O'Sullivan,
Mr. Piddington.

The numbers being equal, the Chairman gave his casting vote with the noes, and declared the question to have passed in the negative.

Question,—“That the words proposed to be inserted be so inserted, put and passed.”

Paragraph, as amended, *agreed to*.

Paragraph 6 read, amended, and *agreed to*.

Paragraph 7 read, amended, and *agreed to*.

Paragraph 8 read, amended, and *agreed to*.

Paragraph 9 read. Mr. O'Sullivan moved that the paragraph be amended by leaving out the words in lines 3, 4, 5, 6, and 7, "and find that the amounts paid for these two properties were lower than that given for any of the other water frontage lands at Woolloomooloo Bay resumed at this time, and so careful was the Minister of the public funds that he refused to pay the cost of transfer, which, according to evidence was most unusual, as the 'Government invariably paid the cost of conveyancing'; and"

Question put,—“That the words proposed to be left out stand part of the paragraph.”

Committee divided.

Ayes, 3.

Mr. Cann,
Mr. Lee,
Mr. Wall.

Noes, 3.

Mr. Bavister,
Mr. O'Sullivan,
Mr. Piddington

The numbers being equal the Chairman gave his casting vote with the noes, and declared the question to have passed in the negative.

Mr.

Mr. Lee moved,—Add at end of paragraph the words, “notwithstanding that the claimants had obtained a verdict in the Supreme Court of £200 per foot, against which the Government moved and obtained leave for a new trial.”

Question put,—“That the words proposed to be added be so added.”

Committee divided.

Ayes, 4.	Noes, 2.
Mr. Cann,	Mr. Bavister,
Mr. Lee,	Mr. Piddington.
Mr. O'Sullivan,	
Mr. Wall.	

The Chairman declared the question to have passed in the affirmative.

Paragraph as amended *agreed* to.

Mr. Bavister moved,—That the final consideration of the Report be postponed till Wednesday next.

Question put.

Committee divided.

Ayes, 1.	Noes, 5.
Mr. Bavister.	Mr. Cann,
	Mr. Lee,
	Mr. O'Sullivan,
	Mr. Piddington,
	Mr. Wall.

And so it passed in the negative.

Motion made (*Mr. O'Sullivan*),—That the Report as amended be the Report of the Committee.

Question put and passed.

Chairman to Report to the House.

LIST OF WITNESSES.

	PAGE.
Barling, Joseph	1
Belisario, Edward Henry	45
Colquhoun George	55
Ebsworth, Arthur Charles	56
Gregg, Alexander Walter Scott	35
Hill, George.....	7, 40
Jackson, Captain John	53
Lyne, William John, Esq., M.P.	13, 16, 53
McElhone, John	50
Poole, Walter Henry.....	55
Rae, Frederick George	52, 54, 58
Sheehy, Daniel	44
Sheridan, Richard Newman.....	47
Smith, Ernest Augustus	24, 25, 39
Thompson, James Bamford	47

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

RESUMPTION OF LAND, WOOLLOOMOOLOO BAY.

WEDNESDAY, 5 DECEMBER, 1894.

Present:—

MR. BAVISTER,	MR. O'SULLIVAN,
MR. WALL,	MR. PIDDINGTON,
MR. LEE,	MR. FRANCIS CLARKE,
MR. MOLESWORTH,	MR. LEES,
MR. JAMES MORGAN.	

J. MORGAN, ESQ., IN THE CHAIR.

Joseph Barling called in, sworn, and examined:—

1. *Chairman.*] You are Under Secretary for Public Works? Yes.
2. You have some knowledge of the resumption of land at Woolloomooloo Bay? Yes.
3. Will you kindly inform the Committee, as nearly as you possibly can, the circumstances which arose to cause these resumptions? The circumstances which brought about the resumptions of this land will be found detailed in a letter, dated 30th December, 1889, written to me by the Under Secretary for Finance and Trade, the late Mr. Eagar. The letter was in these terms:—

Sir,

I have the honor, by direction of the Colonial Treasurer, to hand you original of a minute which passed the Cabinet on the 23rd instant, in reference to the resumption of land at Woolloomooloo Bay for providing additional wharf accommodation at that place. I beg also to hand you a plan of the property to be resumed, description of which is attached to the minute.

I have, &c.,
G. EAGAR.

J. Barling,
Esq.
5 Dec., 1894.

The Cabinet minute was endorsed by Sir Henry Parkes and initialled by Mr. McMillan, and it is in these terms: "In view of the increasing necessity for both present and future wharf accommodation and of the fact that wharf extension is now most readily obtainable in connection with Cowper Wharf—extending from the eastern side of Woolloomooloo Bay towards Victoria-street—and having regard to the desirability of acquiring the properties named in the attached valuation before any considerable rise on present values may be expected, I beg to recommend to the favourable consideration of the Cabinet, that the properties concerned may be resumed for wharf purposes, under the provisions of the 'Lands for Public Purposes Acquisition Act.' And as provision is made by the Loan Act, 53 Vic. No. 23, to the extent of £200,000, 'for resumption of land for construction of wharfs,' of which sum £150,000 is estimated to be available, I further recommend that the Honorable the Secretary for Public Works be authorised to obtain from His Excellency the Governor and the Executive Council the needful authority to permit of the issue of the required proclamation forthwith. Attached is the valuation by Mr. J. B. Thompson, land valuer for the Department of Public Works, who states the properties proposed to be resumed to be worth £112,515. The description of the surveyors, Messrs. Atchison and Schleicher, and a map of the properties also accompany this minute." I may mention that Mr. McMillan in this minute draws attention to the fact that a sum of money was available for the resumption of land

J. Barling,
Esq.
5 Dec., 1894.

for this purpose, and I will hand to the Committee the Loan Act in which the amount is contained. It was assented to on the 10th October, 1889. On the 3rd of that month, in explaining the matter to Parliament, Mr. McMillan said—I quote from the *Hansard* report: "Hon. members are aware that in the Lands for Public Purposes Acquisition Act power is given to resume land under certain conditions, but it is necessary to have command of a vote for the purpose in order to be able to resume. It simply amounts to this: Is it the intention of that Act that the Governor, in his discretion under certain circumstances of public importance and necessity, shall have power to resume land under cover of a vote without coming directly to the House; that is to say, taking the responsibility as a matter of urgent public necessity and dealing with the transaction, which of necessity, if it is to be done in the public interest, must also be done expeditiously, and to a certain extent secretly? It seems to me that if a vote of this kind is not passed to be at the demand of the Government, the Land for Public Purposes Acquisition Act may be blotted out altogether. If whenever a resumption takes place, no matter whether it may be necessary to make such resumption in the recess or when the House is engaged in business of great importance, such, for instance, as a Land Bill, which cannot be interrupted—if it was necessary that before the Executive takes upon itself the responsibility of resuming land under that Act, it must take a vote in Parliament, and so spread its intention broadcast through the community and allow land grabbers and land speculators to run riot in connection with the properties concerned—then it seems to me that practically the Act may be as well wiped out for all ordinary purposes. We ask the House to allow £200,000 to be placed on the Loan Estimates for the resumption under conditions for which the Government of the day will be responsible of public wharfs from time to time as circumstances may demand. Of course, no Government would attempt to carry out the intentions of the Act, unless it was willing to take the responsibility for its actions. I would also like to point out that in this matter of resumption the position is not the same as in the case of the Government purchasing land from private individuals. The land is resumed. It is only paid for according to its real value by a process of arbitration, if necessary, and it is surrounded by every possible safeguard; and no suspicion can attach to the transaction. At the very outside, if the Government should be led to retrace its steps, the land resumed is always worth the money given under the safeguards of the Lands for Public Purposes Acquisition Act. It seems to me that, unless the Government is not to be trusted at all, a vote like this is a fair and reasonable one, in view of the Act now in existence." Accordingly, the land was resumed under the Lands for Public Purposes Acquisition Act, although the resumption did not take place until the 4th February, 1890. The usual *Gazette* notice was inserted. Subsequently further votes were taken—one of these was for £90,000 and another for £24,650; the latter vote was taken a few weeks ago in a Temporary Supply Bill in anticipation of loan.

4. These amounts all bore upon the Woolloomooloo Bay resumptions? The money was voted for land resumption for wharfage purposes. I may mention that the money was used for other purposes besides the Woolloomooloo Bay resumption. For instance, there was the Erskine-street resumption.

5. Mr. McMillan mentioned in his speech that the vote applied to the Erskine-street and Woolloomooloo Bay resumptions? I only read the first part of his speech; but, no doubt, that was the intention.

6. *Mr. Wall.*] Can you specify the different areas of land covered by the valuation? Yes. I have *Mr. Thompson's* report with me, but that may be looked upon as a preliminary valuation—it was the first valuation made.

7. *Chairman.*] Some time after that one of these properties was paid for? I can give you the date of payment for the various properties as far as they have gone. Of course, I cannot give you the actual date of payment, because it was made by the Treasury, but I can give you the dates upon which the vouchers were forwarded to the Treasury. In the case of the Challis Estate the voucher was sent to the Treasury on the 24th February, 1891. In that of R. R. Terry's land, on the 10th December, 1892. In the case of the Hill Estate, one voucher was sent on the 1st June, 1894; and another on the 13th June, 1894. In Lahiff's case the voucher was sent on the 24th October, 1892; in Catley's case, on the 2nd September, 1893; in the case of J. A. Brown, on the 3rd May, 1893; in Gattenhoff's case on the 2nd March, 1893; in M'Quade's case on the 9th August, 1894. There are two cases still unsettled.

8. *Mr. Lee.*] You have handed in the preliminary valuations of Mr. Thompson. Upon what valuations were these amounts paid? The Challis Estate was paid on the valuation of Messrs. Mills, Gregg, and Thompson. The rate per foot—that is exclusive of interest, which follows as a matter of course, and costs—was £168 10s. 10d. The total amount paid for the land was £45,000, the claim being £49,500. It had a frontage to the bay of 267 feet. That land is marked No. 1 on the plan, which I now hand in for the information of the Committee. The next portion of land, marked No. 2 on my plan, is R. R. Terry's. It has a frontage of 285 feet to the street. The amount paid for the land was £8,800, or £30 17s. 6d. per foot. This includes some buildings. No separate amount was given by the valuator for them. The valuation in that case was by Messrs. Mills, Gregg, and Thompson. The next portion, shown as No. 3 on my plan, is the property of Hill and others. The frontage is 426·638 feet. The claim was £124,850, and the amount paid was £61,862 10s. 2d.; it ran out to £145 a foot. That amount was arrived at by Cabinet decision.

9. Was there no valuation to go upon? The valuation was for a frontage of 303 feet 7½ inches to Woolloomooloo Bay at £175 per foot, making a total of £53,134 7s. 6d.; forced sale at 10 per cent., £5,313 8s. 9d.—total, £58,447 16s. 3d. That valuation was signed by J. B. Thompson, Richardson and Wrench, and Mills, Pile, and Wilson. That was sent with all the other valuations to the Colonial Treasurer (Mr. McMillan), and he has written on the margin these words: "This seems to be a reasonable valuation." I may mention that I only discovered yesterday on looking through the papers that this minute by Mr. McMillan was not printed with them. I cannot account for it, but the clerk in copying the papers evidently omitted it.

10. Then in that case Mr. McMillan approved of the payment to Hill and others of £175 per foot? He cannot be said to have actually approved of it, because the land was resumed under the Lands for Public Purposes Acquisition Act, which is administered by the Secretary for Public Works. Inasmuch, however, as the Works Department was set in motion by the Treasury, it was considered right that the Treasurer should have a say in the matter, consequently the paper was sent to the Treasury and was returned with the minute I have just read upon it.

11. That is only in respect to one portion of the Hill property? The property belonging to Hill and others.

12. The land adjoining the Challis Estate? Yes. The next case is the property of George Hill with 112 feet frontage to the bay. The claim was £25,080. In the first place we only acknowledge the claim

claim of Mr. Hill to the small piece of land bounded by the lane, and coloured yellow on the large plan I have exhibited. This was originally valued at £15 per foot, as having 130 ft. frontage to the lane only.

13. *Chairman.*] You afterwards found that the owner of this property had a right to a greater area of land than was valued? Yes. The original valuation was that of Messrs. Richardson and Wrench, Messrs. Mills, Pile, and Wilson, and Mr. J. B. Thompson. The land was valued at £2,395. The amount is made up as follows:—130 ft. frontage to the lane, at £15 per foot, £1,950; buildings, £250; forced sale at 10 per cent., £195; total, £2,395.

14. How did you come to include the larger area of land? If you look at page 21 of the printed papers which have been laid upon the Table, you will find a letter addressed by the Crown Solicitor, Mr. E. A. Smith, to the Under Secretary for Public Works. It is dated 30th May, 1893, and is as follows:—

Sir,

I have the honor to return herewith the papers in connection with this matter, and to state that since my report of May, 1890, on the notice of claim sent in, I have received a communication from Mr. Hourigan (acting on Mr. Hill's behalf), in which he states that with regard to the land between the high water-mark and the limit line of reclamation—as to which I reported no title had been shown—that an application to reclaim the land in question was made many years ago by the late Mr. Hilly, and that he (Mr. Hourigan) was informed that on some of the old maps it is incorrectly noted that such application had lapsed; that although the land was conveyed to his client by certain metes and bounds which did not, in absolute description, cover the land so reclaimed, nevertheless buildings were erected upon such land by the vendors a considerable time before the said purchase, and his client was put in possession of them; that, moreover, under the general words in the conveyance, it must be taken that all the fruits, incidents, and accessories relating to the land in question (both at law and in equity) passed to his client; that on investigating this matter it was ascertained that in June, 1878, the right to reclaim was formally admitted, and the late Mr. Hilly was informed that the purchase money in respect of that land should be paid into the Treasury within a month from that date; that the money was accordingly paid into the Treasury on the 24th July, 1878, but it would appear that no further steps were taken in regard to the issue of the grant; that in 1891 application was made to the Minister calling on him to issue the said grant, and on the 3rd October last the Under Secretary wrote a letter stating that on proof of title to adjoining freehold action would be taken with a view to the issue of the grant.

I think that if the statements contained in Mr. Hourigan's communication are correct, as to which inquiries should be made both at the Lands Department and at the Treasury, there can be no doubt that the late Mr. Hilly was entitled to a deed of grant in respect of the reclaimed land, and such right would, I think, have passed to the purchasers from him, and would apparently have been vested in Mr. Hill at the date of resumption.

Should it appear that Mr. Hill was entitled to the grant, I think a revaluation should be made on the assumption that he was so entitled—that is, that he was entitled to the land lying between the lane in continuation of Victoria-street and the limit line of reclamation fronting Woolloomooloo Bay.

I have, &c.,

ERNEST A. SMITH,
Crown Solicitor.

I wrote upon that, "Immediate. Will the Under Secretary for Lands kindly make a special matter of this, which he will see is one of great urgency?" Then the Lands Department said, "The purchase money was paid in Hilly's case, and it was approved that a deed of grant would issue provided title was shown to the Crown Solicitor, and the reclamation is satisfactorily completed. Perhaps these papers should now be referred to the Works Department." The papers were sent to the Land Valuer for other information needed, and he said, "I have ascertained that the purchase money for 1 rood 9 perches was paid into the Treasury, 24/7/78." Finally, Mr. Lyne wrote, "Let Mr. Kirkpatrick value," and the matter was accordingly sent to Mr. Kirkpatrick.

15. *Mr. Molesworth.*] Can you tell us why the matter was sent to Mr. Kirkpatrick for valuation, seeing that Mr. Thompson had made a valuation previously. It would appear that Mr. Thompson had the valuation in hand? Yes; but Mr. Lyne had great confidence in Mr. Kirkpatrick, and thought it desirable, I presume, in a matter of such great importance, to have as much advice as he could on the subject.

16. *Chairman.*] What did Mr. Kirkpatrick value the land at? Mr. Kirkpatrick, I see from the papers, valued the block of 112 feet separately; but I have not the papers before me, so that for the present I cannot answer that part of the question. However, he valued both the 112-ft. block and the 123-ft. block together, making a total of 235 feet 6 inches. The blocks are numbered 5 and 6 on the lithograph plan in the Parliamentary papers. He valued that land at £131 per foot, or £30,850 10s.; buildings and sheds, £1,200; forced sale at 10 per cent., £3,205 2s.; total, £35,255 12s.

17. The original claim for that land was how much? The original claim for the 112 feet was £25,080.

18. *Mr. Lee.*] What was the claim for the 123 feet? The claim for that was £33,650.

19. How much would that be per foot? £273 per foot.

20. What did the claim for the two blocks of 112 feet and 123 feet amount to? £58,730.

21. And Mr. Kirkpatrick's valuation in respect of those two areas was £35,255 12s.? Yes. The next case is that of Lahiff, No. 5 on my plan. The property had a frontage of 30 feet to the bay. The claim was £8,250; the amount paid for the land was £4,500, the rate per foot being £150. This property was valued by Messrs. Richardson and Wrench, Messrs. Mills, Pile, and Wilson, and Mr. J. B. Thompson.

22. Who authorised the payment of the amount? Mr. McMillan. The next is Catley's leasehold property. The amount paid was £175. The next property is J. A. Brown's, No. 6 upon my plan, having a frontage of 15 feet to the bay; the claim was £3,850, and the amount paid for the land was £2,200, which works out at £146 13s. 4d. per foot.

23. *Mr. O'Sullivan.*] Who authorised the payment in that case? Mr. McMillan.

24. *Chairman.*] Mr. Brown refused to take the sum offered, and went into Court? Yes; and he obtained a verdict which came out at £146 13s. 4d. per foot, inclusive of improvements. The next property is Gattenhoff's, No. 7 upon my plan. It had a frontage of 17 feet 4½ inches to the street. The amount paid for the land was £1,250, or £71 18s. 10d. per foot. I believe there are some buildings on the land, but no separate amount was given for them by the valuers.

25. *Mr. Lee.*] Who authorised the payment of that amount? It was authorised by Mr. McMillan, and subsequently by Mr. Bruce Smith. The next property is M'Quade's, with a frontage of 504 feet to the bay. The amount paid was £42,925, or £85 3s. 4d. per foot.

26. Who authorised the payment in M'Quade's case? Mr. Lyne. I may mention that there are two unsettled claims, that of Mr. Elouis and that of Mr. H. C. Dangar.

27. *Chairman.*] Was Gattenhoff's a water-frontage property? No; it is merely to the street. I was about to say that the reason Elouis' claim was unsettled is this: He will not accept the offer, because he says we do not admit any title to the water-frontage. He says also—I speak subject to correction—that he can prove his right to the water-frontage.

28. How is it that the claim in the case of M'Quade's property was settled at a much lower rate than the claim for the other water-frontages? It is not so valuable. Excepting a small lane, which is almost inaccessible, I believe, there is no access to the property, so far as the Government are concerned. M'Quade, of course, has access.

- J. Barling,
Esq.
5 Dec., 1894.
29. *Mr. Lees.*] M'Quade's property one would think would have deeper water? I have not a plan showing that.
30. *Chairman.*] Is there no other reason for the lower rate apart from the want of access. Is not the land very narrow at one end? Yes; it runs out to a point.
31. *Mr. O'Sullivan.*] M'Quade's property goes towards the end of Potts' Point? Yes.
32. *Chairman.*] M'Quade received the smallest price of any of the claimants having land fronting the water? Yes.
33. The next smallest price to that was paid to whom? The next smallest price, so far as water-frontage is concerned, was paid for the Hill property.
34. *Mr. Lee.*] You say that Mr. Lyne authorised the payment in M'Quade's case? Yes.
35. On what date? The voucher was sent to the Treasury on the 9th August, 1894.
36. Is it not the case that there is access to M'Quade's property by a lane? There is access by a lane, as I have pointed out; but I believe the lane is almost inaccessible.
37. *Mr. O'Sullivan.*] As far as one can gather from the plan and the list given on page 13 of the Parliamentary papers, showing the valuation and the price per foot, the nearer the land was to the middle of Woolloomooloo Bay and to the population the higher the price it brought? Yes.
38. Would not that therefore explain the lower price given for M'Quade's property, which runs out towards the point? I should think it would to some extent, but the chief reason was, I think, that the property had not the access which the other properties had.
39. *Chairman.*] All the other properties had access? Yes; but I may mention that in the case of the 112-foot block of Hill's property the access was not so good as in the other cases.
40. *Mr. Bavister.*] Is it not a fact that the depth of M'Quade's property is as great as any of the others, and that provision could have been made for a lane if so desired? Yes.
41. *Mr. Lee.*] But M'Quade accepted the amount offered? Yes.
42. Was there any reason why he should accept it? I had nothing to do with negotiations. The only reason I can see is that given by Mr. Lyne. Speaking of M'Quade's land, he says:—"I settled this claim, irrespective of the Crown Law Department, with Mr. M'Quade, mainly in consequence of his desire to have the matter completed before leaving the Colony through ill-health. (He is since dead)." I know for a fact that Mr. M'Quade desired to have the matter settled. He told me so himself. I saw him several times, and I remember his saying, "I want to go Home, and I want to get this matter settled up before I leave," or words to that effect.
43. With the exception of the claim of Hill and others, of J. A. Brown, and of George Hill, the claims in respect of these properties were settled privately? Yes.
44. Mr. Brown went to law and obtained a verdict of £100 per foot? Yes; but the improvements were included in the amount paid, which brings the amount up to £146 13s. 4d. per foot.
45. The claims of Hill and others, and of George Hill, in respect of two distinct properties, were the subject of actions in the Supreme Court some time ago? Yes.
46. In which they obtained a verdict for the sum of £200 a foot? Yes.
47. Will you go on to tell the Committee what action was taken after that verdict? The information I have as to that is, of course, not complete, because the matter was dealt with by the Minister himself in conjunction with the Cabinet. Necessarily, therefore, I do not know what transpired in connection with the actual settlement. The papers disclose that a new trial was moved for, and granted, on the ground of misdirection of the Judge as to the right to deepen the frontage. The Judge took it for granted that Mr. Hill would have the right to deepen.
48. *Chairman.*] Has the right to deepen water-frontage property ever been refused? As far as I am aware, it has always been granted. Sometimes they have not been able to accomplish it themselves, and have come to us for dredges at a time when we have not been able to give them dredges.
49. You hire them dredges for the purpose? Yes. There is one exception: if we find that the water-frontage has been decreased by reason of the deposition of silt, then to that extent we deepen free; but so far as deepening the natural bottom is concerned, we provide the dredges, and the owners pay us so much a day.
50. *Mr. O'Sullivan.*] If that is so, then the trustees of the Challis estate, Hill and others, Lahiff, George Hill, M'Quade, and the others—had a right to deepen by custom? I would not say that they had a right to deepen; I do not think that that could be admitted.
51. But putting it as a matter of custom, it has been the custom to grant the right to deepen? Yes.
52. And in some cases good work has actually been done by deepening, the department allowing the dredges free up to a certain point? Free only as regards the removal of silt deposited by the sewers.
53. Does this not all go to show that a right has been established by custom, and that it was a somewhat unique proposal to refuse it to Hill & Co. after granting it to others? I object to the word "right" being used. I would prefer to use the word practice. I do not see any reason why permission should not be granted in Hill's case.
54. If that was the ground upon which a new trial was applied for, was it not insecure ground for the Government to go upon? I should not like to pronounce any opinion on that point.
55. *Mr. Lees.*] I see nothing about the depth of these properties. Take Gattenhoff's case for instance? We have taken the whole of his land. In the case of Elouis we only admit his title to the bit coloured green, but he contends that his right goes down to the water-frontage.
56. Then you do not know how much of Elouis' land you propose to resume; you mention the frontage, but not the depth? On the southern side there is a depth of 114 links; on the northern side of 60 links. In Brougham-street there is a frontage of 78·9 links, and a water-frontage of 100 links.
57. *Mr. Lee.*] Will you tell the Committee the exact frontage of the land which was the subject of action by Hill & Co.? 303 feet 7½ inches.
58. You have no doubt about that? No.
59. There was no settlement or agreement for settlement with Hill in respect to any portion of the land prior to the action? No.
60. He obtained a verdict of £200 per foot for the land? Yes.
61. What was your valuation for the land per foot? The original valuation was at the rate of £175 per foot, with 10 per cent. for forced sale.
62. There was also another area resumed from him of 235 feet, which was not the subject of an action. What was that valued at? At the rate of £131 per foot. Ten per cent. has to be added for forced sale, and £1,200 for buildings and sheds.

J. Barling,
Esq.
5 Dec., 1894.

63. Could you tell the Committee when the final payment to Hill & Co. was authorised? Yes. I will put in the original Cabinet minute, which reads thus:—"Cabinet approves of settling the claim of the Messrs. Hill for £145 sterling per foot—the actual measurement to be adjusted—with interest at the rate of 6 per cent. from date of resumption, each party paying their own costs.—G.R.D., 6/3/94." On the 7th this paper was given to me by the Minister, Mr. Lyne. I will state what took place as far as I can remember it. Mr. Lyne gave me the paper, and I said to him, "I presume that this will now go to the Crown Solicitor for settlement?" Mr. Lyne, who, as far as I can recollect, was in somewhat of a hurry at the time, said "No." I then said to him, "It seems to me that if you do not wish it to be done in that way, the safest plan is for the parties concerned to accept on the original paper." I saw at once that if a letter was written by me possibly some mistake might occur in the exact wording of the Cabinet decision. If the parties accepted in the way I indicated, I thought there could be no possible mistake. Mr. Lyne approved of that being done, and the solicitors for Messrs. Hill & Co.—that is, Messrs. Stephen, Jaques, and Stephen—in the person of Mr. Cecil Cowper, in my office, and in the presence of my chief clerk, wrote this acceptance: "Having read the above minute of Sir George Dibbs, we hereby accept the above terms on our clients' behalf." One voucher, as I have explained, was sent to the Treasury on the 1st June, 1894, and the second was sent on the 13th June, 1894.

63. With reference to the practice of settling claims under reference to the Crown Solicitor, does the practice adopted in this instance prevail in the Works Department? No, I do not think it does prevail. I unhesitatingly say that, as a rule, I do not think it is a good practice. But I can quite see this, that there are certain cases in which it would never do to bind a Minister with red tape when in the public interest he might consider another course is advisable in order to preclude mistake. I was not at first quite sure of Mr. Lyne's reason for doing the thing in this way, but I saw it immediately afterwards. He wished to settle the question of costs, so as to prevent any question arising as to the terms of the settlement in this respect.

64. *Chairman.*] Did not something take place with regard to a letter? Mr. Hill came to me; I am not quite sure whether Mr. Belisario was with him or not, but my chief clerk was present. He asked me to give him a letter containing the decision of the Cabinet. I did not refuse to give it to him, but I said I certainly could not give him a letter of any kind unless I first got the sanction of the Minister to do it. I remember he went out of the room in a great tiff, using expressions which were not very complimentary to Mr. Lyne. I forget exactly what he said, but I am sure Mr. Lyne would not consider the expressions very complimentary. I afterwards informed Mr. Lyne, and he said I could inform Mr. Hill in certain terms, upon which I wrote this draft letter, under date of 7th March, 1894: "Dear Sir,—In reply to your personal inquiry respecting the matter of your claim for land resumed at Woolloomooloo Bay, I have to inform you that the matter has been settled by the Cabinet on the terms disclosed in the papers of which you are aware." I took good care not to quote the terms, for the reason I before stated.

65. *Mr. Lee.*] The terms were assented to by his solicitors? Yes. I was so careful about the matter that I did not even give him that letter without showing it to Mr. Lyne and getting his sanction to the letter being sent. Mr. Lyne, on reading the letter, inserted these words, which you will see in pencil after the word "Cabinet": "and agreed to by your solicitors."

66. *Mr. Molesworth.*] The letter of Mr. Hill's solicitors, in which they notify that they are prepared to accept £145 per foot, is the letter upon which the Cabinet minute was written. I should like to know whether that letter from the solicitors came from them freely, or whether it was the result of some communication, verbal or otherwise, which took place between the Department and Mr. Hill? That I could not say. Mr. Lyne will be able to explain all that.

67. When you received this Cabinet minute, did you suggest its immediate reference to the Crown Solicitor? As far as I can remember, I said, "I suppose this ought to be sent to the Crown Solicitor for settlement."

68. That is the usual practice in such cases? Yes.

69. Why was it not carried out in this instance? Mr. Lyne—although I did not know it at the moment, I saw it almost directly afterwards—was afraid that, unless the matter was settled at once, the question of costs would be revived. Of course, in doing the thing in this way, we completely stopped any further claim or dispute. Mr. Lyne subsequently explained in the House that the Cabinet instructed him to have the matter settled up somewhat in that way.

70. The settlement took place outside the Crown Solicitor? Yes; the papers were signed in my office.

71. Without reference to the Crown Solicitor? Yes. The Crown Solicitor was told by telephone, I think, a day or two before that a settlement was come to.

72. And this was done without the Crown Solicitor's knowledge? In the papers you will find a letter from the Crown Solicitor to me, under date of 5th March, 1894, in which he says: "Sir,—I have the honor to inform you that I received your message by telephone this morning, to the effect that this action had been settled," &c. You will see, therefore, that the Crown Solicitor knew all about it.

73. You say that the Crown Solicitor received intimation of the settlement on the 5th March, but I see that the Cabinet minute is dated 6th March? Mr. Lyne, as far as I can remember, told me that the Cabinet decision was not in writing. Seeing the omission, he went to Sir George Dibbs and got it written. I think that is the explanation of the discrepancy in the dates.

74. But the official document bears date the 6th March? I necessarily have no knowledge of what was done in Cabinet, but, as far as I can remember, the explanation I have given you is the correct one. Mr. Lyne told me that the Cabinet had decided to settle upon the terms I have indicated, and I then telephoned to the Crown Solicitor, on the 5th March. Mr. Lyne, for greater safety, thought it better to have the terms in writing, and he therefore went to Sir George Dibbs and got the minute written.

75. *Chairman.*] Did Mr. Lyne give any instructions as to this document—that it was not to go out of the office until it had been signed by the solicitors? I forget exactly what he said, but no one would dream of allowing such a document to go out of the office.

76. *Mr. Molesworth.*] Is it usual for a Prime Minister to sign a Cabinet minute on any other date beside that on which the decision is arrived at? Can we ascertain the date upon which this minute was passed by the Cabinet? I imagine that it must have been on the 5th March. I cannot say what took place in the Cabinet. No one but a Cabinet Minister would know. I can give no other information on the point beyond that which I have already given. The discrepancy which you suggest in the dates does not present itself to my mind as anything very remarkable, because, without being able to quote particular cases, I am sure I could discover cases where the Cabinet has decided matters without any writing whatever, and where

J. Barling,
Esq.
5 Dec., 1894.

where subsequently the Minister of the Department has gone to the Prime Minister and has requested him to put the decision in writing. I have no special case of that kind in my mind at the present moment, but still I think there have been such cases.

77. *Mr. O'Sullivan.*] Are you aware that no minutes or records are kept of Cabinet proceedings? I do not think that I can do better than refer you to Lord Macaulay, who, in his "History of England," puts it conclusively that a Cabinet is a body not recognised in any way by the law, which keeps no record of its proceedings, and which is a thing entirely outside the Constitution.

78. That being so, there could not possibly be any record of Cabinet proceedings, and that will explain the dating of this document on a subsequent day? I think that is the case. I do not think the date of the minute purports to be the date on which the Cabinet decision was arrived at. I have known instances where the decision of the Cabinet has not been signed by the Premier at all, but where the Minister has simply said, "The Cabinet has decided so and so." That is the only authority I want. I have no reason to inquire outside of my Minister. In other cases my Minister has written on papers, "The Cabinet has decided so and so." Sometimes the Prime Minister signs a minute at the time of the Cabinet meeting, and sometimes he signs it afterwards.

79. So far as you can gather from this document, it is an intimation from Sir George Dibbs that the Cabinet did arrive at that decision on a previous date? It must have been so, because my telephonic message to the Crown Solicitor was on the 5th March, and the minute was on the 6th March—it must therefore refer to a previous date.

80. *Mr. Lees.*] Mr. E. A. Smith, the Crown Solicitor, said in his letter to the Attorney-General that this is not the first case in your Department in which settlements have been arrived at in this way? Yes. I think he refers to the case of Rochester.

81. Do you know that case? I am well aware of it.

82. Was it so settled? It was not exactly settled in that way, because in that case an officer of the Department was sent up to the Crown Solicitor, telling him that the Minister had settled the case. It was not a Cabinet case at all. The case was quite different in this respect: it was the settlement of an ordinary contract claim. There was no difficulty whatever in our settling the claim without reference to the Crown Solicitor, although it had been to him. Cases in which land is concerned must go to the Crown Solicitor, because it requires legal action to complete the discharge of conveyance to the Crown.

83. Have you any documents showing the various depths of these properties at Woolloomooloo Bay, and the nature of the improvements upon the land? The various depths are shown upon the plan I have put in, and, if you wish it to be done, I will have all the improvements described.

84. You will admit, I suppose, that in the resumption of land the value is regulated very much by the depth? Depth and, of course, position.

85. I think you will admit that if you resume one-half of any man's property, and you put a good Government wharf or road in front of the half left, there is some improvement in the value of that half? Yes.

86. Of course, the owner is deprived of his water-frontage; but he has a good, solid, commercial property in front of him? Yes.

87. Some of these properties seem to have had valuable tenements on them. That does not seem to have been set forth? Quite so.

88. Take the case of M'Quade's property—I know the whole of the land. The frontage is nothing but the natural shore, and there was a slight improvement in the shape of a rustic road? Yes.

89. But as you get nearer to the main cove, and come nearer to the buildings—the wharfs, sheds, and houses—there is a great difference, and if all this is set out before us we shall probably be able to see where the discrepancy in value comes in? Yes. I will have the improvements put in.

90. *Chairman.*] Mr. Hill and his solicitor waited upon you upon many occasions? Yes.

91. Was this done by the will of the Minister; did he appear willing at all times to see Mr. Hill? I do not think that I was ever present at an interview between Mr. Hill and Mr. Lyne as to any settlement in this matter. But I have been present in the room when Mr. Hill has been announced, and I know that Mr. Lyne expressed himself in such a way as to lead me to think that he felt harassed and bothered by Mr. Hill continually coming to him. He may have been seeing him oftener than I know of; but I know he was there very often. At certain times he would pretty well haunt the office.

92. What time elapsed between the resumption of Hill's land and the several payments? The *Gazette* notice was dated 4th February, 1890, and the vouchers were sent to the Treasury on the 1st June, 1894, and on the 13th June, 1894.

93. *Mr. Molesworth.*] Under whose instructions did you send the telephone message to the Crown Solicitor on the 5th March? Perhaps I had better explain that the case was set down for trial, and it had to be withdrawn from the list because the trials were coming on almost immediately. It was necessary that the Crown Solicitor should know of the settlement at once, so that he might withdraw the case.

94. I should like to know how it was that you sent the telephone message to the Crown Solicitor intimating that the case was settled on the 5th March, whereas, according to the Cabinet minute, it was not settled before the 6th March? I do not think there is much difficulty in explaining that. I am perfectly certain of this—that the message was sent subsequent to the Cabinet decision. The matter may have been settled in Cabinet without any papers at all. As throwing some side light upon the matter, I may mention that I remember, although I cannot fix the date, that Sir George Dibbs sent to me in reference to the matter. The reason that he sent for me was that Mr. Lyne was out at the time. I remember his saying, "Tell Mr. Lyne that Mr. Hill must come to a decision at once. No further amount will be allowed him." I gathered from that that Mr. Hill was doing his utmost to induce the Cabinet to give a larger sum. When Mr. Lyne came in, I gave him Sir George Dibbs' message. I mention that to show that from incident which came before me it must have been a matter for Cabinet discussion some time before.

95. *Chairman.*] As a matter of fact, the Cabinet meeting was held on the 5th March? I cannot say for certain.

96. *Mr. O'Sullivan.*] Is there not on page 36 of the Parliamentary papers a letter from Mr. Lyne in which he says that the Cabinet decided Hill's case on the 15th February? I am not able to say one way or the other whether that is so.

97. You will see that later on the Attorney-General says, "Neither have I forgotten that a decision of the Cabinet was earlier in date than the letter of the Crown Solicitor—of the 19th February—or my minute thereon." It would seem, therefore, that the decision must have been arrived at on the 15th, or, at all events, before the 19th? Yes. Judging from what Sir George Dibbs said to me, I gathered that the

the

the case was settled, and that Mr. Hill knew of the settlement, and that he was doing his best to get a larger amount. I think it is a very fair supposition on my part that the Premier and other members of the Cabinet had been approached with a view to obtaining better terms than were embodied in their decision.

J. Barling,
Esq.,
5 Dec., 1894.

98. *Chairman.*] During the whole course of the proceedings in connection with these cases, have you observed, or do you know of any act of the Minister, Mr. Lyne, which could be looked upon as being of a doubtful nature. What I mean is, are you aware of any inducement being held out to him to bring this case to a close? So far as I am aware, I know of nothing of the kind. As I have already explained, had the case been an ordinary one I should have preferred it being settled by the Crown Solicitor; but I well conceive that there are exceptional cases which require different treatment, which must be within the discretion of the Minister, and founded upon reasons which he himself would have to vindicate.

99. *Mr. Wall.*] Do you think, considering the surroundings of this case, and having a knowledge of it from its initiation, that it was one of those exceptional cases which might advantageously have been settled in the manner in which it was settled? Taking Mr. Lyne's explanation, I should think it was desirable to settle it in that way. You will observe on reading the correspondence with the Crown Solicitor that he does not for one moment insinuate that the settlement was legally defective. It is admitted on all hands that the settlement was legally binding.

THURSDAY, 6 DECEMBER, 1894.

Present:—

MR. BAVISTER,
MR. CANN,
MR. FRANCIS CLARKE,
MR. LEE,

MR. LEES,
MR. PIDDINGTON,
MR. MOLESWORTH,
MR. O'SULLIVAN,

MR. WALL.

J. MORGAN, ESQ., IN THE CHAIR.

George Hill called in, sworn, and examined:—

100. *Chairman.*] You are one of the parties interested in the claims in respect to the resumption of land at Woolloomooloo Bay? I am.

101. When was your land resumed? I do not know the exact date.

102. At all events, you sent in, through your solicitors, a notice of claim on the 25th April, 1890? Yes.

103. What was the amount of your claim? I cannot say from memory.

104. You cannot say what value you put upon the land per foot? I cannot, speaking from memory; but you have before you documentary evidence, and it would be much better to refer to that.

105. You refused to accept the valuation put upon your land by the Government? We did.

106. And you instituted proceedings to recover the amount of your claim? That is quite right.

107. What was the verdict of the jury? £200 per foot.

108. I think, as a matter of fact, you claimed £300 per foot? We did.

109. Was the amount of the verdict awarded by the jury paid to you? No. The Government applied for a new trial, and got it.

110. On what ground? On the ground of misdirection of the jury. It was stated that we had not the power to deepen the water in front of our property. It was a very frivolous objection, I consider; and I do not think it was a fair one. The right has never been refused to anyone.

111. The Government refused on that ground to settle the claim, and later on I think you offered to settle it on some other terms? Yes.

112. I believed you offered to take the sum of £185 per foot? We did.

113. What reply was given to that? The Government would not give the amount.

114. Afterwards, did you make another offer? Yes.

115. What was it? That I cannot say from memory. This matter has been running on for four and a half years. But you will find documentary evidence upon all these points in the papers.

116. The second offer you made was not accepted? No; it was refused.

117. Finally, did you make an offer to take the sum of £145 per foot;—did you, or your solicitors, or anyone on your behalf, make an offer to accept £145 per foot? Yes; that offer was accepted by the Government.

118. Did you make the offer? I did not. I think Mr. Belisario and the manager of the Bank of New South Wales did it. It was almost out of my control at the finish.

119. What had the manager of the Bank to do with it? It was the manager of the Bank of New South Wales. The Bank held a mortgage over the property, and he was very anxious to get the matter closed; in fact, he insisted upon a settlement, and would not give us the power to go to law again. I think the manager of the Bank, as far as I can recollect now, wrote a letter in very strong terms demanding an immediate settlement. It was at the time the Banks wanted money. Practically, we were obliged to do as they told us.

120. If the matter had been left to you, and if you had not been involved with the Bank, you would not have made an offer of £145 per foot? If the matter had been left to me alone, I would not have taken a fraction less than £200 per foot; but Mr. Belisario had a share, I had a share, and a man who is now dead had a share, and his executors would not agree to go to law again.

121. Are you aware whether a valuation was made by Richardson and Wrench, Mills and Pile, and Mr. J. B. Thompson, the Government Valuator, at the early stages of these resumptions? Yes.

122. Do you remember the amount of their valuation? It was £175 per foot, I believe, and I believe 10 per cent.

123. Your object in refusing to take the money offered by the Government was to obtain more;—you believed that the property was worth a great deal more? Certainly it was worth more—I can prove that it was.

124. Judging from the sale of properties at Woolloomooloo Bay, have you any reason to believe that the land was worth more than the sum offered? I have very good reason to believe that it was.

G. Hill,
Esq.,
6 Dec., 1894.

- G. Hill, Esq. 125. Do you know of any properties sold, or put under offer for sale, at Woolloomooloo Bay at a greater sum than you asked? I had a piece of property in Woolloomooloo Bay which was made land, without water-frontage. On many occasions we refused £160 per foot for it. There is a piece of land next door, belonging to the Standard Paint Company, for which they have refused £180 per foot. Mossman and Munro's property, without water-frontage, brought £21,000. You must recollect that the land which the Government resumed from us was all virgin land, which had never been disturbed. The land to which I have just been referring had been filled in, and it would have been impossible to put down foundations in it without a lot of trouble and expense. The tide runs underneath it.
- 6 Dec., 1894. 126. None of the properties you mentioned have a water-frontage? No; they are only half the depth of the other two properties.
127. And you say that offers were made for those properties higher than the amount you received for your property with a water-frontage to the bay? Yes, considerably higher.
128. Finally, the offer of £145 per foot was accepted on your behalf by someone? By Mr. Belisario and the manager of the Bank. I do not know what the manager of the Bank said; but that is how it was settled.
129. The amount was paid to the Bank? Yes.
130. In the course of these transactions you had to see the Secretary for Public Works of the day, Mr. Lyne? Repeatedly; in fact, I was a nuisance in the office.
131. Your object in seeing him was what? To try to get a settlement in respect of the property in Woolloomooloo Bay.
132. Had Mr. Lyne any interest in the settlement of the claim upon that property, apart from his being Secretary for Public Works at the time? Not the slightest.
133. Was he to receive from you any consideration whatever because of the claim having been settled? Not the slightest in the world.
134. Do you consider that he acted in a friendly way to you throughout? I consider that he acted in a very harsh manner, indeed. He screwed me down to the last fraction.
135. In no way was Mr. Lyne interested, so far as you know, in the settlement of this matter, except in his capacity of Minister of the Department which resumed the land? As far as I know, he had not the slightest interest in the matter; in fact, I think he was antagonistic to me. And, after the Bank had been to the Department, and he knew my position, I think he was even harder with me.
136. Did you ever make an offer to Mr. Lyne that if he settled this claim he should receive any consideration whatever? Never.
137. And, so far as you know, Mr. Lyne received no consideration from you or from anyone else connected with these resumptions? None whatever. How was it possible?
138. Mr. Lee.] There were 541 ft. 3 in. of your land taken altogether? Somewhere about that.
139. And the area which you went to law about was 303 ft. 3 in.? Yes.
140. For that 303 ft. 3 in. you got a verdict of £200 per foot? We did.
141. The area of 235 feet was not referred to the Supreme Court? It was not.
142. According to the correspondence and your own letter, the 235 feet was valued by the Government Valuator at £131 per foot? Yes.
143. And you say that your final settlement with the Government was at the rate of £145 per foot? Yes.
144. You received £145 per foot, and the £235 feet was valued at £131 per foot? Yes.
145. In the course of a letter dated 15th February, 1894, and addressed by G. Hill & Co. to the Secretary for Public Works, you say, "The other portion of our land—say about 236 feet—has been valued by the Government officer at £131 per foot"? That is correct, and it is not correct, because it was £131 per foot with 10 per cent. added.
146. Therefore, in your final settlement you lost on the verdict £55 per foot on the 303 ft. 3 in., and you gained £14 per foot on the other area? No; we did not gain anything on the other area, because 10 per cent. had to be added for forced sale.
147. Mr. Wall.] Did the price stated in the letter contain the amount for forced sale? No; 10 per cent. had to be added. I think you will find that instead of gaining £14 per foot we gained nothing.
148. Mr. Lee.] In your final settlement of the claim you got £145 per foot with interest at the rate of 6 per cent. from the date of resumption, and without 10 per cent. added for forced sale? Yes; and nothing was allowed for the buildings. All the others parting with their land were allowed for the buildings upon it. There were valuable buildings on our land, for which we were allowed nothing.
149. There appears to have been a lot of correspondence and a great many interviews between yourself and the Secretary for Public Works about the settlement of this claim? There were a great many interviews.
150. Had you any interviews with Sir George Dibbs? I had.
151. Do you know about what dates they took place? I cannot give you the dates, because, as I have said, this matter had been going on for four years and six months.
152. And it was settled in March of this year? Yes; but I cannot give you the dates.
153. Did you see Sir George Dibbs about March of this year? I could not say whether I did or not. I do not think I did. I remember once wanting to see Sir George Dibbs, and his refusing to see me.
154. You made two offers after you obtained your verdict. In the one case you offered to take £185 per foot, and in the other you offered to take £150 per foot. Eventually the papers show that it was settled for £145 per foot. How did the final settlement come about? The final settlement was arrived at behind my back. It was settled by the manager of the Bank of New South Wales and Mr. Belisario.
155. Was the settlement of the matter brought about through any personal influence of yours with any Minister of the Crown? No; I think they robbed me when they settled it at £145 per foot.
156. Had you the assistance of any Members of Parliament? No.
157. Not at any time? No.
158. You wish the Committee to understand that, so far as you are concerned, if you had not been under financial pressure, you would not have assented to a settlement at £145 per foot? I certainly would not, and I will explain to you why I would not. We were offered £160 per foot for land in Woolloomooloo Bay without any water-frontage, and the Standard Paint Co., next door, refused £180 a foot for their land. Lahiff's land had a frontage of only 30 feet, and was only half our depth. It was useless as a water-frontage. Brown's land was 17 feet by 15 feet, it was useless for a wharf; but both those properties brought more than our land did, and the Government paid a sum of money into Court. I consider

consider also that our land was more valuable than the land the Government bought off the University. They bought it not at a forced sale, but in a regular deal, and they gave £192 per foot. I believe our land, which was in its natural state, was worth considerably more than the land in the Challis block.

G. Hill, Esq.
6 Dec., 1894.

159. You were aware at the time the settlement was arrived at that the Government had obtained a new trial against you? They had, and on a very paltry excuse.

160. Did that circumstance influence you in accepting a lower amount? The Bank made us do it. That is what really influenced us. In reality I had no voice in the matter.

161. You were not a party, then, to opposing the application for a new trial? It was done in the usual way. The Government applied to the Full Court for a new trial and obtained it.

162. When the Government had decided, in Cabinet, to pay £145 a foot, did your solicitors consult you before writing the acceptance? I cannot tell you. If they did, you will find it all in writing.

163. The papers show that they did. Before signing the Cabinet minute, did they consult you? They must have done so.

164. Did you agree to the acceptance? I did not agree to it.

165. Would you not have to give your consent to the settlement? The settlement was made behind my back by the manager of the Bank of New South Wales and Mr. Belisario.

166. The Bank of New South Wales were mortgagees? Yes.

167. With power of sale? You may depend upon it they had us bound down as tightly as they could get us. They wrote to the Government asking them not to pay us the money, and we did not receive it.

168. I ask you once more, did you have to enlist any outside influence—Parliamentary, Ministerial, or otherwise—to obtain this settlement? None whatever. The settlement was obtained adversely to my interest.

169. *Chairman.*] Is it true that when you heard of the settlement having taken place behind your back by your solicitor, by Mr. Belisario and the manager of the Bank of New South Wales, you went down to Mr. Barling and kicked up a row with him? I did. I did not believe there was a settlement.

170. You used very strong language about it? It is very likely that I did.

171. *Mr. O'Sullivan.*] You say this matter was settled behind your back and adversely to your interests? Yes.

172. I presume that the Bank had you so tightly fixed in the financial crisis that you were compelled to do as you did—you had to accede to their terms? Of course, I had.

173. Had Mr. Belisario the power to go and make this arrangement with the Bank manager? Yes. He stood in the same position as I did.

174. He was a partner with you? Yes.

175. I suppose he went to the Bank manager, and between them they decided without regard to your wishes to accept the £145 per foot? They did. Of course I do not know what conversation took place.

176. We must accept that as the reason why you eventually took £145 for a property which you originally valued at £300 per foot? Yes. I had no voice in the matter at all. This thing had been carried on so long, for a period of four years and six months, as I think I have already said, that the Bank was getting sick of it, Mr. Belisario was sick of it, and I also was sick of it.

177. You said just now that in your opinion Mr. Lyne had treated you harshly? I think he treated me very harshly—he screwed me down to the last shilling.

178. What you mean is that he treated you harshly in beating you down in the price of the land? Yes, and I think that when he saw the Bank manager down there it made him a little harsher. He knew that we were compelled to sell, and he took advantage of that knowledge.

179. It is clear, at all events, that the Bank manager and Mr. Belisario settled this matter—you did not settle it? I did not settle it. It was settled, as you say, by Mr. Belisario and the Bank manager. I cannot say what conversation took place. For ought I know, Mr. Belisario may have been the more instrumental of the two in settling the matter. At all events, the Banks would not carry the matter on any further. They refused to give us further money.

180. Mr. Belisario was a partner with you in all this land? Yes.

181. You were simply a victim of circumstances, caught on a lee shore at a time of financial depression, and you were compelled to take a price which you would not otherwise have taken? Yes.

182. Suppose you had resisted, and said that you would not let the land go at the price it did, what would have happened? Mr. Belisario would have sold it to the Government. I had no voice in the matter.

183. *Chairman.*] Whom did the Bank manager and Mr. Belisario see in this matter;—are you aware? I think they saw Mr. Barling.

184. *Mr. Molesworth.*] You said just now that this matter was settled behind your back, and without your knowledge and consent? Yes.

185. Was the offer made to the Government by Messrs. Stephen, Jaques, and Stephen for a settlement also made without your knowledge and consent? I do not say that it was; but the final settlement was behind my back.

186. Let me refer you to two letters written by Messrs. Stephen, Jaques, and Stephen, to the Under Secretary for Public Works, under date the 3rd March and the 6th March. They are as follows:—

Sir,

We have the honor to inform you that we have been advised by our clients that this action has been settled with your Department, and that the rehearing, which is set down for Monday, the 12th instant, will not take place.

On inquiring at the Crown Solicitor's Office, this morning, we find that they have received no intimation of the settlement of the action, and we would therefore feel obliged if you will inform us at once whether our clients are correct in considering that the action is settled.

If you require from us a formal intimation that our clients are prepared to accept the amount which we are instructed the Government are prepared to pay, we shall be glad to give it.

We have, &c.,

STEPHEN, JAQUES, AND STEPHEN.

P.S.—An early reply will be esteemed a favour, as the action is set down for hearing on such an early date.—S., J., and S.

Sir,

We have the honor, following up our letter to you of the 3rd instant, to now notify to you, on behalf of our clients, that they are prepared to accept the sum of £145 per foot for the whole of the land, having about 554 feet frontage to Woolloomooloo Bay, together with interest from date of resumption.

We have, &c.,

STEPHEN, JAQUES, AND STEPHEN.

- G. Hill, Esq. I should like to know if those letters were sent with your knowledge and consent? I could not say now whether they were or not. There were so many interferences by Mr. Belisario on one day and by the Bank on another that I cannot remember precisely what took place.
- 6 Dec., 1894.
187. But Stephen, Jaques, and Stephen were your recognised solicitors? Yes.
188. Then they would scarcely have sent these letters, and specially the letter under date of March 6, without your knowledge and consent? They may have done so. Whatever they did I was bound by it. I was bound by what Mr. Belisario did.
189. Messrs. Stephen, Jaques, and Stephen were acting as solicitors for yourself and your co-partners? Yes.
190. They acted for the firm? Yes.
191. Then I suppose they would act under instructions they received from the firm? They might receive instructions from me or from Mr. Belisario.
192. *Mr. Wall.*] Mr. Belisario would have power to give instructions to them? Yes, just the same as any one of the rest of us.
193. *Mr. Molesworth.*] You think that any one of your co-partners would act in a matter of this kind without consulting his fellow-partners? It is possible that he might.
194. Would he go so far as to make a definite offer for settlement? Yes. There had been so much haggling about it that we were all sick of it.
195. Is it not most unusual for a partner to act without consulting his co-partners to the extent of making an offer for the settlement of a claim upon so large an estate? It is very likely we were all consulted. But there were hundreds of applications and offers in connection with the matter which, as I have said, ran through four years and six months. It is hard now for me to tell exactly what occurred.
196. I am now referring to the final offer upon which the settlement was based, and what I want to know is whether it was made with your knowledge and consent? I tell you distinctly that it was settled behind my back. I do not know the day it was settled.
197. *Mr. Wall.*] Immediately you received the information of the settlement you interviewed the Under-Secretary for Public Works? Yes, I told him I did not think the matter was settled.
198. *Chairman.*] When you made an offer of £185 per foot to settle this matter, did Mr. Lyne tell you that it was of no use to make an offer of that kind, and that he would not submit it to the Cabinet? Yes. He ridiculed the idea of £185 per foot, and said he would not submit such an offer to the Cabinet.
199. He refused to consider it? Yes.
200. Did you ask Mr. Lyne what he thought the Government would pay, and did he say that they were not likely to go over £130 or £140 per foot;—do you remember his saying that? Yes, I do; he did say that.
201. This took place when you put in your first letter offering to take £185? Yes. I may mention that we refused £5,000 a year for Sheehy's land.
202. Was not this land resumed at a time when land generally was very high in price? Yes, it was very high.
203. Did you at any time offer to keep the Ministry in power by the votes of members of the Assembly if a settlement were made? No. How could I do such a thing as that?
204. You at no time endeavoured to influence the votes of any Members of the House with the object of getting Mr. Lyne, or any member of the Government, to settle this matter? No. If anything, I wished Mr. Lyne would go out of office.
205. Why? Because I could not get a settlement with him.
206. Were you under the impression that some other Government would have dealt more favourably with you? No one dealt more hardly with me than Mr. Lyne tried to do.
207. You were under the impression that another Government might look more favourably upon your claim? Yes, seeing that Mr. M'Millan had offered £175 per foot, and had written a letter saying he was willing to pay that price for the land.
208. Therefore you thought that another Government might not be so harsh with you? It was impossible that they could behave worse to us than Mr. Lyne did.
209. You are sure that at no time did you offer to procure votes for the Government? How could I secure votes for them. It is nonsense to talk about such a thing.
210. Did Mr. Lyne ask you personally to secure votes? Never.
211. If it has been stated that there have been improper proposals either from Mr. Lyne to you, or from you to Mr. Lyne, is that statement true? There never was any improper proposals made either by Mr. Lyne or myself.
212. Either by you to him, or by him to you? None whatever. I can most positively swear that.
213. *Mr. Lees.*] Is there a lane dividing the two blocks of land in dispute belonging to you and your partners? Yes.
214. What lane is that? It is a lane running down to the water from the top of Victoria-street. I do not know the name of it.
215. What is the width of it? It is about 6 or 7 feet wide—it might be more or it might be less.
216. The properties in dispute have a water frontage, and back up to Victoria-street? Yes.
217. Can you tell us how much land the Government resumed from you. Did they propose to take the whole of it from the water up to Victoria-street? Yes. You will see that one piece of land adjoins the University land. The next piece of land was Lahiff's. The Government paid so much into court—it was only half the depth of ours, and had only a 30-foot frontage.
218. What is your full depth? I could not say from memory.
219. This block of yours with the 253-foot frontage to the bay has a smaller frontage to Victoria-street? Yes.
220. Is the frontage to Victoria-street a good building site? It is the very best site for a wool store that you could possibly have, and I will tell you why. It has a precipice behind, and by building a store you would not have to raise and lower your wool. Hill, Clark & Co.'s store, for instance, is the worst on the quay, while Flood & Co.'s is the very best, because of the saving of labour in raising and lowering.
221. *Chairman.*] You consider the land a good building site because of this cliff behind it? Yes, it is the very best possible site you could have for a wool store.
222. *Mr. Lees.*] What tenements are there on the land? Very good tenements.
223. What are they? Sheehy's store and house, a first-class patent slip, and another very good house on the property bought off Mrs. French.

224. With reference to Block No. 2, the piece to the north of the lane with the 50-foot frontage. Does the description of the water frontage apply to the narrow frontage of the tenements? Look at Brown's piece, it is only 17 feet by 15 feet, and Lahiff's, which is only 30 feet, with half the depth. They are absolutely useless for vessels. You could not lay a vessel there. You must have a good strip of land for a vessel to go alongside it.
225. Are the two disputed pieces of greater depth than any of the pieces about which a settlement has been made? No. 2 block, in my opinion, is the best, and is fit to hold a vessel. It is of a greater depth than the pieces upon which a settlement has been made.
226. Do you think that because it excels to that extent that it is, therefore, so much more valuable than the other pieces? It will hold a vessel, and you want about 250 feet to do that.
227. So will McQuade's property? Yes; but there is no back way to that. How can you get on to McQuade's land?
228. Macleay-street, Potts' Point, makes on to McQuade's property, does it not? I do not think so.
229. Is there not a gate at the extreme end of Macleay-street? I do not think you can get on to the land that way.
230. But by resuming you could reach it? Yes; but not in any other way.
231. I gather from the printed papers before us that your desire was to effect a settlement with the Government as rapidly as possible, because of the monetary transactions which you wanted to complete? That is so.
232. *Chairman.*] You know something of McQuade's property. The frontage is much wider than the back portion? Much wider.
233. I am referring to the portion No. 8 on the plan? Yes; I consider that McQuade got a better price for his land than we did, although he only got £85 per foot. At one end of it, owing to the shape of the land, you would see that it goes to a point; he was getting £80 for an inch and so on.
234. Is the lane between the two blocks which you have referred to wide enough for vehicular traffic? I do not think it is.
235. *Mr. Bavister.*] Is it not a fact that the depth of McQuade's land is as great as the combined depths of your No. 2 block and Gattenhoff's block? I do not think so.
236. *Mr. Lee.*] Mr. McQuade was paid on the water frontage? Yes.
237. And from the shape of the land the first foot of the frontage would not be a foot deep? It would only be an inch deep. Mr. McQuade said he would not have accepted the price offered except that he was very ill indeed, and wanted to go to England.
238. *Chairman.*] The valuation by Messrs. Mills and Pile, Richardson and Wrench, and the Government Valuator in respect to your land was £175 per foot? Yes, with 10 per cent. for forced sale.
239. Was that for the whole of your land? No; the No. 2 block only.
240. *Mr. Bavister.*] You spoke just now of a part of McQuade's frontage being only an inch in depth. Having regard to the whole frontage and depth of McQuade's block, is it not a fact that there is a considerably greater area in proportion to the frontage than in the case of either of your two blocks? I could not swear that—the plans will show you.
241. *Mr. Lees.*] Does not the resumption of the Challis Estate block very largely improve the value of your property? No.
242. Not by bringing a Government road and wharf up to your boundary? It would if they were to give me a road through.
243. *Mr. Cann.*] What do you consider would be the annual rental value of the whole property with the various tenements? I can give you some idea. We have three vessels there discharging stone. The Government charge is 6d. a ton. It means 2,000 tons a week. That would be for Sheehy's piece. Another great advantage in having a wharf of your own is that you can get vessels away so much more quickly. If a vessel loses a trip it means a matter of £60 or £70. I have already said that we were offered £5,000 a year for Sheehy's piece.
244. *Mr. Lees.*] Was that a private offer? Yes.
245. *Mr. Cann.*] In addition to what you have mentioned, there are the tenements occupied for warehouse and residential purposes to be considered? Yes.
246. Could you give us an idea of the total annual value of the property? I could not. Of course, if the land is left idle, you may say that it would be worth very little; but immediately you make a wharf there it will bring in a first-class income.
247. It is rendered valuable by other money being spent upon it? Yes.
248. *Mr. O'Sullivan.*] I presume you have noticed the evidence which has been given by Mr. Kethel and other wharf-owners in regard to the value of your property, which they state to be about £80 per foot. How do you account for a wharf-owner such as Mr. Kethel giving that evidence? Their evidence is obviously wrong, and I can prove it to be so. A great many wharfs were sold about the time you are referring to in Darling Harbour. Henry Clark's wharf was sold for one; then the Cox and other properties were sold at exorbitant prices. We were asked £130,000 for the Moore wharf. For a wharf at Pyrmont, next to the Sugar Company's wharf, they wanted £25,000.
249. Mr. Kethel's evidence tends to depreciate the value of your property? I think it would be advisable for the Committee to examine all the wharfs at Woolloomooloo Bay, and to see for themselves the land in the vicinity which was sold at that time. I have already referred to a piece of land there for which we were offered £160 a foot. The Standard Paint Company refused £180 a foot; there was no water frontage, and it was made land; besides, it was only one-half the depth of the other property. If that price was offered for their land, surely water frontage is worth considerably more.
250. You have had considerable experience in wharf property, and I want you to tell us how it is, if you can, that Mr. Kethel came to put such a low value upon your property? I could not say.
251. Do you think he could have taken into account the true value of the position at Woolloomooloo Bay? I think it is the best position bar the Circular Quay.
252. Are the Woolloomooloo Bay wharfs increasing in importance and value from a shipping point of view? Very much indeed.
253. There has been a large access of shipping to that part of the harbour during the last six or seven years? Yes. From inquiries I made last year in the middle of the wool season, I found that they had shipped over 80,000 bales, to say nothing of a good many tons of tallow and so forth.
254. Is it not a fact that the California mail boats have come to Woolloomooloo Bay in recent years? Yes.
255. Do any other steamers come there? Yes; there were four steamers there last week.
256. To what ports do they trade? They were large wool ships.

G. Hill, Esq.
6 Dec., 1894.

- G. Hill, Esq.
6 Dec., 1894.
257. How long is it since this trade sprung up at Woolloomooloo Bay? It is only within the last six or seven years.
258. There was a time, not many years ago I believe, when Woolloomooloo Bay was almost deserted by shipping? Almost deserted.
259. About eight or nine years ago, with the exception of a few coasters, Woolloomooloo Bay was little used by shipping? Very little.
260. Since the completion of the new wharf and other accommodation, a larger number of ocean-going steamers have come to the Bay? A very large number indeed.
261. Some of these ocean-going steamers, the Californian mail boat, and others, take away wool? Wool, tallow, and hides.
262. Vessels also come there from Puget Sound and other parts of America? Yes.
263. All this increase of trade has occurred within the last six or seven years? Yes.
264. And it has tended to give value to the property in the neighbourhood? A very large value.
265. How far is your property from the place where the California mail steamer comes in? It is rather difficult to say; but by water, I think it would be about 100 yards.
266. How far do you think it would be round the wharf? About 150 yards.
267. So that this land, which Mr. Kethel values at only £80 per foot, is really within 100 yards of a wharf where some of the largest steamers which come to our port berth? Yes.
268. Under those circumstances, does £80 per foot seem a fair valuation to put upon the land? I think it is a very unfair valuation. I think I should receive £200 a foot for the land, although the Government bought it for £145. Mr. Knox, one of the trustees, sold the Challis Estate land to the Government for £192 per foot.
269. That land adjoins yours? Yes.
270. The gentleman to whom you refer, who is one of the trustees for the University, in giving evidence valued your property at £50 per foot? Yes.
271. How do you account for that? I think he knows nothing about the value of land.
272. *Mr. Lees.*] The fact of the Challis Estate block being resumed would make your land valuable? I have already said that it would do so if we are given a road.
273. Your land comes up to the quarry? Yes.
274. Do you think that the fact of that quarry being on the Victoria-street side operated upon the mind of Mr. Kethel and other gentlemen, and induced them to undervalue your property? I could not answer that question.
275. Do you think that the circumstances would weigh with them that there would be no approach to the property from Victoria-street except for the purposes of a wool store? I could not say that.
276. Is it not a likely thing to operate upon the minds of these gentlemen, who might not consider the erection of a wool store? I think the cliff there makes the land more valuable, but another man might think that it would make it less valuable.
277. *Chairman.*] Mr. M'Creddie, an architect, values your land at £208 per foot? Yes.
278. One of the reasons he valued it at £208 was that he thought it suitable for store purposes? I believe he gave the Government a valuation and plans showing what could be done with the land, and what interest it would produce.
279. By whom was he employed? By the Government, I suppose. If you ask me my candid opinion, I believe he was employed by the Crown Solicitor.
280. *Mr. Piddington.*] What did you originally give for this property when you purchased it? We bought it in eight or nine different lots. Some of it was bought of boys and girls who had just come of age. I think we gave old Mrs. Peasley £2,500 for her life interest. There is documentary evidence of all these facts, and it would be much better for you to obtain them from the documents than to refer to me in the matter.
281. *Mr. Bawister.*] If you turn to the Parliamentary papers you will see on page 28 a list of valuations for the plaintiff. Among the names given is that of M'Creddie, civil engineer. Were these persons employed by you or in your interest to give these valuations? I think Mr. M'Creddie was employed by the Government when he gave the valuation of £208 per foot. When he was afterwards examined in the Court he appears to have valued the land at £200 per foot.
282. *Mr. O'Sullivan.*] Who called him as a witness? We did, I think.
283. *Mr. Bawister.*] With regard to the natural formation of the land, you have said that there is a very steep cliff between Victoria-street and the water frontage? Yes.
284. Can you give us an idea as to how far back the face of the cliff is from the Victoria-street frontage? I think it abuts close upon Victoria-street. I think the land is formed exactly as a man would want it for the purpose of a store. If you consider the position of some of the stores at Circular Quay, you will get a first-class illustration of the advantage of the cliff in this case.
285. *Mr. F. Clarke.*] The closer up to the street the cliff is the better? Yes.
286. *Mr. Lees.*] What would be a fair value for the tenements on your property—the two disputed pieces? On No. 2 block I should think £2,000 or £2,500 for the tenements and slip.
287. What would be the annual value? About £250 a year.
288. What is the value of the tenements on the other block? Say, £5 a week.
289. Were there any improvements upon the Challis block? No; but there might be a coal-shed—I am not quite sure.
290. Or upon McQuade's property? I think there was a boat-shed.
291. *Mr. O'Sullivan.*] Do you know an old boatbuilder named Joe Donnelly? Yes.
292. Has he not a shed there? Yes.
293. From whom does he rent it? From us.
294. How much does he give you? 30s. a week.
295. What is the size of the shed? It might be 30 feet wide, but it is rather hard to say.
296. Would that be a fair rental for the accommodation there? I should say so. Of course, you must remember that the land is now unimproved. Directly you put stores and wharfs there you at once get a large return.
297. *Mr. Cann.*] You said just now that the tenements on one of your blocks would bring in about £5 a week, and that on the other block the buildings would be worth £250 a year? Yes.
298. What do you estimate the wharfage at? I have already said that we refused for Sheehy's piece £5,000 a year.
299. As a business man, what do you think would be a fair rental to pay for the whole frontage? Say, £10,000 a year—it might be more. It depends on the accommodation and the nature of it.

William John Lyne, Esq., M.P., sworn and examined:—

300. *Chairman.*] You are the Member for The Hume in the Legislative Assembly of New South Wales and you filled the office of Secretary for Public Works in the late Administration? Yes.

301. The desire of the Committee is to get as much information as possible from you concerning the resumption of land at Woolloomooloo Bay;—perhaps it would be convenient for you to make a statement to the Committee? I know nothing about the original resumption of this land. It was resumed by the preceding Administration. I think Mr. McMillan brought in a Bill and passed it through Parliament for the purpose of resuming this land. He then brought in an amount of £200,000 on a Loan Bill. I think that was in October, 1889. That was for the purpose of paying partly for this land, and also for some land which he proposed to resume in Erskine-street, Darling Harbour. When I took the position of Secretary for Public Works the matter came before me in the ordinary course, and I found that offers of payment had been made and had been accepted in the case of the Challis Estate on a valuation made by Richardson and Wrench, Mills, Pile, and Wilson, and J. B. Thompson, the Government Valuator. The valuation was about £175 a foot, and 10 per cent. forced sale. That, of course, had gone beyond my control. An offer had also been made and accepted in respect to the 30 feet belonging to P. Lahiff of £150 per foot for the 30 feet. That is shown as in the centre of the property which was resumed from Hill, Bellisario, and others. I am speaking now of the whole of the Hill property. £125 per foot had also been offered upon a valuation by the same men, I think, for 15 feet belonging to a Mr. J. Brown. That had not been accepted. I withdrew that offer after submitting it to the Cabinet, and offered £75 a foot. I considered that that was sufficient for a small portion of 15 feet which was practically useless for shipping purposes.

302. *Chairman.*] Do you remember the depth of that piece of land? It was 132 feet on the south side, 127 feet on the north side, by 15 feet water frontage. The depth of Lahiff's property was 143 feet on the south side, 132 feet on the north side, by 30 feet frontage. I looked upon both these properties as almost useless for any commercial purposes as far as wharfage was concerned, but especially the 15 feet. I therefore withdrew the offer, and I withdrew it against the advice of the Crown Solicitor, Mr. E. A. Smith. In the first place he advised a withdrawal, but he afterwards wrote, advising me not to withdraw. A letter was written by him; it is among the unprinted papers—I am referring now to the Brown property—and I believe it is dated 7th November, 1892, in which he says he does not think it worth while withdrawing this offer. This would be a criterion as to price for other land, as the difference would be small, even if the lesser amount were paid. However, I withdrew the offer, and made an offer of £75, which Mr. Brown refused to take. He took us into Court, and the verdict and costs brought the amount up to £156 some odd shillings a foot. The Crown Solicitor wrote when the case was over, and said that the verdict would appear to be £100 a foot, deducting the buildings. I begged to differ from him, because I did not think the buildings represented anything like the difference. What I want to show to the Committee is that through fighting the case in the Court we had to pay a great deal more than we should have had to pay if we had settled at the offer of £125 per foot.

303. *Mr. Lees.*] What was the actual verdict, apart from the costs? I cannot say at this moment. Now, with reference to Mr. Hill's case, I may mention that Mr. Hill saw me a great many times—I am afraid to say how many. He was always worrying me, and I was very much put out over the case, because every few days I was worried to get the case settled. I recognised that it was not fair to the parties to keep this case without an offer, because if the Government resume land the parties cannot sue until the Crown makes an offer. This land had been taken on the 4th February, 1890, and in 1892, two years afterwards, no offer had been made. I was pressed to make an offer, with a view, I suppose, if it were not accepted, of the matter going to law. I took the matter to the Cabinet, and, after discussion, the Cabinet authorised me to offer £100 a foot. The Committee will see that that is so if they look at page 18 of the Parliamentary papers.

304. *Chairman.*] Was that offer made before Hill and party went into Court? Yes; they could not go into Court until they got the offer. If the Committee refer to the same page of the Parliamentary papers they will find a letter from the Crown Solicitor, in which he suggests that a property containing, practically, 533 feet is of the same value per foot as a property of 15 feet. That I looked upon at the time as an absurdity. I said then, and I say now, that a property of 533 feet is worth a good deal more per foot, with a water-frontage, than a property of 15 feet frontage is worth. At all events we offered £100 a foot, which was refused. I considered, and I think the Cabinet considered, that if we offered £75 per foot for 15 feet, £100 per foot was a proportionate offer for 533 feet. The offer was refused, and the case was taken into Court. A trial took place, and a verdict of £200 per foot was obtained. With reference to that verdict, I should like to direct the attention of the Committee to page 25 of the Parliamentary papers, which contains the summing up of the Chief Justice. The Committee, if they read the papers, will see that the Chief Justice was against the other Judges upon the question of the right of deepening the water-frontage. He held that the right existed, but when the appeal was made for a new trial the other Judges over-ruled him. The Chief Justice said: "Mr. Gregg gives the value at £175, Mr. Mills £165 all round, Mr. M'Credie, who made this plan, and who went into a very elaborate calculation of what you may think a very impossible claim, and upon whose evidence not much reliance can be placed, on the ground, not that he is not speaking the truth, but that what he puts forth is incredible, values the large piece at £280 and the smaller piece at £175 per foot, and he bases this value on the assumption that large buildings costing large sums of money will be erected, that an approach to the wharf property would be made, and that two jetties would be run out into the harbour." Later on he says: "Then there was Mr. Martin, who is a wholesale ironmonger, and who is connected with Lassetter. He says he has had a good deal of experience as a land-buyer, but I do not know that he has had anything to do with wharfs. Then there is Mr. Taylor, who values the property at from £170 to £200. He is the owner of Russell's wharf, and he ought to know his business. What I have said about other wharf-owners applies to him; and the only question is, whether, looking at the large number of witnesses on the other side, you can place reliance on Taylor's evidence, as opposed to the evidence given by the witnesses for the defendant. Of course he is a reliable witness, and you ought to take his evidence into careful consideration, and deal with it as with the others. Then there is Clarke, who is a produce merchant." That is Mr. Henry Clarke, who was a Member of the late Parliament. I quote this because it seems to me that many witnesses, men who ought to know, express very strong opinions as to the value of this property—Mr. Clarke, Mr. Martin, Mr. Taylor, Mr. Gregg, and others. I looked into

W. J. Lyne,
Esq., M.P.
6 Dec., 1894.

W. J. Lyne,
Esq., M.P.
6 Dec., 1894.

the case, and I got a copy of the list of witnesses, which the Committee will find on page 28 of the Parliamentary papers for the plaintiff. I obtained that to see whether in my opinion there was any good evidence as far as the plaintiff was concerned. I must say that I found a good deal of the evidence much stronger than I expected. When the new trial was applied for, I had a conversation with Sir George Dibbs about this matter. He said he thought it would be better to leave it until the new trial was obtained, and that we should then have a stronger position for a settlement if it were obtained. Therefore, I let the matter rest until the trial had been obtained. Mr. Hill saw me once or twice, and I told him that the Government would be prepared to settle at a reasonable value, but not upon the high value he seemed to place upon the land. I also told him that I thought the Government would be prepared on a fair basis to settle for the whole of the land, and not to have a fight over one piece and to leave the other to be settled afterwards, and perhaps to have the same fight over that. Mr. Hill then put in a letter offering to take £185 a foot all round. When he put that in I told him I did not think it was of any use submitting that price to the Cabinet, and that I thought it was a good deal too high—a higher price than I could advise the Cabinet to pay. I said that unless he was prepared to come down to something reasonable I did not think his letter was worth bothering about. I am not quite certain, but I do not think that I ever submitted that letter to the Cabinet. The matter drew on until we got notice from the Bank of New South Wales, in a letter which you will find on page 30 of the Parliamentary papers, dated 30th December, 1893, instructing us to pay any money claimed in respect of this land to the Bank. Then the matter, so far as the owners were concerned, seemed to become very acute, because they pressed very hard indeed to get a settlement. But even then they would not come to what seemed to me to be fair terms. I refused to take any action until I received a letter, under date 15th February, offering to settle at £150 per foot all round, with the usual percentage. I took that letter to the Cabinet. The Attorney-General was present. It was upon that letter that the discussion took place as to what we should pay for this land. The Cabinet decided they would not give £150 a foot, but finally it was agreed—of course, it was only known to ourselves—that if the other side made an offer of £145 per foot we should accept it, but that we would not make the offer in the first instance. Sir George Dibbs refused absolutely to put any memorandum from the Cabinet on the papers. Some delay arose—I do not know the cause. I ascertained that they would offer to take £145 a foot. The trial was to come on at the beginning of March—I do not know the exact date—and the claimants for this money ultimately, about the 1st or 2nd March, as far as I can judge, but I have nothing to guide me as to the day, agreed to take £145; but they then wanted 10 per cent. for forced sale, and that had not been discussed by the Cabinet. I was not in a position to say whether 10 per cent. would be given with the £145 or not, and I refused to do anything until I had taken the matter to the Cabinet again to ascertain whether it was intended that the 10 per cent. should be paid. When I took the matter back again—I think it was the 1st or 2nd March—it was again discussed, and it was decided that we should not pay 10 per cent. for forced sale or plaintiff's costs. One of the parties, I think it was Mr. Hill, thereupon refused to make any offer at all at that time or to settle the matter; but I think the manager of the Bank of New South Wales or some other person came to the Under Secretary for Public Works, having heard that we were prepared, if they offered it, to take £145 a foot without the percentage for forced sale, for the purpose of making the offer. Mr. Barling came in to me to know what he was to do. I told him that the Cabinet had desired me not to let the matter go out of my hands until it was absolutely clinched, so that there could be no withdrawing, and that is how the document came to be signed by Stephen, Jaques, and Stephen in Mr. Barling's office. I took the papers to Sir George Dibbs, shortly after the Cabinet meeting, for my own security, and I got him to endorse upon them what the Cabinet had agreed to. That is how it is that the endorsement of Sir George Dibbs is dated the 6th March. There was no Cabinet meeting on that date. I took the papers to him after the decision of the Cabinet, and the day I acted definitely upon them. It was necessary for the Minister to secure himself—to have some record to show what the Cabinet had decided. Sir George Dibbs wrote the Cabinet minute which appears among the Parliamentary papers, and Mr. Barling got the solicitor to sign the document in his office. Before that, however, on the 5th March, he sent a telephone message to the Crown Solicitor. As far as I can remember, it was on the day when I became thoroughly aware that the parties would accept £145 a foot, and made that offer. The Crown Solicitor was told what had been done, and he was also told that he had better withdraw the case from the Court, or something to that effect. I knew nothing more about the matter until I got the first letter from the Crown Solicitor with the minute of the Attorney-General, which appears on page 34 of the Parliamentary papers. If the Committee will read that letter and minute they will find that the Attorney-General says, according to the Crown Solicitor's letter, that a meeting of the Cabinet had been held after the matter was decided, at which I was not present, and that there seemed to be an expression of opinion in favour of not settling the case. I replied to the Attorney-General that it was a matter of which I never had any knowledge, and that that was the first I had heard about it. The Committee will see that in one of the letters the Attorney-General says he was aware that I was not present, but that that was the effect of the conversation which had taken place. The Committee will understand that, not knowing anything of the conversation referred to, I did what was decided should be done. If any Ministers wanted me to do otherwise they should have let me know, when the matter would have been remitted to the Cabinet again.

305. *Chairman.*] Was there a Cabinet meeting to deal with Hill's case after it had been decided to pay £145 a foot? There was one after the 15th February.

306. Dealing with Hill's case? Yes.

307. When was it held, and why? It was held in consequence of my not being certain whether the Cabinet intended to pay 10 per cent. for forced sale with £145.

308. No Cabinet meeting was called after that to consider the matter? There never was a Cabinet meeting to deal with the matter. Two or three members of the Cabinet met together, but there was no regular Cabinet meeting. The Attorney-General dropped down to see Sir George Dibbs, and perhaps Dr. MacLaurin may have been present, but there was no Cabinet meeting. I had heard nothing about it. As far as I can judge, the conversation was in consequence of a telegram which the Crown Solicitor had addressed from Wentworth Falls to Mr. Parkinson, in these terms:—

Documents received as minute of last instructions not sent. Impossible for me to say whether alleged settlement final and binding. Tell Curtis to do nothing towards postponing or withdrawing case without express instructions of Attorney-General. I take no responsibility. See Attorney-General, and say I protest against action taken, as settlement

on terms mentioned is monstrous, and in manner grossly irregular. If possible, settlement should not be recognised, but trial proceed. I shall return to-morrow. Could see you at my house Saturday evening or Sunday if necessary. Perhaps, if settlement not conclusive, case might be adjourned till 2 o'clock, Monday.

ERNEST A. SMITH,
Crown Solicitor.

W. J. Lyne,
Esq., M.P.
6 Dec., 1894.

I think in the first place that that is an impudent and insulting telegram. He speaks of an "alleged" settlement, whereas he had received intimation from me, through the Under Secretary of my Department, that the case had been settled. The Attorney-General, I understand, sent the telegram to Sir George Dibbs—I think on the Saturday night. I had no knowledge of the telegram until the whole thing had been settled and the document had been signed in my Under Secretary's office; and I wish to say this in my evidence—that the action of the Crown Solicitor had been for some considerable time such that he practically took control of my Department on matters of fact in connection with land matters. I resented it. I do not think he had a right to do anything of the kind. As often as he was required I asked him to come and see me about various matters, but I would never consent to hand over dozens of big matters in connection with land resumptions, contracts, and other things in my Department to a Crown law officer so that he might decide upon matters of fact. He may decide matters of law, but I am as good a judge as he is as to whether a settlement would be an equitable one or not. My wish all through, while administering the Department, was to settle any reasonable claim that I could without going to law, because, as the Committee will see from these papers, the experience I had of sending any land case to the Crown Solicitor's Department was not encouraging, for we never won practically one case. We had to pay very heavy sums in costs. The Crown Solicitor takes exception to that statement I know. It is made in one of my minutes, and he instances the case of Blue's, which was won in the Courts. I had said that there was no case in all the cases which I had had before me which had been won, although we had gone to great expense. I looked at Blue's case, the particulars of which are given on page 40. The amount claimed was £14,323; the amount offered was £4,070; the amount awarded was £9,639. He could compel us to go to arbitration, and he did compel us. I thought the arbitrators' award an exorbitant one, and would not accept it, and let the case go into Court. I think there was an offer of £7,500 to settle the matter before it went into Court, and the verdict of the jury was £7,600. The cost of the award was £1,310; the cost of the Crown Solicitor's Department I never could find out; but they were very heavy. If you add these together, you will find that we might just as well have paid the £9,639. We should have been no worse off. I do not know whether the Committee wish to hear anything further from me upon that phase of the question.

309. *Mr. Lees.*] I think you might now express an opinion, after what has been said, as to whether it is worth while referring anything to the Crown Solicitor in the matter of land resumptions except for legal information? If the Minister decides that he cannot come to a settlement, then the matter in its legal aspect must go to the Crown Solicitor, but in any other aspect I certainly do not think the Crown Solicitor's Department is a department that can very well judge the value of land in respect to which claims are made. I do not wish to mention any particular case, but there were innumerable cases, dozens of cases, in my Department of immense importance that never went to the Crown Law Office at all until they had to prepare the documents for final settlement. This communication of the Crown Solicitor I felt to be something like an imputation upon me, and I felt sore about it. That was why my minute was so strong in reply to him. If a Minister cannot be trusted to deal with matters of this kind, how can he be trusted in dealing with 101 cases where he has to use his judgment in connection with the expenditure of hundreds of thousands of pounds in the settlement of contracts and other matters which never go to the Crown Solicitor's Department.

310. *Mr. F. Clarke.*] And after all this matter was settled by the Cabinet? I considered it such an important matter that I would not settle it.

311. *Mr. Lee.*] You concurred in the amount offered? Yes.

312. *Mr. Lees.*] Where does the importance of the case come in? In the vast sum concerned—it came to about £100,000. I thought my colleagues would have just ground for complaint if I had settled the case without consulting them upon it.

313. *Chairman.*] You said, a little while back, that while the Crown Solicitor refused to give more than £75 for the Hill property, in the case of Brown's property he advised that the offer of £125 a foot should not be withdrawn? Yes. The letter to which I referred is dated 29th October, 1892, and it contains these words, "As it has now been determined to offer to other adjoining owners £100 per foot for the bare water-frontage, and I suppose that Mr. Brown's property would be valued on the same basis, the difference between the amount already offered and the amount of the new valuation made on this basis, with the sums added for forced sale and improvements, would be so inconsiderable that I am inclined to think that the present valuation should not be withdrawn, especially in view of the fact that it has been allowed to stand so long." That letter was sent to me by the Crown Solicitor, but I decided to withdraw the offer. I did not think the land was worth as much as £125 per foot. In a letter of a previous date the Crown Solicitor had advised a withdrawal of the offer. I would like now to refer to another matter. Mr. Barling yesterday produced a document which showed that Mr. McMillan had approved of the payment of £175 as a valuation of the land which was taken into Court in Hill & Co's case. I cannot understand how it is that that paper had got away from the other papers altogether, excepting that there was a claim put in for £151,000 by some other persons for the same land upon which Hill & Co. claimed £91,000. There were two valuations of £175 per foot in each case, and they both applied to the same land. The £91,000 valuation seems to have become the paper which was considered and put with the other documents, but the paper which Mr. Barling produced yesterday with Mr. McMillan's approval I never saw until Mr. Barling produced it. I think the reason he looked for it was this: in looking through the papers on page 11, it struck me that before I came into office all these land matters had been sent by Mr. Bruce Smith to Mr. McMillan because he had started the matter. They were sent over to the Treasury on the 4th February, 1891, and they were returned on the 11th of the same month. Then the Under Secretary for Public Works, says: "It will be seen that the Treasurer has not dealt with minute 49." Minute 49 was this case of Hill & Co. Immediately after that are these words: "Will the Under Secretary for Finance and Trade kindly resubmit it to Mr. McMillan." Then comes this minute: "Completed and returned 17/2/91." Above that letter in the valuations will be seen the completion, "I understand that this is dependent upon another—that it is surely a proportional distribution of the amount awarded." That is where the two cases came in. That was sent to Mr. Thompson.

W. J. Lyne,
Esq., M.P.
6 Dec., 1894.

I asked Mr. Barling if he could tell me anything more about the matter having been sent over to Mr. McMillan. That is how he came to have the papers hunted up in the office, and came across Mr. McMillan's approval, which he produced yesterday. The Committee will remember that Mr. McMillan said that he considered the valuation a reasonable one. I never remember seeing that paper until yesterday. If the Committee will look at the bottom of page 11 of the Parliamentary papers they will find Mr. Thompson says, "These papers should, I think, be referred to the Crown Solicitor"—not to deal with the question of value—Mr. McMillan had settled the whole thing and had approved of it. He had not asked the Crown Solicitor to approve of it; he had settled the whole matter—"to advise as to how and upon whom the notices of valuation should be served." That is the purpose for which he thought the papers should go to the Crown Solicitor in this case. On page 12 the Committee will find a report by Mr. Thompson, which I never saw for many months after I had been in the Works Department. To my mind, seeing that it is a special and confidential report, it never should have been produced. Although I afterwards became aware of its existence, I refrained from putting it with the papers, and it never had been. I think it is a document which is calculated to injure Mr. Thompson, and that it should not have been published. I am not quite sure that the firms referred to would not have an action against him. As I have said, that document was not shown to me for some time after I went into the Works Department. I made a query one day of Mr. Barling, and that led to his producing this document, which he had kept as confidential, and which was always afterwards kept as confidential. It will be seen that Mr. Thompson repudiates two valuations that he had sent in in conjunction with Messrs. Mills and Pile and Messrs. Richardson and Wrench, and he gives reasons for his repudiation. What took place was this: Mr. Robert Smith was Acting Crown Solicitor at the time, and when the documents went to him he went down to the Works Department, where, in Mr. Barling's room, Mr. Thompson practically wrote this paper at Mr. Smith's dictation. That is what took place in reference to that. All that I want to explain to the Committee is that it is a confidential document. It was never acted upon because it was confidential. It was lying dormant until these papers were produced, when it was put among them for the first time. With regard to values, the Crown Solicitor, in one of his letters, says that the value of the water-frontages in Woolloomooloo Bay in 1886 was higher than at the time of the resumption in 1889. I know that was not so; 1889 was practically the commencement of the fall of boom values. Properties were very much higher at that time, and we had to consider the value of the resumption at the time the land was taken, and not now. The money which Mr. McMillan had had voted was for other purposes, as he described—at Erskine-street for instance—that is apart from the Woolloomooloo resumptions. That matter having been referred to in Mr. Barling's evidence yesterday, I think I might say a few words about it. Cox's property at Erskine-street was resumed, containing an area of 1 rood 16 perches; the claim was £88,000. The sum of £60,000 was paid without question, or £171,400 per acre, or £346 16s. 5d. per foot. That is what was paid for this land at Erskine-street, for which the money was voted. That shows the values at the time at that particular place. I have taken the trouble to find out the capital value on the rents of some of the properties at Circular Quay. Take the Manly wharf. I find there is a frontage of 50 feet, for which £1,000 a year is paid. If you put it at 3½ per cent. it will give you £600 a foot capital value.

314. *Mr. Cann.*] Did you do the same thing in reference to the land under dispute? I did not. I do not think the land there is used profitably, nor can it be used until money is spent for making wharfs. It is in its native state. With regard to M'Quade's property, you will see that there is a long frontage to it with lines converging together to a short back, so that if you take off about a third of it to make it a square block, you will find that you have paid about £120 a foot. With reference to the settlement in that case, Mr. M'Quade came to me on many occasions in very bad health. Mrs. M'Quade came, and she also saw me herself, and pressed me to settle the matter. She said she did not think her husband would live long; that they wanted to go to England. She said she wanted to have the matter settled before anything happened to her husband. The property is not so valuable at the back, in consequence of the want of access. Although it is of greater depth, there is no practicable access at the back; and chiefly for the reason I have given I got the matter settled, and I got it settled without reference to the Crown Solicitor, or anyone else, at £85 a foot. I could not have done so except that Mr. M'Quade was so ill. He shortly afterwards died. That will account for the discrepancy between the amount paid for that property and the amount paid for the other frontages. Something was said yesterday about the depth of these properties. The mean depth of Lahiff's and Brown's properties is 133 feet, for which £150 was paid for 30 feet, and £156, including costs and buildings, for 15 feet. The mean depth of Hill's property, for which we paid £145, without 10 per cent. for forced sale and without any costs, is 141 feet for the whole 533 feet.

TUESDAY, 11 DECEMBER, 1894.

Present:—

MR. BAVISTER,
MR. FRANCIS CLARKE,
MR. LEE,
MR. LEES,

MR. MOLESWORTH,
MR. O'SULLIVAN,
MR. PIDDINGTON,
MR. WALL,

MR. CANN.

J. MORGAN, ESQ., IN THE CHAIR.

William John Lyne, Esq., M.P., recalled and further examined:—

W. J. Lyne,
Esq., M.P.
11 Dec., 1894.

315. *Chairman.*] At the conclusion of your examination by the Committee last week you were speaking of the depth of the various properties at Woolloomooloo Bay;—do you wish to say anything further upon that point? Not as to the depths; but I wish to refer again to the summing up of the Chief Justice. If the Committee refer to page 24, they will find that he says:—

The Crown, I say, have argued that you must value the land as having no practicable water-frontage, because there is only 2 or 3 feet at low-water. That point was properly taken, but, at the same time, I do not hold with it. I think it is not sustainable, and I ruled against the Crown, and therefore you will be good enough, when you come to consider the value of the whole land, not to value it as the Crown say you are to value it, merely as having only 2 or 3 feet at low-water. Although that might be so, still it remained a wharf, and therefore you ought not, in determining the value of this land, to value

value it as if this difficulty could not be removed. You should value it as if you knew it could be removed, for we know it can be removed, and deepened to the same depth as Cowper Wharf, namely, some 20 feet; and in dealing with the matter you must take into consideration that it can be made into a good wharf property by the expenditure of a certain sum of money.

W. J. Lyne,
Esq., M.P.
11 Dec., 1894.

Referring to the witnesses, he said:—

Now, taking the defendants' witnesses first, the auctioneers and valuers for the defendants were Messrs. Pile, Sievers, and Gorman, and Messrs. Gregg and Mills were the auctioneers and land valuers called on behalf of the plaintiffs. Now, Mr. Gregg and Mr. Mills were very much influenced by the results of sales in the vicinity, and more particularly the value which was placed on Mr. Morris' land. I think Mr. Gregg was the auctioneer in that instance, and no doubt he was very much influenced by the value placed upon that land, which is not a waterside property, but had a frontage to Cowper's Wharf and a large frontage to Dowling-street. Evidence was given that at one period the value was £3,000, and shortly afterwards it jumped up to £20,900. That was an enormous rise.

I wish now to direct the attention of the Committee to a letter from the Crown Solicitor to the Under Secretary for Public Works, upon page 29 of the Parliamentary papers, under date 4th August, 1893. The Committee will see that he says:—

As already pointed out, the evidence placed before the Court, and the summing up of His Honor the Chief Justice, confirms the view expressed in that report. The evidence and valuations already obtained are ample, and I do not recommend any further valuations to be made.

This applies more particularly to the case of George Hill (alone), as that case is on all-fours with that of Hill and others.

The Committee will see that in his letter to the Secretary for the Attorney-General, under date the 30th April, 1894, he makes a statement which bears upon the paragraph which I have just quoted from the letter on page 29 with regard to the value of Hill's second property—not the one concerning which the action took place. In the quotation I have just read he says that no further valuation was necessary, as the properties were on all-fours, that is, the property concerning which the action took place and the other property, and especially that of George Hill alone. On the 30th April, 1894, he says:—

But I should, perhaps, draw attention to this, namely, that at first sight it would appear that by the settlement arrived at a substantial reduction has been made in the amount of the verdict obtained in the action. In reality this is not so. The settlement comprises not only the 300 feet, the subject of the action, but also two other portions, making up a block having a frontage of 225 feet. This latter block is evidently of less value than the 300 feet, by reason of its small depth, and for the same reason it is not so valuable as McQuade's.

I draw attention to these two paragraphs to show that in one case the Crown Solicitor says the properties are upon all-fours, and that afterwards, when it suited his purpose, he said that one was of much less value than the other. I put in a letter from the Bank's solicitors to the Secretary for Public Works, which appears upon page 30 of the papers, and which I should like to see printed in an Appendix to my evidence. [*Vide Appendix.*] I invite the attention of the Committee to the following minute by the Under Secretary for Public Works to the Crown Solicitor, under date the 15th March, 1894:—

I am directed by Mr. Secretary Lyne to forward herewith the Cabinet minute approving of the settlement in the case of Hill and others *v.* Lyne. The other papers will be sent as soon as they can be collected. It will be seen that the letter of Stephen, Jaques, and Stephen, of the 5th instant, did not disclose the terms agreed upon, and before sending a letter to Mr. Hill, which he had specially asked for with the view of satisfying his bankers, Mr. Lyne instructed that the terms must be accepted, and this was done in my office, the parties to the matter having been sent for. A copy of the letter sent to Mr. George Hill is enclosed.

I mention that in order to show the caution which was exercised in the final settlement, and to emphasise the circumstance that no one was allowed to know what we would give. Even Messrs. Stephen, Jaques, and Stephen when they wrote did not disclose the terms, because, I presume, they did not know them. On page 33 the Committee will find a paper relating to a consultation between the Attorney-General, Mr. Pilcher, and Mr. C. B. Stephen, which was held on 27th October, by direction of the Attorney-General:—

On the main point as to the verdict being against evidence and the damages excessive, Mr. C. B. Stephen was inclined to the opinion that a question of value being one entirely for the jury, and there being some evidence to support the figures on which the verdict is based, there would be some difficulty in disturbing the verdict, however absurd.

- Mr. Pilcher, on the other hand, was of opinion that the verdict could not stand, because—
- (a) On the evidence the amount was grossly excessive, and rightly characterised by the Chief Justice as "outrageous."
 - (b) That although two or three of plaintiff's witnesses swore that, in their opinion, £200 per foot was the value, this opinion was mere matter of surmise as to what the property would be worth as a wharf property; it was not founded on facts, such as sales of similar properties in the same neighbourhood, and the evidence of the defendant was overwhelming to show that this surmise had no foundation at all.

I mention that to show that Mr. Pilcher was absolutely wrong, and on page 26 the Committee will see that in the course of his summing up the Chief Justice points out that Mr. Gregg and Mr. Mills were influenced by sales in the vicinity, and more particularly the value which was placed on Morris's land. I will, later on, produce a letter from Mr. Gregg in which he gives his reasons, which, it will be found, are based on absolute sales.

316. *Mr. Wall.*] Why is that letter not with the papers? That I cannot say—it should be with them. I have had to get a copy of the letter from Mr. Gregg this morning. It is a certified copy of a letter addressed by him to the Crown Solicitor, on the 13th October, 1892, and I will read it for the information of the Committee. "Sir,—Referring to the personal interview with you this morning, *re* Woolloomooloo Bay Resumptions, I beg to state that until a few years ago that portion of the city was almost neglected by capitalists—practically the whole place was dormant. An activity arose in the way of demand for lands there, under the belief that the early future would discover for it an important and valuable use; the comparative smallness of the available area, its proximity to the city, and the suggested railway connection, together with a measure of patronage of large ocean-going vessels and others of smaller style, all tended to awaken an interest and enhance value. As showing the developments of prices for lands immediately hereabouts, I have knowledge of these sales:—127½ feet Cowper Wharf, 299 feet depth along Duke-street, 215 feet depth along Dowling-street, 97 feet depth to Harnett-lane, for £3,500, to Dr. Morris. He sold it in 1888, I think, for £21,000; and I know vendor in 1890 asked £27,000." He told me that, if necessary, he could produce the offer and his plans from his safe; and I may mention that although the property is called Cowper Wharf, it had no water-frontage at all—"87½ feet to Cowper Wharf, 120½ feet depth to Dowling-street, 81 feet to Bland-street, other depth line less—for £2,000. The buyer died only a few years ago, and I understand his widow to say his value was £200 per foot frontage. My clear impression is that she was offered £160 per foot frontage." That property also had no water-frontage. "Fifty-eight feet to Cowper Wharf, part of it having a width of 54 feet to 89 feet, other side line 112 feet, width at rear only 25 feet, for £7,000, in 1888; 27½ feet Cowper Wharf,

W. J. Lyne,
Esq., M.P.
11 Dec., 1894.

Wharf, depth 86 feet to 92 feet, 27 feet to rear street, for £30 per foot—adjoining, I think, the piece previously quoted for £2,000, and which 27½ feet frontage was sought for in 1888. In September, 1888, we offered Moore's Wharf, Miller's Point, with a reserve of £96,000, and had offers at auction of £85,000 or £86,000, when it was not sold. Inquiries then set in for Cowper Wharf frontages, as the idea was that quarter would come into active employment for wharfs and storage warehouses, the rate being less than the prices required for frontages on Darling Harbour." The following postscript was in answer to a question by the Crown Solicitor as to why he valued 115 feet of Brown's property at £125 per foot and 30 feet of Lahiff's property at £150 per foot. He says, "As explained to you, the difference in the assessed prices per foot arose from the fact of the varied breadth of frontages; the narrower not having been deemed as valuable as the larger block, which latter allowed of better scope for use. May I mention that after the Crown resumed Challis' Estate block it was remarked that it was a cheap purchase, and I heard had it gone to auction some would have competed for it and bought it at more money." I have had a statement compiled with the object of showing, as far as possible up to the present time, some of the larger claims which have been settled by myself and other Ministers in connection principally with railway contracts. I quote the amounts to show that in the Works Department claims of great magnitude come before the Minister constantly. As far as I was concerned, I always settled these claims if I could do so without letting them go to the Crown Solicitor's Department, for the moment they get there great expense ensues, and, in my experience, very little good results. In connection with the Culcairn-Corowa line, for which Horne and Shand were the contractors, they claimed £146,000. The claim was settled for £118,794 without going to the Crown Solicitor. In the case of the Nyngan and Cobar line, for which Messrs. Smith and Finlayson were the contractors, the claim was £221,821, and it was settled for £201,655 without going to the Crown Solicitor. In the case of the Cootamundra to Temora line, for which Messrs. Baxter and Sadler were the contractors, the claim was £116,877, and it was settled for £108,951. In the case of the Sydney and Waterfall line, for which Messrs. C. and E. Miller were the contractors, the claim was £239,712, and it was settled for £233,682. I have not the exact figures with regard to other large claims which have been settled in connection with other contracts, but I have no doubt I could furnish them if necessary before the inquiry closes. For instance, large claims were settled by the Minister in connection with the Kiama and Nowra line, the Michelago and Cooma line, the Hawkesbury Bridge, the Tamworth to Uralla line, the Uralla to Glen Innes line, the Sydney to Wollongong and Kiama line No. 3, the Homebush and Hawkesbury line, and the Gosford and Waratah line. These were all large claims made upon the department, and settled without going to the Crown Solicitor's Office. In connection with M'Sharry's claim, I may mention that I placed it in the Crown Solicitor's Department, under an arbitration, and the result of it was that the Government had to pay an immense sum of money—I think a great deal more than I could have settled the case for without letting it go there at all.

317. *Mr. Lee.*] Some of the cases to which you have referred were settled by Ministers who preceded you? Yes.

318. Showing that it had been the practice of the department? Yes. An officer of the Works Department has sent me a message to say that he could only get the figures I have quoted up to the present time, but that later on he will be able to furnish me with the other figures.

319. *Mr. Bavister.*] In any of the cases to which you have just referred, have proceedings been taken in the Law Courts? No, they were settled without going to the Courts.

320. In this case, is not the contention that the case was settled by the Minister after having been taken into Court? Yes. In connection with M'Sharry's case, which I mentioned just now, and which was sent to the Crown Solicitor's Department in connection with arbitration—I believe it was settled finally in the Law Courts when Mr. Sutherland was Minister—the Government had to pay an immense sum for costs. I think the costs alone came to £20,000.

321. *Mr. Wall.*] In Hill's case a verdict had been obtained, and new proceedings had been initiated in connection with a new trial? Yes; not by the owners of the land, but by the Government.

322. The case was set down for hearing, but proceedings had not been further initiated? No; I think the case was set down for hearing on the 12th of the same month in which a settlement took place. A settlement took place at the beginning of the month. As I explained in a previous part of my evidence, I saw Sir George Dibbs about the matter between the time at which the verdict was given and the time at which the new trial was obtained. When I spoke to him about the matter, he said that we had better let it stand until a new trial was obtained, as we should then be in a stronger position, and would be able to make better terms. That is why the matter stood over till afterwards.

323. Was the verdict given for a larger amount, you think, than the case could have been settled for before going into Court? I cannot say that, but I should think it was.

324. The verdict was for a larger amount than the case was settled for afterwards? Yes; the verdict was about a quarter larger. As far as I can judge, the chief trouble between the Crown Solicitor and myself is contained in the last paragraph of his letter, which appears on page 38 of the papers. He says:—

In conclusion, I may be, perhaps, allowed to make a suggestion which I should have made had the minute referred to been received in time to be dealt with before I retired from office. The suggestion is this:—That "The Claims against the Colonial Government Act," 39 Vic. No. 38, and certain Special Acts like our Resumption Acts should be amended by an enactment to the effect that in all actions or suits against the Crown the nominal defendant shall be Her Majesty's Attorney-General. If such an enactment was passed Her Majesty's Attorney-General would be in any such action or suit the *Dominus lit is*, and the action or suit could not be settled, or the proceedings therein in any way interfered with, except under the express direction of Her Majesty's Attorney-General.

That to my mind is pretty well the whole trouble with the Crown Solicitor. He took it upon himself, not only in this, but in other cases, to direct me as to what I should offer. I resented it, because the Minister of any department in connection with which a case goes into Court is the nominal defendant, and I held—as I hold now—that the Minister who has had the history of the case before him from the beginning is a better judge of matters of fact than the Crown Law Officers could possibly be. All questions of law I have always referred to the Crown Law Officers, but in all questions of fact, especially in connection with land valuation, bridge contracts, or railway contracts, where the whole case is filtered through the officers of the department to the Minister, I maintain that the Minister is in a better position to judge of matters of fact than the Crown Solicitor can possibly be. Now, I desire to say, with
reference

reference to any insinuations which may have been made, and which I take to reflect upon my probity in the administration of the department, that in no case, at any time, did any of the persons interested in this matter approach me in the slightest degree in a way in which they should not have done. When reflections, therefore, were made upon me, I felt that they were most unjust. I could not take the statements made in any other way than as reflecting upon myself. I have given a general denial of them, and I shall be quite prepared to answer any questions the Committee may think fit to ask me with reference to them; but nothing of any kind ever happened between Mr. Hill and myself, or any of the other persons connected with the matter. I do not know that I ever saw any of the others by themselves—which could be construed into an offer of, or an attempt at, bribery of any kind as far as I am concerned.

W. J. Lyne,
Esq., M.P.,
11 Dec., 1891.

325. *Chairman.*] When any of the parties saw you, what was it for generally? To urge settlement. The complaint Mr. Hill made—and he appeared to me to get almost beside himself just before the termination of the case—was that four years had elapsed since the land was taken, and that he had to threaten Supreme Court proceedings before he could get an offer from the department. He complained that the matter had been allowed to drag along through this length of time, with the Bank pressing him, and that during nearly the whole of the time the Government would do nothing, but practically hang the matter up.

326. You mean to say that, notwithstanding that the Government had had this land valued by their valuers, they refused to give a valuation to the parties interested? Yes, until I offered £100 per foot. The papers will show that the owners of the land threatened to go into court to compel us—as they could compel us—to make a valuation of some sort, because they could not take proceedings against us until they obtained that valuation. I then offered, at the instance of the Cabinet, £100 a foot. That was between two and three years ago, after the land had been first taken.

327. That offer was made, notwithstanding that the Government valuer had valued the land at £175 per foot without 10 per cent. for forced sale? The £100 was offered only for the two first blocks which afterwards became the subject of the action, and they had been valued by the Government valuers, Messrs. Mills and Pile and Messrs. Richardson and Wrench and Thompson at £175 per foot, which carried with it 10 per cent. for forced sale, according to the law. I should like to direct the attention of the Committee to the fact that a valuation was put in the other day, endorsed by Mr. McMillan. The document was dated in January or February, 1891, and what I desire to impress upon the Committee is that when Mr. McMillan made the minute to which I refer, he was in a much better position than I, or anyone coming after him, at this late stage could be, to recognise what the values were at the particular date of resumption. In addition to that I have made inquiries, and I find that the activity of the boom in these properties ended about the close of 1889. The actual values, however, did not recede very much until nearly the end of 1890. Though the activity, to a large extent, had ceased, still the properties were not sold below boom values for nearly twelve months afterwards, that is, at the end of 1890.

328. *Mr. Lee.*] Was there any friction between the Crown Solicitor and yourself, as Secretary for Public Works, at this time? No friction at all.

329. Had the Crown Solicitor any object of a personal character in prolonging litigation in this case? I should not like to swear that—I could not say.

330. He was in receipt of a salary from the Government at the time was he not? He was.

331. Would he be entitled to any fees? I do not know; I should not think so.

332. You do not know of any reason why the Crown Solicitor should have taken up the attitude he did? No reason at all. I was as friendly with the Crown Solicitor as I am with any Member now sitting in this room. We lived close together, and the first intimation I had of any attack upon me was when I received the minute of the Attorney-General.

333. Had there been any previous correspondence between the Crown Solicitor's Department and your department with reference to the settlement of previous cases on this basis? Not exactly on that basis. There has been no corresponding case to this; but there have been communications from the Crown Solicitor's Department in which he, to my mind, has taken up a position which practically took the administration of my department out of my hands.

334. I want to know, in the first place, whether it was owing to any previous settlement that the Crown Solicitor was so emphatic in his remonstrance with you? Not that I knew of at the time; but in one of his minutes he referred to Rochester's case.

335. Did that occur during your administration? Yes.

336. What are the particulars of that case? It is not at all on all-fours with this case.

337. What particular opportunity had the late Crown Solicitor for valuing property? I do not think he had any opportunity.

338. Do you know of any reason why he should set himself up as an expert in the valuation of properties? I know of none. That is what astonished me so much.

339. In his letter under date of 12th March, 1894, the Crown Solicitor says:—

It will be remembered that this question of settlement of this and the other claims of George Hill and other matters was referred to the late Attorney-General, Mr. Barton. A consultation was held, at which both the counsel for the Crown and myself were present. The matter was very fully and exhaustively discussed, and the conclusion arrived at then was that £100 per foot for the land in dispute in the action was the outside limit that should be offered, and £85 for the other land in respect of which no offer has yet been made.

It was that paragraph of the letter which you took exception to? No, it was the whole letter; I did not think he was a competent land valuer; I do not know any reason why he should be competent in the matter of land valuation. He is a competent lawyer, I have no doubt.

340. The other portion of his letter refers to the settlement of claims by the Works Department behind the back of the Crown Solicitor? Yes.

341. I wish to refer you to the following minute by the Attorney-General:—

LET this letter be forwarded to the Works Department. As to the value of the land I can say nothing, as I have little personal knowledge of land values, and have not followed the evidence in this case (which was tried before I became Attorney-General), and have read nothing about it, except the judgment of the Full Court on the appeal. At the same time, it is evident that whatever fault may be found with the jury's verdict of £200 per foot, £55 per foot is a very substantial reduction, and the difficulties in the Crown's way, referred to in the Crown Solicitor's memo. are serious.

As to the second point, viz., the manner of carrying out this settlement, I entirely concur with the Crown Solicitor. In matters of this sort, where large sums of public money are concerned, I think that every step should be taken in the most careful and regular way. I fail to see the advantage of having highly skilled experts like the Crown Solicitor in the public service if an opportunity is not afforded to them to make such representations as they may think advisable in the public interest.

W. J. Lyne, Esq., M.P.
11 Dec., 1894.

interest. I regret very much that my minute on the Crown Solicitor's letter of the 19th February was not attended to. My own view, upon which I shall continue to act, is that this Department should refuse to recognise any settlements until they are brought before it in strictly regular form; but this will be of little use if the settlements are made binding and complete without consulting this Department, or making any reference to the special knowledge which it necessarily requires in cases such as this.

Was not this case settled by the Cabinet? Yes.

342. At which the Attorney-General could have been present? He was present.

343. For what reason then does he take exception to a matter which has been considered and decided by the Cabinet? That I never could understand.

344. In your opinion is the Crown Solicitor free to canvas the action of the Cabinet? Certainly not, unless he knows of some specific improper conduct.

345. When the matter has been determined by the Cabinet, would it not be the province of the Crown Solicitor to see that it was carried out if so ordered? If so ordered, his portion of carrying out the decision would be to see that all the documents were regular, and that the matter was carried in legal form. He did see to that afterwards.

346. The Attorney-General also would be bound by the decision of the Cabinet? Of course he would.

347. Can you offer any reason as to why the Attorney-General should reflect upon the action of the Cabinet in deciding this matter? I cannot. The Crown Solicitor refers in this letter to his not having had an opportunity to deal with it. Now, the Attorney-General was present at the Cabinet meeting of the 15th February, and he knew all that took place. The matter was not settled finally until the 4th March or thereabouts, so that there was a fortnight or three weeks during which the Attorney-General knew perfectly well what was being done. In addition to that this was a very special case, because, as I explained in my previous evidence, Sir George Dibbs, speaking for the Cabinet, would not agree to my making an offer at all. It was only when the other side were prepared to make an offer of £145 per foot to clear everything that I was to accept it. Nor would Sir George Dibbs write anything on the Cabinet paper until it was absolutely concluded. I was instructed not to allow anything to be done until the matter was so clinched that there could be no withdrawing from it.

348. You tell the Committee then that the Attorney-General was present at the Cabinet meeting at which it was decided to give £145 per foot for this land? Yes; but he was not present at the Cabinet meeting held a few days before the final settlement, at which it was decided not to pay the 10 per cent. for forced sale.

349. Therefore the Attorney-General's minute is not upheld by the facts of the case? No.

350. Do you think his minute is intended to be a covert attack upon any practice he might not have approved of? The Attorney-General has told me that it was not intended to be an attack at all. I spoke to him about it the other day.

351. *Mr. Molesworth.*] Can you now give us the explanation which has been promised in regard to the letter from the Crown Solicitor under date 5th March, 1894. How is it that he received a letter from the Under Secretary for Public Works in reference to the settlement when the settlement itself bore date of March 6th. There does not appear to be any document relating to the settlement under an earlier date than March 6? I think I have already explained that. The explanation is this. I was prevented from making an offer to the parties. The offer was to come from them. They had intimated to me that they were open to take £145 clear of everything. But nothing had been written on the Cabinet papers as Sir George Dibbs had refused to write anything which might be used against us if we had to go on further with the case, until I was absolutely certain the offer would be made. The telephone message to the Crown Solicitor was to prevent further expense in the delivery of briefs. As soon as I was sure the offer would be made I took the paper to Sir George Dibbs for my own security, not at a Cabinet meeting, but after a Cabinet meeting, in order that he might write a minute as to what the Cabinet had decided. That is how it is that the minute was dated the 6th. The minute was the result of a Cabinet meeting, but that meeting was held several days before.

352. Are you aware that the offer from the solicitors of the claimants is dated 6th March? That would be the written offer.

353. Then how did you know on the 5th March that a written offer was coming to you dated 6th March? I cannot tell you from whom I heard, but I think it was through Mr. Barling that I had the information that the parties had absolutely agreed to the terms.

354. Who was the individual who, on behalf of the parties, had agreed to them? That I cannot tell you. I am under the impression that Mr. Barling saw some one, and I think it was the manager of the bank and Mr. Belisario.

355. Notwithstanding that you did not get this absolute offer of settlement from the parties until the 6th you treated the matter as having been settled on the 5th? Yes, I was told that they had agreed to the terms.

356. This seems to me to be a very important matter. Can you not remember who told you about it? I think it came from Mr. Barling; and I believe that the settlement was made with Mr. Belisario and the manager of the bank.

357. But had not the previous interviews with regard to this settlement taken place between yourself and Mr. Hill? Yes; I remember now that Mr. Barling wanted to find Mr. Hill, that he wanted to see him in regard to the matter. That is how he came to see Mr. Belisario and the manager of the bank. Mr. Hill could not be found.

358. They had full authority to make a settlement without Mr. Hill? It was concluded that the solicitor for Messrs. Hill and Belisario had authority.

359. With reference to the communication of the Crown Solicitor of the day to yourself, and the minute of the Attorney-General upon it, was not that communication directed more against the operations of the Works Department than against the Cabinet? The whole communication speaks for itself.

360. Let me refer you to the last paragraph of the Crown Solicitor's letter under date of 12th March, 1894:—

I enclose the previous papers, from which it will be seen that the Under Secretary for Works was advised by you under instructions from the Attorney-General, that if any settlement in this case of Hill's should be proposed I should be communicated with. It would seem that the action of the Works Department has been in utter disregard of this advising.

Would it not appear from that that he made a complaint against the Works Department rather than against yourself? That had reference to a letter dated 19th February, which letter did not reach me until the matter was absolutely decided by the Cabinet, and I had negotiated as to whether the parties would

W. J. Lyne,
Esq., M.P.
11 Dec., 1894.

would take £145. The letter appears upon page 31 of the papers. It was sent on by the Under Secretary to the Crown Solicitor's Department on the 26th February, 1894. I take particular notice of the dates on that letter. It went along rather slowly. It was a memorandum from the Crown Solicitor desiring to be consulted before the settlement. It was submitted to the Attorney-General on the 21st February; it remained with him until the 23rd February; it was ordered to be sent to the Works Department on the 26th February, but it was never shown to me until the matter was settled by the Cabinet, and it was settled a few days before the 26th.

361. What I want to know is this—do you not conclude from the paragraph of the Crown Solicitor's letter to which I referred that his objection is not so much to the decision of the Cabinet as to the subsequent action of the Works Department? I think to both.

362. Is it not a fact that the final settlement took place without reference to the Crown Solicitor? Certainly, on the decision of the Cabinet.

363. Has it not been the custom in all matters of this kind to refer them to the Crown Solicitor for final settlement? Not unless questions of law have to be decided.

364. But in all resumption matters, immediately they are determined by the Cabinet, are the papers not sent to the Crown Solicitor in order that he may carry out the necessary steps? In order that he may carry out the instructions given—that he may do what is necessary to give effect to the instructions.

365. But in this case that course was not adopted? It was, except as to the signing of the document in Mr. Barling's office. The document was sent to the Crown Solicitor to complete. The signing of the document in Mr. Barling's office was only the commencement of the completion. I do not know how long it would take to settle such a case, but I dare say the examination of the documents and the making out of the vouchers would occupy some time.

366. Was it not rather an exceptional course, the signing in Mr. Barling's office of the agreement of the Cabinet? No, I do not think so; I should do the same thing if a similar case occurred to-morrow. I am satisfied that so complete a settlement could not have been made if the matter had gone to the Crown Solicitor's office. That is proved by the fact that many months afterwards a letter was sent on—you will find it on the last page of the papers—from the Crown Solicitor to the Under Secretary for Public Works, in which he says that the question of costs had arisen. The settlement in the way I made it prevented the possibility of anything of that kind cropping up.

367. What I want is a direct answer to my question, whether it is not the fact that in all ordinary cases the moment the Cabinet comes to a decision, to place the whole matter of settlement in the hands of the Crown Solicitor? Certainly not, excepting cases which are absolutely in the hands of the Crown Solicitor at the time.

368. Was not this arrangement of the Under Secretary of Public Works rather an unusual course? I do not think it was an unusual course. I think it was a course which showed a great deal of prudence.

369. Is it not a course to which the Crown Solicitor himself took exception? Yes.

370. And is it not a case in which the Attorney-General himself endorsed the opinion of the Crown Solicitor? Yes.

371. The Attorney-General was a member of the Cabinet which determined the matter? Yes; he knew all about it from the 15th February until the date at which the settlement was arrived at. Let me refer the Committee to the consultation between Mr. Pilcher, Mr. C. B. Stephen, and the Attorney-General with reference to going on with the case. In no large case has Mr. Pilcher ever been known to recommend the settlement until after the briefs have been issued. Mr. Stephen did not recommend the case being proceeded with at all.

372. *Mr. Cann.*] What is the effect of that—is it to secure fees? Yes, I suppose so. The Bar does not get any fees unless a new brief is marked.

373. If no recommendation for settlement is made, that ensures that the briefs would be marked before it is arrived at? Of course, if there is a recommendation for settlement, no briefs are issued.

374. If no recommendation for settlement is made the briefs are completed? Yes.

375. And that ensures the fees? Yes.

376. *Mr. O'Sullivan.*] Fees to whom? To the barristers retained in the case.

377. *Mr. Cann.*] Is it usual to refer questions of value to the law officers of the Crown? Not so far as I know—I never did.

378. *Mr. Wall.*] You say you know of no large case in which Mr. Pilcher recommended a settlement? I am not aware of any large case in which he recommended a settlement before the briefs were issued. If hon. members will refer to page 33 they will find that Mr. Stephen did not want to go on with the case. It was proceeded with on the strong statement of Mr. Pilcher, which is not borne out by the facts.

379. Can you offer any explanations as to why Mr. Gregg's letter and Mr. McMillan's minute upon the valuation have not been published among the papers? I cannot. I do not think the Works Department purposely omitted them. I wish it to be clearly understood that these papers get mixed up between the Crown Solicitor's Department and the Works Department, and that letter of Mr. Gregg's is, I think, somewhere in the Crown Solicitor's Office now, if it could be found.

380. *Mr. Lees.*] How do you account for your not seeing this important letter of Mr. Thompson's—the confidential document—until it appeared in the Parliamentary papers? I had no knowledge of it for some time; it was not in the papers, but I heard from another source that there was some such document in existence. I made inquiry, and that is how I came to see it. It is a most confidential document, and I am surprised to see it in the Parliamentary papers.

381. You said just now in answer to Mr. Molesworth that you do not send cases to the Crown Solicitor for the mere purpose of getting valuations? No.

382. In this particular case, has not the whole matter of values been gone into in the course of the trial in the Supreme Court? Yes.

383. Would not the Crown Solicitor by means of that trial therefore be as well posted in these values as a man could be expected to be? As far as the evidence went.

384. Do you not think, seeing that a new trial was granted on the ground that the verdict was against evidence, that the Crown Solicitor had a good case to go to a jury? I do not think he had a case at all.

385. Not in the face of the evidence? No; a new trial was obtained against the Chief Justice's summing up. The Chief Justice said the right to deepen the water-frontage had never been refused. I do not think a single case can be produced in which the right has been refused. The point was a technical one in law, but no jury could possibly have been influenced by it.

- W. J. Lyne, Esq., M.P.
11 Dec., 1894.
386. If a private individual put a case into the hands of a lawyer, and that lawyer had gone through the *pros* and *cons* of it by means of a civil action, and felt afterwards that in the interests of his client another step should be taken, do you not think that the client should trust him to the end? He would not do anything without consulting his client. If I were the principal, and I thought I was going to lose money by going on, I should stop the case and settle it myself.
387. Against the advice of your solicitor? I have done it many times.
388. Even if the solicitor were a highly paid Crown servant? Certainly.
389. You said the other day that in your opinion the telegram of the Crown Solicitor from Wentworth Falls was insulting? Well, it cast a reflection upon the settlement. The words used were "Impossible for me to say whether alleged settlement final and binding." You see that he says "alleged settlement."
390. You do not think that is a reasonable comment on the part of the Crown Solicitor, seeing that the whole of the legal business in the case had been in his hands, and that a second trial had been asked for? I do not think so, taking the surrounding circumstances into consideration.
391. You also said that you were pressed to make an offer with the view, if it were not accepted, of the case going to the court. Who exerted that pressure upon you? The parties concerned.
392. Who are they? Messrs. Hill and Belisario. They are the only two I know of.
393. No one else? No. I have already explained that no action can be taken in the court by the parties concerned until an offer is made. The holding back of an offer may prevent persons from obtaining their just rights. The offer in this particular case should have been made months, and indeed years, before. It was under the threat of our being compelled by the courts to make an offer that I made one.
394. The only parties who pressed you to make it were the claimants? They are the only parties I know of who were interested in pressing me to make it.
395. *Mr. O'Sullivan.*] Had the Crown Solicitor any other point than that about deepening the water frontage? None that I heard of.
396. Judging from what you read of the summing up of the Chief Justice, that objection could not in his mind be sustained? He directed the jury not to consider it. He said the Crown had taken a point which he did not think was tenable.
397. *Mr. Wall.*] In the concluding paragraph of his letter to the Secretary to the Attorney-General, under date of 30th April, 1894, the Crown Solicitor makes a suggestion in these terms:—

In conclusion, I may be, perhaps, allowed to make a suggestion which I should have made had the minute referred to been received in time to be dealt with before I retired from office. The suggestion is this:—That "The Claims against the Colonial Government Act," 39 Vic. No. 38, and certain Special Acts like our Resumption Acts should be amended by an enactment to the effect that in all actions or suits against the Crown the nominal defendant shall be Her Majesty's Attorney-General. If such an enactment was passed Her Majesty's Attorney-General would be in any such action or suit the *Dominus litis*, and the action or suit could not be settled, or the proceedings therein in any way interfered with except under the express direction of Her Majesty's Attorney-General.

398. Is it within your knowledge that the Attorney-General has ever applied to be named as nominal defendant in any claim of this kind? No, I am not aware that he has.
399. This contention was only set up after this case had been decided? Yes.
400. Did the Crown Solicitor ever make the suggestion that the Acts to which he refers should be amended prior to the settlement of this case? Not that I am aware of.
401. That is, amended in this direction—that the Attorney-General should be the nominal defendant? Not that I am aware of.
402. *Mr. Piddington.*] Did you know from a perusal of the papers when they first came before you how much money Hill & Co. gave for the land for which they claimed £90,000? No.
403. I suppose you are aware that at the time of settling this case, Sir Julian Salomons and Mr. Pilcher thought that the appeal ought to be successful? I paid more attention to the enclosure which appears on page 32 and 33 of the papers. You will see that a consultation took place between the Attorney-General, Mr. Pilcher, and Mr. C. B. Stephen.
404. I was referring to the letter under date of the 30th June, 1893, from the Crown Solicitor to the Under Secretary for Public Works? I cannot say that I am aware of that. I have not read the whole of the papers very carefully.
405. *Mr. Bavister.*] In your evidence last week, in referring to Mr. Hill having pressed for a settlement of the case, you said that someone came to see you everyday to get the case settled? I cannot say every day. Sometimes there might be an interval of a month or six weeks, and then there would be two or three days when someone would see me every day.
406. The impression I gathered from your evidence was that a considerable number of persons had at different times pressed for a settlement of the case? I do not think I saw anyone except Mr. Hill and Mr. Belisario. Mr. Hill was like a shadow at my door.
407. In giving your evidence, you referred specially to Mr. Hill. You say that he was always worrying you, and then you go on to state that every day someone would come to try to get the case settled? I do not think anyone beside Mr. Hill and Mr. Belisario saw me positively about the case. Of course I heard it mentioned by several other persons.
408. If those persons came to interview you at your office, pressing for a settlement of the claim, cannot you remember who they were? No. I remember hearing the case talked about by Members of Parliament. I have heard it talked about at the House on many occasions.
409. Did any Member of Parliament interview you specially in reference to this business? Not specially in reference to this business.
410. Did any Member of Parliament interview you at your office, pressing this claim upon your attention with a view to settlement, when seeing you in reference to other matters? No Member of Parliament that I saw ever referred to the matter except in a casual way.
411. Such a thing could not take place without your recollecting it. You say that the case occupied a great deal of your time and that it caused you very much annoyance. That being so, no Member of Parliament could have interviewed you and have pressed for a settlement without your remembering it? I do not think they did so in a pointed way.
412. But you do not feel sufficiently confident to assert that no Member of Parliament adopted that course? Certainly no Member came specially to see me about it. If they saw me at all they must have spoken to me about some other matter at the same time.

413. If any Member of Parliament had pressed upon your attention the advisableness of settling the case, do you not think you would remember it? If anyone had done so specially I should remember it, but no Member of Parliament did so. They may have spoken to me in a casual way about it, just as any member of this Committee might speak to me about it. The case was referred to in the House—it has been talked about for a good time.

W. J. Lyne,
Esq., M.P.
11 Dec., 1894.

414. *Mr. F. Clarke.*] In the course of your experience as Secretary for Public Works did you ever know an application made for the deepening of water in front of wharfs to be refused? Never. In addition to that, I may say that owners of property often ask the Government to deepen the water in front of their wharfs because the Government have dredges and facilities for doing the work. On some occasions when these matters have come before me the officers of the department have said that we ought not to do the work, and that the owners should do it themselves. I have never known a case in which an application for the right to deepen was refused. We have always thought it a good thing to have it done.

415. Mr. Molesworth asked you just now some questions about a point which does not seem to me to have been properly cleared up. He referred in the first instance to the letter of the Crown Solicitor, dated the 12th March, 1894, which appears on page 34. At the close of that letter the Crown Solicitor says:—

I enclose the previous papers, from which it will be seen that the Under Secretary for Works was advised by you, under instructions from the Attorney-General, that if any settlement in this case of Hill's should be proposed I should be communicated with. It would seem that the action of the Works Department has been in utter disregard of this advising.

When Mr. Molesworth asked you about that particular paragraph you referred him to a letter on page 31, the bearing of which, I think, escaped the notice of the Committee. That letter, I think you said, was not received by you until after the case was actually settled? The case was settled some days before the 6th, and I had let the parties know that their offer would be accepted. I did not see the letter referred to until the settlement had been verbally agreed upon—until I knew that the parties would agree to it.

416. *Mr. Cann.*] How long were the negotiations going on in this case, from the start until it was finally settled? The case was settled in February, 1894; it commenced in November or December, 1891, as far as I am concerned.

417. Can you say from the Parliamentary papers how long before that negotiations were proceeding? From the 4th February, 1890—the date of the resumptions.

418. During that time had any offer been made, as far as the department was concerned? There was no offer made as far as Hill's land was concerned until I made the offer of £100 per foot for the two portions which were the subject of the action.

419. I see from your evidence that in the case of Labiff's property an offer was made and accepted before you went to the department? Yes.

420. Still no offer was made to the others? No; that is what Mr. Hill complained so bitterly about, that he was treated so differently from any of the other parties at that time. If Mr. Hill had an offer from the department the case would have been settled more quickly.

421. Although the valuation of the Government Valuator, of Messrs. Richardson and Wrench, and of Messrs. Mills and Pile, had been approved by Mr. McMillan in February, 1891, no offer was made to the parties? No; that was in consequence of Mr. Robert Smith, who was Acting Crown Solicitor at the time, stepping in and intercepting it.

422. It would appear that in consequence of that delay, and in consequence of the case being settled when it was, the parties lost a big sum of money? There is no doubt in my mind that they lost £40 a foot for a part of the land.

423. In a case where a number of parties are concerned is it usual to make an offer of settlement to one party, and to leave the others without an offer? That is the matter upon which the papers went to the Crown Solicitor. He was to ascertain who were the parties entitled to have the offer made to them. The papers were not sent to him upon the question of value. The Crown Solicitor was to decide as to who were the proper parties to whom to make an offer.

424. Then the reason that the Government did not make an offer to the other parties was that they did not know to whom to make it? You will see that the papers went to the Crown Solicitor's Office with an instruction to discover to whom the offer should be made. If you refer to page 11 you will see that after Mr. McMillan had approved of the valuation, Mr. Thompson said, "These papers should, I think, be referred to the Crown Solicitor to advise as to how and upon whom the notices of valuation should be served." The date of that is 7th March, 1891.

425. When the notice as to valuation is served upon the parties, is it taken as an offer? Yes; they can accept at once, if they like, and we are bound to pay them.

426. *Mr. Bavister.*] Is it a fact that the valuation was accepted by Mr. McMillan? Yes. I have already referred you to the minute of Mr. McMillan, in which he says that the valuation appears to be a fair and reasonable one. Then, on a subsequent date, on the 16th February, 1891, on a corresponding valuation for the same land, he says, "I understand that this is dependent upon another—that it is surely a proportionate distribution of the amount awarded." He evidently wrote that, having in view what he had previously written.

427. What struck me was that it would appear in a more definite form, if he had actually approved of the valuation. What might appear to be a fair valuation to a person might not commend itself to him for absolute approval without further inquiry? You will find that on the 7th March, 1891, after both these papers with Mr. McMillan's minutes had gone back to Mr. Thompson, he wrote the minute I have just quoted, sending the papers to the Crown Solicitor, and asking to whom the offer should be made. The minutes of Mr. McMillan were his authority for doing that.

428. I suppose you understood my questions just now as referring to Members of the last Parliament. I suppose no Member of the last Parliament pressed upon your attention the advisableness of settling this claim? Not in a definite way.

429. But some may have done so indefinitely? Yes.

430. *Mr. F. Clarke.*] I suppose that in speaking to you they referred to the matter just as they would refer to any other case which was the subject of a certain amount of curiosity? Yes; I heard many Members speaking of it. I heard many Members say they thought Mr. Hill had been badly treated.

431. *Mr. Wall.*] After the minute of Mr. McMillan, the papers were, in the ordinary course of departmental routine, sent on to the Crown Solicitor to advise as to the owners of the land, and not as to the amount that should be paid? Yes; in order that an offer might be made. 432.

- W. J. Lyne, Esq., M.P.
11 Dec., 1894.
432. In the ordinary course of departmental routine would that offer have been made in accordance with the valuation as accepted by Mr. McMillan? Yes.
433. I understand you to say that had it not been for Mr. Robert Smith this matter would have been completed in accordance with that valuation? Yes.
434. What action did Mr. Smith take? If you look at page 12 you will find the letter to which I have previously referred, which was written by Mr. Thompson, practically at Mr. Smith's dictation.
435. In consequence of that letter the matter was held in abeyance? Yes.
436. *Mr. Lees.*] Does that support your position in this matter? I do not think it does one way or the other, but it casts a reflection upon the other valuers.
437. Could you give us a sample of the evidence upon which you base your opinion as against that of the Crown Solicitor, as to the reason why there should not have been a new trial? In the first place, those parties who had to deal with the matter at the time—that is, at the boom time—were in a better position to estimate values than we can possibly be now. Then the valuation was obtained from Messrs. Richardson and Wrench and Messrs. Mills and Pile, two of the recognised valuers in the city, who have a better knowledge than anyone else as to what properties were worth. Then, again, £172 per foot was paid for the Challis property, which is only separated from Hill's by a paling fence. Then, Mrs. Lahiff was paid £150 per foot for a 30-foot frontage in the centre of Hill's property. Brown took us to Court, and obtained a verdict, including costs, equivalent to £156 a foot for 15 feet in the centre of Hill's property. A long frontage such as Hill's, of 530 odd feet, is worth a good deal more per foot than these short frontages I refer to. Then the point upon which the new trial was obtained, though it may have been technically right as a point of law, would have no influence with the jury, because the right to deepen has never been refused in the large number of cases in which it has been applied for. M'Quade's case was settled under exceptional circumstances by myself for £85 a foot. His frontage did not represent a corresponding per foot frontage with the other properties, because it drew so much together at the back. I could not see, nor can I see now, how it would have been possible to prevent a heavy verdict against the Government.
438. *Mr. Cann.*] I understood you to say just now that the reason no offer was made was because of Mr. Thompson's letter on page 12, written at the dictation of Mr. Robert Smith, yet you were not aware of the existence of that letter? The matter was left in abeyance, and was not brought before me until it was agitated by the parties interested. I made inquiries with reference to the case, and I heard something which caused me to believe that there was a letter to this effect.
439. The letter was written before you took office? Yes.
440. And you never had occasion to inquire about it till some time afterwards? No. We took office in October, and this matter came before me several months after that.
441. Is it not a funny thing that the department did not put this letter before you in the first instance, seeing that it was the reason why they had not made an offer? I had not been pressed by the parties; but as soon as I was pressed by them to make an offer I became aware of the existence of the letter to which you refer.

Ernest Augustus Smith, Esq., called in, sworn, and examined:—

- E. A. Smith, Esq.
11 Dec., 1894.
442. *Chairman.*] During the time negotiations in connection with the Woolloomooloo Bay resumptions were taking place you were Crown Solicitor—that is, during a great part of the time? Yes. I was appointed in October, 1891. The matter had been partially dealt with by Mr. Robert Smith before I took the office.
443. You are acquainted with the various properties embraced in the resumptions? I did know them, but I do not know whether I can remember them now.
444. Were you generally opposed to the payment of the money which the Government decided to pay in the case of Hill and in other of these cases? In Lahiff's case, if I remember rightly, I advised that the amount was excessive, but that it was too late to withdraw. I think that appears in my first report. In Brown's case I think there was a verdict of a jury. We went to trial in that case; it was one of the small cases. In Hill's case I was opposed to the payment of the amount which was actually paid.
445. You were opposed to it, I presume, because you thought that the sum offered was more than the value of the property? That was the main ground. But I might, perhaps, point out the way in which the question presented itself to my mind. It did not seem to me to be a question so much as to one's opinion of the value of the land. I do not profess to be a land valuator in any sense. The question we had to address ourselves to was what was the effect of the evidence which we could obtain, and what sort of case could be made before a jury. It was on that ground that we thought, taking all the evidence and weighing it, that the amount was excessive. I might mention that those were the lines upon which the subject was discussed at the consultation between the Attorney-General, Mr. Pilcher, and Mr. C. B. Stephen, which was held between the date of the granting of the rule nisi and the rule absolute. The whole thing was fully discussed then.
446. You based your opposition to the payment on the evidence of witnesses at the trial which took place in the case of Hill *versus* Lyne? Yes.
447. I suppose your department would take into consideration also the payments made for other properties situated in the locality? Yes.
448. Properties such as the Challis Estate, Brown's property, Lahiff's property, and other properties which were sold? Quite so.
449. In the case of the Challis Estate I believe the sum paid amounted to £172 per foot? Yes.
450. That was exclusive of 10 per cent. for forced sale? I do not know whether the 10 per cent. was allowed in that case or not; it was settled before my time.
451. You would consider that amount in estimating the Hill property? Quite so.
452. You are aware of certain prices having been paid for the properties I have mentioned? Yes.
453. I believe Lahiff's case was settled during your tenure of the office of Crown Solicitor? Yes. If I remember rightly an offer had been made and accepted, and we could not withdraw from it.
454. The price paid for that property was what? I forget. I know it was mentioned in my first report, when I first dealt with the matter, and after going into all the evidence we could collect.
455. In Brown's case what happened? We reduced the offer which had been made, I think under my advice. We then went to a jury and got a verdict for a certain amount.
456. An amount beyond that offered by the department? Yes, beyond the amount offered. 457.

457. Do you remember now exactly what the department offered? I am afraid I cannot.
458. Was it £100 a foot? I think what I advised was that a uniform rate of £75 per foot should be offered; that was in my first report. The offer of the Government was £100.
459. A letter has been put before the Committee showing that you advised that an offer of £125 made by the Government should not be withdrawn? Yes.
460. In this same case the Government determined to offer £100 a foot? The difference between £100 and £125 is inconsiderable, because there were improvements on the land. The £100 was for the bare land.
461. I presume that a previous valuation had been submitted to Brown. At any rate you advised that the offer of £125 per foot should not be withdrawn? Yes, because that sum included the forced sale and the value of the improvements, and it appeared to me that the difference was inconsiderable—that is to say, if we gave him £100 a foot, and also the value of the improvements, it would come to nearly £125 a foot.
462. He refused to take the offer made by the Government, and went to Court? Yes.
463. And got a verdict? Yes, for an amount which I now forget.
464. In your letter referring to the matter, you say "I have the honor to report that the trial of the above case was concluded this morning, when the jury returned a verdict assessing the compensation at £2,200, which amount would seem to be £100 per foot for the land, £1,500, with £700 added for the value of the buildings";—on what ground did you base your statement that the verdict allowed £100 per foot for the land? I based it on the evidence given by the plaintiff's witnesses as to the value of the improvements. The officer in charge of the matter in my department was Mr. Curtis, and in going into figures with him, that was the way we brought it out. I was not in Court when the figures were given, but I heard what had been the evidence of the witnesses as to the value of the improvements.
465. The Challis Estate was dealt with before you occupied the position of Crown Solicitor? Yes.
466. In that case a valuation of £175 per foot was made;—are you aware of that? Yes; I think that was so.
467. It was valued by Mr. Thompson, Messrs. Richardson and Wrench, and Messrs. Mills, Pile, and Wilson? I think that is so.
468. The claim was paid at that rate? I think it was at the rate of £172 per foot, but I am not sure.
469. At the same time these valuers valued the adjoining property of 303 feet at £175 per foot? Yes; that was the subject of the action, I think.
470. Was 10 per cent. allowed for forced sale? I think it was.
471. Are you aware that Mr. McMillan had agreed that that was a fair and reasonable valuation? I never heard of it.
472. A paper has been put in tending to prove that Mr. McMillan thought it a fair and reasonable valuation? I do not think it was brought before me. If it had been, I think I should have seen Mr. McMillan about it.

E. A. Smith,
Esq.
11 Dec., 1894.

WEDNESDAY, 12 DECEMBER, 1894.

Present:—

MR. F. CLARKE,	MR. MOLESWORTH,
MR. LEE,	MR. O'SULLIVAN,
MR. LEES,	MR. WALL.

J. MORGAN, ESQ., IN THE CHAIR.

Ernest Augustus Smith, Esq., recalled and further examined:—

473. *Chairman.*] When the Committee adjourned yesterday you were about to state how the case stood when you took the position of Crown Solicitor? What I was going to mention was this. When I went into office I found, that on the recommendation of the late Acting Crown Solicitor, Mr. Robert Smith, a Board had been nominated. I think it consisted of various heads of departments, and it had been suggested, I believe, that they should meet and advise the Government as to what price should be offered in the case of these land resumptions. That was the position.
474. Who recommended the Board? I think Mr. Robert Smith recommended it, and I believe it had been approved by the Minister before I came into office.
475. As a matter of fact the Board never sat? No. When I went into the matter it seemed to me that this Board would not be of any assistance to us in case we had to go to court. It seemed to me to be likely that we should have to go to court in connection with this particular matter, and we should not have been able to call the members of the Board as witnesses with any advantage. They were all officials of the Government, and it seemed to me that it would take up a lot of their valuable time. I think, at my suggestion, I was instructed to get together the evidence that we should put before the court, if we did go to trial. I was to report on the result of my investigations, and the idea of the Board was abandoned. I then went to work, and collected all the evidence I could, and it was put before the department in the form of a report.
476. That was some considerable time before the case went into court? Yes.
477. You say in a letter, on page 17 of the papers written by yourself to the Under Secretary for Public Works, and dated 13th October, 1892, that "in accordance with instructions I have caused inquiries to be made, with a view of arriving at a determination as to the amount which should be offered to the various claimants in respect of this resumption";—who gave the instructions? That is the report I have just referred to. It was under instructions from the Works Department. I do not know whether I made the recommendation in writing as to the course which should be adopted; but I know that the suggestion came from me that we should not have the Board. It seemed to me to be a little bit unworkable from a practical point of view, and I think the Minister confirmed me in that opinion.
478. That was the reason the Board never sat? That was the reason it never sat.
479. You point out in the same letter of the 13th October, that in the case of the Challis Estate £172 per foot had been paid? Yes, that was one of our difficulties.
480. Beside that amount was any allowance made for forced sale? I am afraid I cannot remember that point. It is not stated in the paper that it was so, but I think it was. However I would not be sure.

E. A. Smith,
Esq.
12 Dec., 1894.

- E. A. Smith, 481. You will see that lower down in the same paragraph you state that the trustees of Peter Lahiff had been offered £150 per foot, and that the offer had been accepted? Yes.
- Esq.
12 Dec., 1894. 482. You go on then to state that the question was at what rate per foot the compensation in respect of the other allotments should be assessed? Yes.
483. And you finally recommend the sum of £75 should be paid all round? Yes.
484. For the whole of the land held by Hill, and by Hill & Co.? Yes.
485. Did you believe at that time that the amount of money paid for Lahiff's property was too great? It seemed to me to be so on the evidence.
486. Did you hold a similar opinion as to the amount paid for the Challis Estate—that it was too large? Yes, I think it was.
487. This was so from your own point of view, not only in your own opinion, but also in the opinion of experts who had valued the property? Quite so. Of course, I went down to the land myself. I went over it with two officers of the Government. I forget at the moment who they were, but I think that Mr. Thompson was one and that Captain Jackson was the other. We also had a surveyor with us.
488. Although you use the words "in my opinion," your opinion was really based upon the evidence given to you by other persons who were supposed to be experts in the matter? Yes.
489. You believed at this time in recommending the payment of £75 per foot all round that there was a large area of land belonging to Hill and party for which they had no water right? At that time he had not made out his right to the reclaimed land. I think that applied to the other portion of the property which was not the subject of the action.
490. Still you recommended the sum of £75 per foot for the whole of his land? Yes; assuming that he could make out his title to the water frontage, it was subject to that. I think I refer to it somewhere in my report. You will see that on page 18 I say "With regard to George Hill No. 6, it should be borne in mind that he has still to make out his title to the 130 feet frontage, and no offer should be made until this is done." I think we had been assured by the solicitors of George Hill that they could satisfy us that they could make out a title, but they had not done so at that time.
491. If they had not made out that title you would not have named such a high rate as even £75 per foot? Just so. I do not know what the land would have been worth at all without that right. Of course now I am referring to No. 6; I am taking that block by itself. If he had not made out his title to reclaim in front of No. 6, I do not know what the value of that particular block would have been. I do not mean to say that it would have affected the amount of compensation to be paid for the two other blocks.
492. Previous to that a valuation was made by Messrs. Richardson and Wrench, Messrs. Mills and Pile, and the Government valuator? Yes.
493. Did they value this particular portion, No. 6, at that time? I think their value went only to the block which was the subject of the action,—the 300 feet. I see that in my report I refer to that valuation. I say: "Another difficulty is the fact that on the first valuation that was made on behalf of the Government by Messrs. Richardson and Wrench, Mills, Pile, and Wilson, and Mr. Thompson, jointly, the amount in Hill and Belisario case No. 2 was assessed at £58,447." I think that was the only valuation we had.
494. No. 2 was the only valuation you had at that time? It would seem that that was the only valuation.
495. You are not aware whether the 130 feet was valued by anyone prior to that date;—was the piece in regard to which you were doubtful about their having the water frontage valued? I cannot remember whether there was any valuation on that or not.
496. Do you remember whether there was any subsequent valuation made in respect of that block? I cannot remember it. Do you mean by these same gentlemen?
497. By anyone on behalf of the Government? No; I cannot remember that there was a separate valuation made. Of course, my object was to treat this thing as a whole, so that we might act consistently with the various claimants. I was always averse to making these piecemeal offers. I wanted the whole question considered. That was the object of my report. It seemed to me that it would be wise to adopt a uniform rate throughout on the evidence, although in some respects one allotment might, perhaps, have a greater value than an adjoining allotment. It seemed to me desirable, as we had to fight the thing out, to adopt a uniform rate as far as we could. As I have pointed out, one of the great difficulties we had to contend with lay in the fact that there had been piecemeal dealings with the thing before. We had to get over that.
498. As there was no valuation made of this particular piece prior to your expressing your opinion, on what did you base that opinion? Generally on the evidence I had collected. I think I enclosed in my report the evidence with regard to the value.
499. There appears to be nothing here to show on what you based your opinion, unless it was based upon some private report which you may have received? It was a statement which I got in writing, and which I enclosed in my report. You will see the enclosures I refer to in the third paragraph, and that the second of them is, "Particulars of estimates obtained."
500. Is that shown in these papers? Apparently it is not printed. The 6th paragraph of my report shows the basis of my opinion. I said:

From reports which I have obtained from the persons named in the list accompanying, and from the interviews that I have with some of them, it appears to me there will be ample evidence to show that the very utmost that the Government should offer for each foot of frontage is £75. Some of the witnesses, whose opinion would carry weight in a matter of this kind, think that for the reasons mentioned, namely, the want of access and the want of depth, this property has no commercial value. Others value the frontage at from about £40 to £75, the highest valuation being £75.

501. You refer to want of access and want of depth. Was there no access to the property? No. Perhaps I ought to point out this with regard to the Challis block, that it stood upon an absolutely different footing from any of the other blocks, on the ground that it had access on the flat. All the streets that run down to Woolloomooloo Bay there have access to the Challis block; it was really the key to the whole position. If it were in adverse hands the whole of the owners to the north of the block would have no access except over the cliff at the back leading from Victoria-street. You will see, therefore, that the Challis block stood upon an absolutely different footing from the others.
502. The Government having purchased the Challis block, if you had made a road through it the other parties could have had access? If we made a public road through it. Yes.
503. Still, you did not take that into consideration;—there was no public road there at the time? No.
504. When you say want of depth do you mean the depth of the land? No; the want of depth refers to

- to the depth of the water. You will see that I refer to the point just above the paragraph I last read. I say: "Another point to which attention should be directed in comparing this property with other wharf properties in the city is the depth of water." I notice that there is a misprint in the following sentence. The word "surroundings" should be "soundings."
505. Prior to your making that statement a valuation was made by the Government valuers, Messrs. Richardson and Wrench and Messrs. Mills, Pile, and Wilson? Yes.
506. By whom were they employed? That was before my time. I suppose they were employed by the Works Department, but I am not sure.
507. You will notice that in the report of the valuers on page 11 they say:—"This property is at present of great value"? Yes.
508. I suppose there are other persons besides these valuers who influenced your opinion;—you could not have based it upon their evidence, because your opinion is directly opposed to theirs;—you say that the property was of no commercial value, and they say that it was of great value? Quite so.
509. So that your opinion could not be based upon the report of the Government valuers and the men who were employed by the Government to value the property? No.
510. On whose evidence, then, did you generally base your opinion? I think it is stated in my report. I say:—"I enclose a copy of a joint valuation made at my request by Messrs. Hardie and Gorman, in which they assess the value at £100 per foot. This appears to be an outside value, from an auctioneer's point of view; and, in estimating property of this kind, I should feel more inclined to disregard evidence of that kind, and to trust more to the evidence of merchants, wharf-owners, &c." That was really the way in which it seemed to me that we ought to put the case to the jury. Here was a property which it was admitted had its value for one purpose only, namely, as a wharf property, and, in finding out what is the value of a particular wharf property, I thought more weight ought to be attached to men who know their business than to men who were auctioneers only. That was the way in which it was put to the court eventually. The Chief Justice in summing up put the case in that way, and confirmed my report to that extent. He lays great stress upon the value of the evidence we had collected from men of that class—wharf owners and others.
511. Did Messrs. Hardie and Gorman value the property as a whole in giving the valuation of £100 per foot, or did they make two valuations, one of which was for a higher sum than £100 per foot? I was under the impression that they made two valuations. I forget what the valuation was now. The copy should be with the papers; I see it is enclosed.
512. I believe Mr. McCredie afterwards valued this same property? I think he valued it before. It was he who had put forward the scheme that I referred to.
513. By whom was he engaged? I forget whether he was engaged by the Crown or by the other side. He put the scheme forward in the time of Mr. Robert Smith, who dealt with his report.
514. There was a property, I think, on No. 2; that is, on the piece of land adjoining the Challis Estate. There was a house or something of that kind there;—are you aware of it? I forget that.
515. I believe No. 2 is the block in respect to which the action took place? I think there was a small tenement on it, but I really forget.
516. You cannot remember? No.
517. You do not remember whether there was a patent slip on it? Oh, yes; there was something of that kind.
518. Was it of any value? I do not think it was considered to be of any substantial value, in regard to the figures we were dealing with, of course.
519. Mr. Kirkpatrick made a valuation of the 112 feet and 123 feet 6 inches. Do you remember at whose instigation that value was made—you will find a reference to it at page 22 of the papers? I do not think I ever saw this document.
520. He was employed by the Government as assistant valuer, or something of that kind? I do not know him in connection with this case.
521. You will see from the document on page 22 that Mr. Kirkpatrick valued these two lots of 112 feet and 123 feet 6 inches at £131 per foot, that is in the second report. You will see that he allows for building and shed £1,200, and for forced sale at 10 per cent. £3,205? Yes.
522. These are the two portions adjoining McQuade's property at the extreme north of the Hill property? Those are the two pieces.
523. This valuation was made sometime after you had expressed a doubt as to whether Hill and Co. had a right to the water frontage? I see the report is dated the 20th September, 1893.
524. And your letter on page 21, under date 30th May, 1893, refers to the question of the water frontage right? Yes, that is so.
525. So that the valuation was apparently made some time after that? Yes.
526. When I suppose it was conceded that Hill and Co. had a right to the water frontage? It was practically admitted. No doubt on that date, the 30th May, 1893, we had passed the title.
527. That was before Mr. Kirkpatrick was employed by the Government to value these properties? I do not think he had been employed on these valuations at all before then. I do not remember seeing these reports to which you have drawn my attention. Now I come to think of it, I have some recollection of Mr. Kirkpatrick's coming up to my office and telling me that he was going down to value the property. I think that was after the trial. I know that he wanted some information.
528. When did the trial take place? I think it was at the June sittings of 1893. I believe that it was some time after that that I saw Mr. Kirkpatrick.
529. If you turn to page 22 you will see that the Under Secretary for Public Works asked whether the land should be revalued. Further down there are the words, "Yes, let Mr. Kirkpatrick value," following which are the initials of Mr. Lyne? Yes.
530. It is therefore apparent that he was employed by the Government to value the land? I think that it is very likely that he then came up to see me, I have some recollection of it.
531. Looking at the valuation of Mr. Kirkpatrick you could not have based your opinion upon that? Which opinion do you refer to.
532. Your opinion generally, that the land was only worth £75 per foot? No; I had not Mr. Kirkpatrick's valuation before me when I came to that conclusion.
533. The trial took place, and the jury gave a verdict for £200 a foot? Yes.
534. You moved for a new trial in the matter? Yes; we moved at the next term.

E. A. Smith,
Esq.
12 Dec., 1894.

- E. A. Smith, Esq.
12 Dec., 1894.
535. And prior to that new trial there was a meeting of counsel engaged by the Crown? Yes.
536. To consider the probability of the success of the new trial, I presume? Yes; we had a consultation before we moved for a *rule nisi*. That was the first step; it was to settle the grounds. We settled our grounds at the first consultation, and the *rule nisi* was obtained on some of those grounds.
537. On what ground was the *rule nisi* obtained? The two main grounds were—first, as to his Honor's direction to the jury with regard to the right to deepen; and the other ground—the main ground—was that the amount was excessive and against the weight of evidence. Those were the two chief grounds. We may have had some technical points, but I do not think they were very substantial.
538. Was it the unanimous opinion of the counsel present at the consultation that applications should be made for a *rule nisi*? They were unanimous that we should apply for our rule, and it was after we had obtained it that another consultation took place with the Attorney-General. It was a special consultation held under his direction. He sent for me and told me that the matter had been referred to him, and that he wanted to see counsel.
539. You were successful in getting your new trial; but the proceedings were stayed by some one—you did not go into court? No; the trial was first on the list for the March sittings.
540. And it was stayed by the action of some one? It was stayed eventually by the thing being settled. It was called on and it was adjourned for a week. I was instructed by the Attorney-General to get an adjournment for a week in order that we might consider the whole position. Eventually, of course, the case was struck out.
541. By whom was it settled? It was settled by a minute signed by Mr. Lyne.
542. Are you aware that it is stated that it was settled by a Cabinet meeting? Yes; I understand that. It was in pursuance of a Cabinet meeting that the thing was settled.
543. The Cabinet minute was signed by Sir George Dibbs stating that the case had been settled? Yes.
544. So that really it was not settled by Mr. Lyne but by the Cabinet? Let me make myself quite clear. When you ask me by whom the matter was settled, I say by Mr. Lyne. He was the person to settle it eventually in such a way as to bind the Government. One of the questions we had to consider was, whether there was a binding and legal settlement. Counsel advised me that the memorandum having been signed by the officer who was the party on the record it was binding. It was signed "W.J.L.," and that I presume was Mr. Lyne's signature. He was the defendant on the record, and the case having been settled by him we could not dispute it. Of course, I am well aware that it was settled by him in pursuance of a Cabinet decision. But some other person might have put his name to the thing, and it would not have been legal and binding. That was the view we took of it.
545. I want to be clear upon this point. I want to discover whether the case was settled by the Minister behind the back of the department, or whether it was settled by Cabinet meeting? It was in pursuance of the Cabinet meeting, I understand, that the offer was made.
546. You are aware that the case was brought before the Cabinet? Yes.
547. I suppose you are also aware that the matter was settled by a majority of the Cabinet? I do not know what was done in Cabinet. I only know that I saw the minute.
548. Is the minute referred to that which appears on page 33 of the papers, and signed by Sir G. Dibbs? Yes.
549. In your letter to the Secretary of the Attorney-General, on 12th March last, you say, "That a distinct offer to settle on specified terms has been made by a Minister of the Crown to the plaintiff's solicitor, and they have accepted these terms unconditionally in writing." Is that strictly correct? I think it is.
550. It has been stated that the offer of Hill and Co. to settle came from the Manager of the Bank of New South Wales, and Mr. Belisario, two of the parties interested? Yes. Of course, I do not know what offers may or may not have been made at that time by the persons interested. All I knew was what I had before me. It appeared that there had been a decision of the Cabinet, and that it had been so dealt with by some one in authority as to bind the other side, who had clinched the matter by signing a document.
551. As a matter of fact are you aware of any offer having been made by a Minister of the Crown to Hill and Co., or anyone else. Did any Minister offer to settle the case on any specified terms? I do not know about his offering, but I know he had been approached by the other side. They made certain proposals I believe.
552. What do you mean by being approached? I mean that an offer had been made by Hill and others.
553. To settle the case? Yes.
554. Then it is scarcely correct to say that a distinct offer to settle upon specified terms had been made by a Minister of the Crown? I do not want to say or do anything which may mislead the Committee or any one else. I do not wish it to be inferred from that paragraph that the Secretary for Public Works, or any other Minister of the Crown had on his own motion made a distinct offer. I think that if the whole report were taken together it would not bear that construction. What I do wish to convey is this, that the Cabinet had decided on a certain settlement, that it had been communicated by a Minister of the Crown to the plaintiff's solicitors, and that they had accepted it. That is what I meant, and I think what I wrote bears that construction.
555. Mr. Wall.] That was your opinion in view of the minute? Quite so.
556. Chairman.] You were strongly opposed to this settlement? Yes.
557. Why were you opposed to it; on what grounds;—was it because of the excessive price which in your opinion was being paid for the land? Yes; I was opposed, not only to the settlement itself, but to the way in which it was carried out. That was my strongest ground of objection. I should certainly have been opposed to any settlement on these terms for the reason that it seemed to me that we had a very good case to put before a jury on a second trial, and that I thought we ought to have gone before a jury. That was my opinion.
558. Had you any fresh evidence to put before the jury? No; I was very well pleased with the way in which the case worked out before the court; so were counsel. No doubt there were difficulties in our way. But I thought from our experience of the trial that we had as good a show, and we might do better at the second, especially in view of the opinion of the full court with regard to the right to deepen. We were in a strong position then I consider.
559. Are you aware that in most cases where the right to deepen a water-frontage has been applied for it has been granted? I am not aware personally, but I think it is almost admitted that it is generally granted. Of course there is a great difference between reclaiming and deepening. 560.

560. In view of the fact that £172 per foot had been paid for the Challis Estate, that £150 per foot had been paid for Lahiff's property, and in view also of the price which had been paid for Brown's, do you still think you had a fair chance of success on the new trial? I think so.
561. Is it a fact that some of the money paid for these properties—the Challis Estate, Lahiff's, and Brown's—was proportionately greater than the amount paid for Hill's property? Undoubtedly more was paid for the Challis Estate, but as I pointed out in my first report I could distinguish that case, because it stood absolutely alone on the ground of the question of access. Any one who goes to the place and sees the property will see that that is obvious. All the streets there come right down on to it.
562. Lahiff's property was far removed from that; it was on the other side of the Hill property, was it not? Yes, it was between the two Hill properties.
563. And for that the sum of £150 per foot was given? Yes. As I pointed out in my first report I think that was an excessive amount. It shows the danger of dealing with these things piecemeal.
564. I suppose Lahiff's and Brown's property would also stand alone, independently of any other property? Yes; you see, they were such small pieces—15 feet and 30 feet.
565. Are you aware what the verdict would amount to per foot in the case of Brown's property? I think I stated that yesterday. I believe the verdict was for £2,200. We took off that the amount which Brown swore was the value of his house, in which he was supported by some other evidence—that is, the sum of £700. That reduced the amount to £1,500, or £100 per foot for the bare land.
566. You still think, notwithstanding the prices paid for Brown's and Lahiff's property, and for the Challis Estate that the sum of £145 per foot, which was paid for the settlement of the Hill case, was too great? I think £145 for the three lots settled at that rate was certainly excessive.
567. You are aware that it included the buildings on the land? Yes.
568. And a patent slip? Yes.
569. And also that 10 per cent. was not allowed for forced sale as in the case of the Challis property? Yes; of course I was strongly opposed to the settlement of the action. I pointed out, I think, with regard to the land which was the subject of the action, that it was a fallacy to say that the settlement was for £145 per foot. No. 2 property, which was the subject of the action, had Nos. 5 and 6 thrown in with it in the settlement. And comparing Nos. 5 and 6 with No. 7, that is, McQuade's property which was settled for £85 per foot, you have only to look at the plan to see that if No. 7 is worth only £85 per foot, then Nos. 5 and 6 would not be worth more. We had a clear issue to fight in the case of Nos. 5 and 6, and they would not have got nearly £145 per foot. As I think I have before pointed out, if you take the figures and put Nos. 5 and 6 at the same rate as No. 7, namely, £85 per foot, you will find that the Government paid at the rate of about £190 per foot for No. 2 block, which was the subject of the action. That is what I mean.
570. Have you worked out the figures to prove that the Government would be paying £190 per foot? Yes, I did work it out at the time when the Attorney-General referred the minute of the late Secretary for Public Works to me.
571. Do you think block No. 2 of the Hill property is actually worth less than the Challis Estate property? Yes.
572. Has it a greater depth? Not a greater depth.
573. Is there a similar depth? I forget the exact figures, but I fancy that the Challis property was deeper.
574. You were generally disgusted with the settlement at £145 per foot all round? Yes.
575. And you wrote a strong report to that effect? I wrote a report under date 12th March, which appears on page 34.
576. You were of opinion that once the matter had been placed in your department that neither the Secretary for Public Works, nor indeed any other Minister, had the right to take it out again without the authority of your department? I do not say without the authority of my department, because I do not mean to say for one moment that my department was to dictate to the Minister in any way. But what I do say is this, that when a case has been referred to the Crown Law Department for legal action in defence of the Crown's interests, which really mean the interests of the public, it is wrong for any action to be taken by the department who sent the case there without first referring to the Crown Law Officers, and hearing what they have to say on the matter.
577. In the two cases settled by the Minister, McQuade's and Hill's, were the prices paid lower or higher than the settlement in the other cases—I mean the Challis Estate and Brown's and Lahiff's property? McQuade's price was lower, that was £85 per foot, the price of the Challis Estate was £172 per foot. You already have it in evidence what price was paid for Brown's and Lahiff's properties. Hill and party received all round £145.
578. In your reference to the Secretary for Public Works in your minute, do you intend to impute any dishonest motives to him? I do not know whether I am bound to answer the question as to what my intention was, but I would be the last person in the world to impute anything to any one. If I wanted to do anything of that kind, if I had anything to say of a person I should say it straight out. I confess, since you have asked me the question, that I could not make it out at all. I could not understand why the thing should be done in this way. That is the utmost, I think, I can say.
579. I might put it in this way. Had you any reason to guide you in thinking that the Minister had been influenced by any personal considerations to settle this claim? No, I cannot say that I had. As I just now said, if I had anything of the kind to say, I should have said it straight out. But I did not understand at all why the thing was done in this way.
580. Do you think ordinary prudence was exercised in the settlement of this claim by the Cabinet? No, I do not. I think that if the board of directors of any company were to act in the same way—well, I know what a Court would say to it in the interests of the shareholders.
581. *Mr. Wall.*] The rule *nisi*, you state, was granted on the ground, among others, that the plaintiff had not the right to deepen the frontage? Yes.
582. That would, of course, necessarily alter the question of valuation; it would carry with it the question of valuation? It put us in a stronger position. I do not want it to go abroad that there has been any great alteration of the law as the effect of the Full Court's decision, but, if I may say so, with all respect, I think his Honor the Chief Justice went a little bit too far in his direction to the jury. He laid it down that they might assume that the plaintiffs had an absolute legal right. That is what it amounted to roughly.

E. A. Smith,
Esq.
12 Dec., 1894.

- E. A. Smith, Esq.
12 Dec., 1894.
583. I see Mr. C. B. Stephen, in the consultation that took place, was inclined to the opinion that the question of value was one entirely for the jury? Yes; I remember that.
584. Were not the Challis Estate and the Lahiff property in exactly the same position in regard to the right to deepen the frontage? Exactly.
585. Then if an error occurred in the valuation with regard to this property, conceding rights which the owners were not supposed to possess, the same error occurred in the previous valuation of the other estates? Yes, if the valuations were upon those lines—that the owners had an absolute legal right.
586. The payments in the case of the Challis Estate and Lahiff's property were not made during your term of office? Challis's case was settled before I took office, and in Lahiff's case an agreement was concluded. I do not think the money had been absolutely paid, but an offer had been accepted, so that there was a complete agreement between the Crown and the claimant. In Brown's case we went to a jury.
587. Was any recommendation made to the department in connection with these estates, pointing out that the owners had not a right to deepen the frontage, and that the value might be increased by contesting that right? No; I do not think it was. The whole question was treated, not on the basis of each individual having an absolute legal right to deepen, but on the basis that it would be a fair thing to put to the jury that it was a well-known thing here that the Government would allow the deepening to be made almost as a matter of course. That is what I meant just now; but in saying that I do not wish to be taken as expressing the opinion that the ruling of the Supreme Court will alter the practical law of the question. But the view of his Honor the Chief Justice as to an absolute legal right to deepen was held to be an erroneous view.
588. In submitting a case of that character to a jury, would not the fact of the right to deepen having been always conceded in the other cases where a valuation was made, have practically the same effect in arriving at the valuation as if a legal right existed? It is impossible to say. Of course, in each case, you would be able to rebut the ordinary presumption that a right to deepen would be given by showing that in a particular case it might not be obtained.
589. I should like to get the legal aspect of this case. In contending against the Minister in regard to it you take advantage of this technical objection which might be raised? No. I think the basis, as I mentioned just now, on which the whole thing was dealt with was the assumption that the individual would be allowed to deepen as a matter of course.
590. I am taking now the address to the jury of His Honor the Chief Justice, that this right should be conceded to the plaintiffs? His Honor laid it down that the jury must assume that the plaintiffs had the right.
591. The jury being advised on that particular point, arrived at the conclusion upon the whole of the evidence which the department had to produce? Quite so.
592. Was there any additional evidence which was brought forward at the new trial apart from that forthcoming at the first trial? No, I do not think we had in our minds any additional evidence at the time of the consultation.
593. Then, practically, what the new trial was based upon was the direction to the jury by His Honor in regard to the rights claimed by Hill, which were not strictly legal rights? The new trial was granted on that ground alone; but in the new trial itself we should have put it to the jury that the first verdict was grossly excessive. That was the second ground upon which we applied for the rule, but it was not argued before the Full Court.
594. In the previous trial the evidence you produced was to show that the values were excessive? Yes.
595. Had this question of the right to deepen the water-frontage not arisen, would the department have obtained a new trial? Yes; we should have argued the second ground. We were prepared to argue the second ground, that the verdict was excessive. If the Court had not been with us on the first ground, we should have argued the second.
596. In one of your reports you offer a suggestion that the Attorney-General should be the nominal defendant in all cases of this kind? Yes.
597. That appears to be the strong point of contention between your department and the Works Department in regard to the settlement of these cases? That was one of the things which I felt it to be my duty to draw marked attention to in connection with these cases, but, as I have pointed out before, it is no new matter between our department and the Works Department.
598. Do you regard it as one of the functions of your department to deal with the values of properties which have been resumed? I do not think it is as valuations simply, but I have often drawn attention to this, that it would be of very great value to the public if the Valuator's Department were more in touch with the Crown Solicitor's Department. I think that in any doubtful cases it would be very wise if the valuers would refer to the Crown Solicitor if they expected a fight over the matter, and if they consulted with him before a report was sent in. The Crown Solicitor is charged, and it is a very grave responsibility, with putting a case in a proper manner before the Court, and he is often handicapped by finding that the valuers, simply from the absence of legal assistance and advice, have made admissions and so on, injuring the case, and making it difficult to put a fighting case before the Court. I have often drawn attention to that. While I think the two functions are quite distinct, that of valuing the land, and that of affording legal advice as to the valuation, I think the two departments ought to work together.
599. In dealing with evidence submitted to you as to these valuations by the Works Department, and your position of Crown Solicitor, I presume you would recommend in accordance with the chances of success in contesting any legal point? The first thing I would do would be to go to the evidence and see what sort of case we could put before the Court.
600. Then the question of values would not enter into your consideration any further than as regards the evidence on which those values were based? Quite so.
601. And the possibility of your succeeding in any action that might arise in connection with it? Yes; I should feel it my duty, of course, to test the values as far as I could by seeing the witnesses and cross-examining them in my own office as far as I was able.
602. And if it were possible for you to have access to the valuations made by the other side, and if the preponderance of the evidence were in favour of the Government valuations, you would advise that the matter be contested? Yes.
603. In regard to these cases which have been referred to—the Challis Estate and Lahiff's property, viewing

viewing those cases in the same light in which you appear to regard Hill's claim—that is, the owners not having the legal right to deepen the water frontage—had those cases come before you would you advise that the matter be contested? It was assumed in Challis' case that they could get the right as a matter of course.

E. A. Smith,
Esq.
12 Dec., 1894.

604. That was so in both of the cases? Yes.

605. You state that this friction has existed for some time between these two departments, and it was that which induced you to make the recommendation that the Attorney-General should be made the nominal defendant in such cases? Yes; it was in consequence of the action taken by the Works Department that I made the recommendation. It was no new matter to my mind, the thing had occurred to me before.

606. If the Attorney-General had been the nominal defendant in this case, and it had become a Cabinet matter, and it had been decided to settle the claim, the fact of the Attorney-General being the nominal defendant would not have prevented a settlement? No; but the Attorney-General would have to sign it.

607. Take a hypothetical case. We will assume that the Attorney-General was the nominal defendant in this case and that the matter had been settled in precisely the same way as this case had been settled, in virtue of a Cabinet minute by the Minister, who was the nominal defendant;—would you have taken the same exception to the settlement of the case by the Attorney-General as you have taken in this case? Yes, I should have taken objection. Of course, in this case, you must bear in mind that the Attorney-General, who is my Ministerial Chief, had called upon me for a report upon the matter, and I had to report, but if he had taken the same action without sending down for me to know how the thing stood, and if I had thought that by reason of my not having put before him something of advantage the public interest had suffered, I should certainly have drawn attention to it. I should have suggested that in all future cases, before dealing with matters of which I had charge as Crown Solicitor, he should send down for me and obtain my report.

608. You would have taken up the same position as you have taken up in this case? Yes; because it goes without saying that it would be impossible to carry on business with any hope of doing any good at all if independent action were taken by the nominal defendant without referring to me.

609. Are you aware that the Attorney-General was present in Cabinet when this case was decided? I do not know what took place in Cabinet, or who was there. I know, however, that the matter was referred to the late Attorney-General, Mr. Barton, to deal with, and that we spent a lot of time and trouble in dealing with it, as can be seen from the printed papers. We took up a certain position, and that position was absolutely given away.

610. At the time of the consultation which took place between Mr. C. B. Stephen, Mr. Pilcher, and the Attorney-General in regard to this case, did you know what was the amount of the verdict, per foot, and the amount of the costs? No; the verdict per foot was £200.

611. And they had no knowledge at the time that the plaintiffs would be willing to accept £145 per foot? No; all that the Attorney-General said at that consultation was that he had understood that there was some—I do not know whether it was exactly an offer—but some idea of settling at £130 a foot. The conclusion arrived at was that that was far too much, and was not to be looked at.

612. You made some comparison just now with regard to M'Quade's property, portion 7, and you said that portions 5 and 6 were portions of a similar character, and would be of the same value? Yes.

613. The amount paid in M'Quade's case was £85 per foot? Yes.

614. You are aware that in the case of that block, although it has 510 feet frontage, the superficial area is not equal to a 510-foot frontage block? No.

615. It is only 190 feet at the back? Quite so; it is not square.

616. Squaring that block would have given it only 350 feet frontage? With that depth—yes.

617. So that actually the compensation paid for that block was something very much more than £85 per foot? I should not argue in that way myself.

618. That is the view the valuers have taken—that an equal frontage with an equal depth at the back would be of exactly the same value? If the block were extended in that direction it would be a more valuable block, but I was simply comparing it as it stood with Nos. 5 and 6.

619. And if it had been a square block, taking the valuation at £85 a foot as compared to a square block, it would have amounted to something like £120 per foot? Possibly.

620. *Mr. Lee.*] Do you remember the date of the settlement of this case by the Cabinet? The news of the decision of the Cabinet was conveyed to me by telegram which I received at Wentworth Falls.

621. On what date? I am afraid I cannot say. I know they sent me up some papers. I remember applying for leave, and going away just after I sent in my resignation. My telegram in reply appears to have been sent on the 9th, and was received by the Crown Solicitor's Department on the 10th.

622. That was the first intimation you had of the settlement of the case? No. I do not think it would have been the first intimation. My telegram reads, "Documents received. As minute of last instructions not sent, impossible for me to say whether alleged settlement final and binding." If I remember rightly, what was done was this: They reported to me that the settlement had been made, and I telegraphed back to have the papers sent up that I might see what it was. They came up, and I then said that, as the minute of the last instructions had not been sent, it was impossible for me to say whether the alleged settlement was final and binding.

623. You will find a letter on page 32, under date of 5th March, from the Crown Solicitor's Office? Yes. That was written in my absence. It was evidently on the 5th that they first informed me of the settlement.

624. The letter acknowledges the telephone message to the effect that the case was settled? Yes. I presume that it was then that they wired up to me and that I wired down for the documents.

625. Had you received any prior information to that of the 5th March? No. The signature of the letter to which you refer is not mine—I was not then in Sydney.

626. Your office had evidently been informed of the settlement? Yes; but I do not want to speak of anything that is not within my own knowledge.

627. As far as you remember you had no prior intimation of a settlement? No. I went away from Sydney on the Friday I think, with the full anticipation of the case coming on on the Monday week. The case was set down, and we were all ready for trial.

628. You were not aware that it had been settled by the Cabinet on the 15th February? No; I certainly was not aware of that.

- E. A. Smith, Esq.
12 Dec., 1894.
629. Have you known since that the case was settled on that date? Now that you mention it I ought to have known that it was so settled, but I confess that I did not. The date of the Cabinet minute would speak for itself.
630. Let me refer you to the latter part of Mr. Lyne's minute on page 36? Yes, I see that.
631. You see from that minute that Mr. Lyne states that the case had been decided by the Cabinet on the 15th February? Yes.
632. Yet as Crown Solicitor you had no intimation of it prior to the 5th March? No.
633. Further on you will see that the Attorney-General in his minute acknowledges the receipt of the minute of the Secretary for Public Works, and refers to the date at which the matter was settled in Cabinet? Yes.
634. Now turn to page 32 to a memorandum of your own. That memorandum has reference to the case then pending and to be set down for trial after the new trial had been granted? Yes.
635. So really it would appear that, although the case was decided by the Cabinet on the 15th February, yet on the 19th of the month you were ignorant of it, and were making arrangements for the re-hearing of the case? That appears to be so. I confess I had not noticed that the Cabinet had dealt with the case on the 15th until this moment.
636. Whatever the Cabinet had done in the case you were in ignorance of it? Yes. I was taking the necessary steps to get the case on for trial.
637. If the Cabinet had informed you of its decision immediately after the 15th February, would you have gone on with the case, or would you have accepted the Cabinet's decision as final? Of course, if I had heard of anything of the kind, I should have asked for instructions at once. I should have asked for definite instructions in writing.
638. The reason why you appear to be proceeding with the case on the 19th February is that you were unaware that it had been settled on the 15th? Yes.
639. You referred just now to the amount paid to Brown for the 15 feet resumed from him? Yes.
640. The valuation of that 15 feet was £125 per foot, was it not? Yes.
641. You notice the position of that piece of land on the plan—there is only a 15 feet frontage? Yes.
642. As a matter of fact it would be a useless piece of land for wharfage purposes? Absolutely useless I should think. Of course I am not speaking as an expert.
643. It would appear that Brown was dissatisfied with the offer made to him and went to law? Yes.
644. When he obtained a verdict equivalent to £100 per foot? Yes, deducting the amount of the improvements.
645. And your contention appears to have been that the Cabinet were wrong in settling Hill's case at £145 per foot with a Supreme Court verdict against them of £200 per foot. What reason had you to suppose that that verdict would have been reduced had you gone on with the second trial? The only reason I can give, to put it shortly, is the reason which weighed in the consultation to which I referred just now, that the whole of the evidence on both sides having been carefully scrutinised, the conclusion arrived at was that the weight of evidence on the part of the Crown was such that we ought to succeed even if we started at £75 per foot.
646. You think that the Crown had reason to suppose that it would have obtained a reduced verdict equivalent to £125 per foot? I think we should have reduced the figures considerably.
647. Reduced them to what? Our highest point was £100, that was Hardie and Gorman's valuation. But we put our case most strongly on the evidence of men who knew what they were talking about and not men who were simply guessing at values, because after all one's experience of the valuation given by auctioneers is that they often amount simply to guesses, and the strength of our case lay in the overwhelming evidence on the part of the Crown which was adduced from men in a good position here, and who knew what they were talking about—wharf-owners and others. That was the real point of the case. It was admitted that the property had a value solely as wharf property.
648. Had you arrived, in your own mind, at what amount you thought the verdict would be reduced to, bearing in mind the £200 a foot verdict standing against you? Something under £100. I do not think we hoped to go much below £60 or £70 upon our evidence—it would be something between that and £100.
649. When you fixed that amount in your mind did you think at the time that the only other person who had gone to law was Brown, who had obtained a verdict equivalent to £100 per foot for a useless piece of land with 15 feet frontage? It was not useless, he had a house there and he lived there.
650. I am basing my figures upon the actual verdict—£100 per foot for 15 feet—had you that in view? Yes.
651. Then the comparison was this—that Hill's property, with 303 feet water frontage, would be worth only between £70 and £100 per foot, while a useless piece of land carried a verdict of £100 a foot? Yes. But I think the amount paid in Brown's case was too much.
652. You thought the amount too high? Yes; I recommended £75.
653. Did you advise an appeal against the verdict? No; I would not advise an appeal in a case like that, because it was getting very near our own figures.
654. Then, although this comparatively useless piece of land had obtained a verdict of £100 per foot, and although the 303 feet of Hill's property had received a verdict of £200 per foot, yet you were going to contest that verdict upon the supposition that it would be reduced to between £75 and £100 per foot? That was the reduction I was prepared for, having given the best attention to the thing that I could. I was prepared to advise that the Crown had a good chance of getting a verdict of something between £70 and £100.
655. Considering that the plaintiffs had received a verdict of £200 per foot, and that they subsequently accepted £145 per foot, do you not think that was a reasonable reduction considering the expense attendant upon a new trial? No, I do not. I think we were in a very strong position, and that we ought to have fought the case. As I pointed out just now, the settlement included a thing which was quite new ground, lots 5 and 6. In regard to those blocks, we should have had an open issue, and we should not have been handicapped by discarded valuations.
656. It would appear that Hill & Co. gave up £55 a foot on 303 feet, and received £14 a foot more than the Government valuation for 235 feet? Yes.

657. You have said that Mr. Kirkpatrick valued the land at £131 per foot? The papers I have just seen show that he did, but I did not know it before. E. A. Smith,
Esq.
658. So that the final settlement will be what I have just stated? Yes.
659. And you think that that was an improper settlement of the claim? Yes; I do not agree with that valuation at all—I mean the £131. I thought we had obtained all the evidence which it was possible to get upon the question without getting further reports. 12 Dec., 1894.
660. You say that when you were informed that the case had been settled behind the back of the Crown Solicitor you did not understand it? Yes.
661. You have also said that this is not the first time that matters of this kind have taken place in the Works Department? Yes.
662. Have you any special reason for saying that you do not understand why this particular case should have been settled in that way? I could not understand it. I do not to this day understand why such a proceeding should be adopted.
663. But apart from what appears to you an extraordinary proceeding on the part of the Works Department in settling a case under reference to the Court, have you any direct evidence to give to this Committee to show that the settlement was improperly arrived at? I cannot say that I have any direct evidence to give.
664. Have you any indirect evidence? Well, I do not quite know how to answer that question. As I say, I did not know what to think at the time, and at that time I had no ground for any charge of impropriety of any sort.
665. I do not want to ask you any question concerning any matter of which you have no knowledge yourself, but do you think the interests of the country have been sacrificed in arriving at the settlement which has been made in this case? I think so. What I felt about it was this. We had been working pretty hard upon the case in the Crown Law Department. I do not want to take any credit to myself, but the officers under me had been working pretty hard, and, with the assistance of counsel for the Crown we had got the thing into a solid position. To my mind that position was absolutely given away without a word being asked from us.
666. And you do not retire from that position now? I do not.
667. What the circumstances were which led up to the final settlement in that way you have already said you are not prepared to state? No.
668. As a matter of fact, do you know? I do not know.
669. But would the fact of a final settlement being arrived at in that way expose the Government of the day to suspicion? That is a matter which it is entirely for each individual to judge for himself, I should think.
670. But it was not the first case that had been settled in that way in the Works Department? No. I referred to the other case—that of Rochester.
671. *Mr. O'Sullivan.*] You say that in your opinion your case was in a very solid position, and that it was given away by the Minister? Yes.
672. What was that solid position? That we had a rule absolute for a new trial, and that we had all this evidence to which I have referred.
673. All what evidence;—do you mean the evidence given in the previous case? Yes.
674. And you contend that with the evidence given at the previous trial, in which a verdict of £200 was given for Hill, that you were in a strong position? Yes.
675. How could that be? The verdict was grossly excessive on the evidence.
676. But do you think it would have been discovered to be excessive to the extent that you contend? It is only my opinion. That is the opinion I formed of it.
677. Are you going on your own opinion, or upon the facts of the case as brought out in the evidence? The facts of the case as brought out in the evidence, and as threshed out by the two counsel for the Crown and the Attorney-General.
678. Were you aware, when you got your case into what you call a strong position, that the trustees of the Challis Estate had received £172 per foot? Yes.
679. That estate adjoined the Hill property? Yes.
680. That being so, how could you hope to reduce the amount from £172 per foot to £70 per foot? As I have already pointed out, the Challis block stands by itself.
681. But it adjoins the other property? Yes.
682. Were you aware at the time you took this stand in reference to the strong position of your case that Mr. McMillan had practically recommended the payment of £175 per foot for Hill's land? No; I did not know that. I was asked that yesterday, I think, but I could not bring it to my mind at all.
683. I presume, however, that you were aware that it had been the practice of the department to give authority to deepen water frontages to all persons who applied for it? Yes.
684. And that no exception was likely to be made in the case of Hill? I do not know of any reason why it should have been made.
685. Was not that one of the grounds upon which you were going for a new trial? It was the ground upon which the new trial was granted by the Court.
686. That being the reason for the new trial, is it likely that any jury knowing that the right had been given to all other persons who had applied for it would have assumed that it would have been refused to Hill? I do not know that we could have got any evidence to show that it would have been withheld in his case.
687. At the same time it was the main point upon which you asked for a new trial? Yes.
688. Still, you seem to admit by your answers that it would hardly have been a tenable ground before a jury? I am not clear in my mind as to how far the Full Court's decision would go in blocking the plaintiffs in a case of this kind from showing that as a matter of practice, although not of right, they would have been allowed to deepen.
689. As a matter of equity, would any Court have withheld that right from Hill, knowing at the same time that it had been invariably granted to other persons? It is not a question of what a Court would or would not do; it is a question of the proper way to put a case to the jury as a matter of law. My own opinion is that the proper way to put it to the jury would be that the whole issue before them was to determine what was the marketable value of the land at that particular date. In settling that I think the

E. A. Smith, Esq.
12 Dec., 1894.

the jury would be entitled to take into consideration the chance of getting the right to deepen from the Crown. I think that it would be fair to put it to them in that way. It would be fair to say, "Well, gentlemen, you know that, as a matter of course, the owners of water frontages have always obtained that right." That is the view I should take if I were acting for the claimant, and I should press it strongly.

690. Speaking of the chances, would they not be on the side of Hill getting the right, and when that matter was put to the jury, who would be more swayed by considerations of equity than of law, would it not have weight? I think you could put that contention with very great force, and I think you would get the jury with you, but you have to bear in mind what is the right way to direct a jury. If you direct them wrong it may mean a new trial.

691. The Chief Justice is acknowledged to be a sound lawyer? Oh, yes.

692. He did not seem to hold the same opinion about the right to deepen that you hold? He did not. As the Full Court have held, he went a bit too far the other way.

693. In speaking of the question of valuations, you seem to think that auctioneers, such as Mills and Pile and Richardson and Wrench, would guess at the valuation of a property like this when their opinion was asked, and when they were paid to give it? It amounts to guessing, and it would be so in Mr. Gregg's case, I think; although I have a very high opinion of him, and should not wish for one moment to say a word against him. It is, however, absolutely incomprehensible to my mind how he made the valuation in this case, in view of his former valuation of £8,000. As you know, for I think it appears in the papers, I sent down to Mr. Gregg, and he was good enough to come up and see me, and I had it out with him. I did my best to understand it, but I confess that to this day I am absolutely incapable of understanding how any one could give two such divergent valuations in so short a space of time.

694. I presume that you will allow that Mr. Gregg is a competent man? Certainly.

695. And, in the matter of valuations, he ought to be a better judge than yourself? As I have said, I do not pretend to be a land valuer.

696. Ought not great regard to be paid to the evidence of Mr. Gregg, as the representative of a firm which has such a prestige in this city as valuers, that it is almost impossible to sell a city property without their endorsement of value? Due weight ought to be given to his opinion.

697. In your telegram from Wentworth Falls you used a word which seemed to raise the hair of the late Secretary for Public Works. You talk of the "alleged" settlement? The alleged settlement was this: I had no papers before me to show that a settlement had been made, and I was not going to admit that there was any settlement.

698. Notwithstanding that it may have been made, and, in point of fact, was made without your knowledge? Yes.

699. Subsequent events showed you that it was a genuine settlement? That it had actually been made, no doubt.

700. So that, in point of fact, it was not an alleged settlement but an actual settlement? No doubt it was.

701. I presume you did not mean anything offensive by the use of this word, but simply that at that particular time, you could only regard it as an "alleged" settlement? That is the only way in which the word "alleged" is used. I think that is apparent from the nature of the telegram. I sent down for the papers, and I said that it was impossible for me to say whether the settlement was final and binding. It had been "alleged" that one was made, and I said I could not say whether the "alleged" settlement was final. That is the only sense in which I used the word there.

702. If you had known of the decision of the Cabinet, and also of Mr. McMillan's opinion in respect to the valuation of £175 for Hill's land, and all the other circumstances, would you have prepared for a second trial? I think so. But I should have taken the precaution of seeing Mr. McMillan to see if he could throw any further light upon the matter. I should have been prepared to go on, subject to any new light which might have been thrown on the matter. But we had threshed this thing out in the Crown Law Department to such an extent that, as far as evidence goes, I do not think we could get anything further.

703. I desire, Mr. Smith, to ask you a straight question, and it is this: Had you any reason to believe in your own mind from what you saw or heard, or what came under your notice in any shape or form, that there was anything like a corrupt or improper settlement made in this matter? I do not know whether I am justified in repeating a conversation I had with Mr. Hill. That is the only thing that I know of which would lead me to doubt it at all.

704. I think in this matter we are entitled to get the fullest information concerning anything in your mind bearing upon it. I think we ought to hear the conversation to which you refer, and more particularly as Mr. Hill is present? I do not want to give it, unless I am pressed to mention it.

705. *Chairman.*] I think it should be given? The conversation was this. I remember it very well, as it was the last day before I left office. It was on the Friday after it had been arranged for Mr. Colquhoun to come in on the next day, Saturday. Mr. Hill was announced, and he came in to see me. He said at first that he had come up to ask me to press on the completion of the carrying out of the settlement in this matter. I told him that I was going the next day, but that I had no doubt that Mr. Parkinson, the Chief Clerk, would push the thing on for him, and get it completed. He then went on to tell me that he had been very badly treated in this matter. I told him, after he had been talking a little of the bad treatment he had suffered at the hands of the Government, that it was no use for him to talk to me in that way. I said, "You know it is no good talking to me like that. You know perfectly well what my opinion about the value of this land is," and he said, "But you do not know that Mr. Lyne has treated me very badly. He promised to give me more—a good deal more." Then he went on to tell me that this was just before the division on the previous motion of censure or want of confidence, when the Government had a majority of one. He said that Mr. Lyne had sent for him then, and had said, "I want you to do certain things for me, Hill," and after discussing these he said, "I am going to settle that Woolloomooloo matter for you." Mr. Hill said that after the division he called upon Mr. Lyne, and that Mr. Lyne then said, "Do not come near me now, I am too busy. Call again in ten days." This is as far as I can remember, but I am glad Mr. Hill is present, because he can correct me if I am wrong. He said he had had other interviews with Mr. Lyne, and he complained that he had been cut down very much, if I remember rightly not only as regards the amount first promised, but also in the knocking off of the 10 per cent. addition for forced sale. He told me all this. I did not want to hear it, but he seemed to be a little bit excited—in fact he was excited. I think I told him that he ought not to come talking to me like that—that I did not want to hear these things. That is substantially what took place.

706. *Mr. O'Sullivan.*] What did you gather from that? Well, I did not know what to think about it.
707. You say that Mr. Hill told you that he complained of Mr. Lyne for having cut him down? He told me that there was a distinct agreement before the division.
708. *Mr. Lee.*] What was the certain thing he referred to? He did not tell me, and I did not ask him to. The expression he used was, "To do certain things for me."
709. *Mr. Lees.*] Did he leave you after the conversation you have narrated? Yes.
710. *Mr. O'Sullivan.*] Can you tell us anything more as to what this previous understanding or agreement was? He did not give me the figures. He told me that the figures that he should get had been arranged, and I think he told me that after his first interview, when he went again, he was told to call in ten days. He told me that. I think he said that Mr. Lyne went back on his agreement, and that when he went the second time he took with him two of the others—Batty and Sheehy, I think he said; but I remember his saying "two of the others," although I forget now who it was. He said that they all went and interviewed the Minister.
711. Did he give you to understand that there had been a private agreement or an agreement with Mr. Lyne, as Secretary for Public Works, with Mr. Hill? He did not tell me what it was at all. He told me substantially what I have told you.
712. Is that all the information you can give us on the point? The whole.
713. Why should that leave on your mind the impression that there had been some corrupt affair? It left an uncomfortable impression on my mind at the time. I remember turning it over in my mind as to whether I ought not there and then to put the thing in writing and send it up to the Attorney-General. I think now that I ought to have done so; but it was the last day before I gave up the office, and I was considerably worried and harassed in getting things into order, besides, I was rather sick of this Woolloomooloo matter. I thought finally that it was not part of my duty and that I would let it go, although I thought afterwards, and think now, that I ought to have put it in writing.
714. Did it leave the impression on your mind that there had been a private understanding between Mr. Lyne and Mr. Hill, or did you think that Mr. Lyne, as Secretary for Public Works, had promised to give Mr. Hill a high price for the land, and that he subsequently saw fit to reduce it to a lower figure, thereby causing Mr. Hill to speak of the harsh treatment which he thought he had received;—which thought remained in your mind? The impression left on my mind was that there had been a distinct agreement to give the larger sum, and that it had been departed from.
715. Is it not possible that there may have been a distinct agreement for it, and yet for Mr. Lyne, in a purely public way as Secretary for Public Works, to have gone into the matter and to have discovered that he had made a higher offer than developments justified? It may have been so.
716. You talk of Mr. Hill being excited? Yes.
717. Is his normal condition not one of excitement? He has been generally excited when I have seen him, and sometimes I do not think he quite knows what he is saying. I do not know him very well; but I have met him on a few occasions over this matter.
718. Did he give you to understand what the harsh treatment consisted of, besides the reduction of the figures? The harsh treatment I took to be the going back on the agreement which had been made. I think that was the harsh treatment Mr. Hill complained of.
719. I gather from your answers that you are not able to tell us anything about the agreement beyond what you surmise? I do not surmise anything. I know that it left a very uncomfortable impression on my mind, which I wanted to get rid of.

E. A. Smith,
Esq.
12 Dec., 1894.

TUESDAY, 18 DECEMBER, 1894.

Present:—

MR. F. CLARKE, | MR. CANN.
J. MORGAN, ESQ., IN THE CHAIR.

W. J. Lyne, Esq., M.P., appeared in person.

Mr. Alexander Walter Scott Gregg called in, sworn, and examined:—

720. *Chairman.*] You are a member of the firm of Richardson and Wrench? I am managing director of Richardson, Wrench (Limited).
721. Did you value the Woolloomooloo Bay property of Hill's? I did.
722. On behalf of the firm? Yes, representing the company.
723. Did you value it before it belonged to Mr. Hill? I did value it on a former occasion—some three or four years before.
724. What did you value it at then? I think that came out in the Court when I was giving my evidence. I believe it was £8,000 or £8,500. I ought, perhaps, to apologise to the Committee for not bringing what I might have brought under other circumstances of longer notice, the memoranda of these facts. I was preparing to go to another duty when I was summoned to come here to-day, and I hastened away without my memoranda. I may mention that I had looked up all the facts.
725. You afterwards valued this same property on behalf of the Government, when it was in the hands of George Hill and others? Yes; as disclosed in the papers.
726. Did you value the whole of Hill's land? Yes; I think there were two or three pieces altogether.
727. I refer to the land resumed by the Government? Yes. We valued all the properties resumed except McQuade's. I remember that one of the Hill properties was valued with water frontage and the other with no water frontage.
728. Do you remember how many pieces you valued belonging to Hill and others? There were certainly two, if not three. I think we valued No. 2, as shown on the plan with the papers, and also No. 6.
729. To what particular piece of property did the valuation of £8,000 apply? That would be the piece marked No. 2 on the plan.
730. You afterwards made a different valuation of that same property? Yes.
731. When did you make the first valuation to which you have referred? In 1886.
732. And when did you make the second? In 1890.

Mr. A. W. S.
Gregg.
18 Dec., 1894.

Mr. A. W. S. 733. You then valued this piece of property at what? At £53,134 7s. 6d.

Gregg. 734. At the rate of how much per foot? £175 per foot.

18 Dec., 1894. 735. Can you say what caused you in 1886 to value this property at £8,000, and in 1890 at the very much increased value of £53,134? Well, there was the altered aspect and use of the bay and the enlarged value which began to attach to wharfage land.

736. You mean to say that in 1886 there was comparatively little value attaching to property at Woolloomooloo Bay for wharfage purposes? Very little value. The bay at that time was chiefly the resort of small vessels, ketches, and timber vessels; there was hardly a barque or brig visible about the place.

737. Are there any other reasons you can mention justifying the enormous increase of value? There were many reasons. To show you how land had grown in value at that place, I may mention that I have been sufficiently long in Richardson and Wrench's office to be acquainted with this fact—that a block without water frontage was sold for £3,500 to Dr. Morris. The identical piece of land was afterwards sold by him for £20,000 or £21,000.

738. In about what year was this? I cannot say, speaking from memory. The property is still held by the purchaser for the latter figure, who, in the year 1890, asked £27,000 for it. The land I am describing was at Cowper's Wharf, and had no water frontage. I may also mention that the sale took place in 1888 of a piece of land at Cowper's Wharf, without water frontage, for £7,000.

739. Do you know of any other property about Woolloomooloo Bay which was valued at a low price in 1886 and which had increased enormously in value about the year 1890, when this land was taken? There was a piece of land with 87½ feet to Cowper's Wharf, with a depth of 120½ feet to Dowling-street, and with 81 feet to Bland-street. I believe I am right in saying that that was sold for £2,000. The property belonged to the late Hon. S. D. Gordon, M.L.C. It was sold subsequent to his death. I believe it was again sold in a day or two, at £500 profit, to J. P. Starling, manager for Paling & Co. He bought the property, believing that it would grow into a very large value. I was endeavouring to buy it at the time of excitement here in those matters, and his widow told me that he had said it would come to be worth £200 per foot. I have no doubt that the reported offer of £160 is correct, or approximately so. The property is not a water frontage, and it is within a bow-shot of the land which was the subject of litigation. I sold, myself, in 1889, a piece of land on the eastern side of Circular Quay, at £200 per foot frontage, with a depth of only 50 odd feet, without water frontage.

740. In giving this valuation of £175 per foot for No. 2 block of Hill's property you believed that that was the correct value at the time of resumption? The figures of £8,000 and the bigger amount subsequently given were equally the value of the land in my judgment at the several times.

741. Mr. Thompson, the Government Valuator, valued this land jointly with you? Mr. Mills, Mr. Thompson, and myself were the three who met in the matter.

742. I believe that Mr. Thompson afterwards wrote a letter to the Crown Solicitor, Mr. Robert Smith, withdrawing his valuation for certain reasons? I have heard of that document, but I have not seen it. I should like to see it. * * * Having now read it, I very much question if Thompson wrote it in the sense of its being his own judgment.

743. When Mr. Thompson valued this land with you did he concur in your valuation—did he offer any objection to the valuation you placed upon it? I should not like to bind him to the extent of saying that he did not make any objection at all, but if there was any objection on his part it certainly was not a forcible objection. We all had our opinions, and probably, like the rest of us, he expressed his. Of course, he signed the document.

744. At all events, Mr. Thompson offered no serious objection to the valuation? No; not the slightest objection that I can remember; nor would I press Mr. Thompson to concur in our valuation. I had too much respect for him.

745. There is a sentence in the letter he wrote on the subject from which it would appear that he was doubtful at the time about the valuation. He says: "I concurred in this valuation, though greatly in excess of my own ideas, out of deference to the opinions of the other joint valuers"? I cannot honestly remember that he expressed any doubt; still, he may be perfectly correct in his recital of the fact. He may have kept the circumstance to himself.

746. What I want to get at is this—did Mr. Thompson, in concurring in the valuation of yourself and Mills and Pile, offer any objection to the price which at that time you put upon the land? No; I have had no knowledge since on the subject, nor had I any reason at the time to expect that Mr. Thompson would ever have resurrected the valuation or have withdrawn from it.

747. Do you think any influence was used to induce Mr. Thompson to withdraw from the valuation? I have known Mr. Thompson many years, and I know he would not write a letter like that to which you have directed my attention if left to himself. He has too much caution. There are words in this letter at which I should feel angry. For instance, he says that an admission he makes involves doubt as to the "ability, competence, and integrity of the firms he names." I can understand his using the words "ability and competence," but I do not think he should have used the word "integrity."

748. You did not use any influence to get Mr. Thompson to place any value on the land? None whatever.

749. And you are not aware whether any of the other valuers did anything of the kind? There was only Mr. Mills beside myself, and he certainly did not do so within my hearing or to my knowledge.

750. You afterwards saw Mr. Ernest Smith, the Crown Solicitor. I believe he sent for you to get your opinion as to the value of this land after it had been valued by you? I suppose that being a respected and intelligent officer of the Government, he must have had access to the papers containing the valuation of £8,000, and probably the discrepancy of the two values struck him as being so large, and the difficulty in reconciling them so great, that he sent for me with a view to asking me certain questions. Thinking, I suppose, that my replies would be of some service to him, he asked me to put them on paper. The Committee will find that I did so if they refer to my letter to him of 13th October, 1892. That letter simply puts on record what had apparently passed in our conversation of the same date.

751. You will see that the late Crown Solicitor, on page 18, says, "The explanation now attempted to be given," that is by you, "in my opinion, is wholly insufficient to account for the enormous difference in the figures of the valuation of 1886 and in the valuation of 1890"? It is all a question of local circumstances. Some of you will know that land values developed much more markedly in Victoria in 1887, 1888, and 1889, than in New South Wales. There were cases in Victoria of land being multiplied in value

value manyfold at that period, within a comparatively short space of time. So far as Sydney is concerned, I need only take the site of our office in Pitt-street. I remember when it was bought by the late Thomas Holt at £37 10s. per foot. It was afterwards bought at £40. The owner was offered £40,000, and as the buildings did not cost him £6,000,—that would mean £34,000 for the land. You will see that the value was multiplied very much in a comparatively short space of time.

Mr. A. W. S.
Gregg.
18 Dec., 1894.

752. Have you any considerable knowledge of the value of wharf property? I have a fair knowledge. Our office has dealt more largely—I think I may humbly say—than has any other office in the city with these properties, from its being the oldest surviving house. I, myself, have been in it from the first year of its existence.

753. You have had many opportunities of valuing wharf properties about the city of Sydney? I have; of course Mr. Smith, the late Crown Solicitor, was quite at liberty to write as he did. If my explanation did not seem satisfactory to him, I could not help it.

754. Your opinion of the value of Hill's property was based to some extent upon the value of similar property adjoining? Yes; the lands to which I referred without water brought so much, and in this instance we were dealing with a large area of water frontage. Improved facilities to deal with the frontage could be got in the ordinary way at a minimum charge, and large berthing accommodation could be afforded in connection with sheds, or enormous stores which might be put upon the land. I may mention that inquiries had come in for sites at the Bay for bond and store purposes, and to show you that the place had attracted to it commercial importance, there was last year an active wool dumping business going on there. Then again a railway had been spoken of. It was suggested that a branch should be taken through Hyde Park down to the waters of the bay. Then the Government themselves have spent many thousands of pounds upon wharf construction there, thereby making the place what it never was before.

755. You were asked to value blocks Nos. 5 and 6? Yes; if I remember rightly, Mr. Thompson read us a letter from the Acting Crown Solicitor, in reference to, I think, blocks 5 and 6, restricting our duties merely to the valuing of the rear shallow piece without water frontage.

756. Then you did not value it after the water frontage was allowed to Hill & Co.? I believe not.

757. You valued it at a time when it was presumed to have no water frontage, at £15 per foot? Yes.

758. And you allowed £250 for the buildings? Yes.

759. And what for forced sale? That is a matter for the Minister.

760. Had this property a water frontage you would have valued it at considerably more than £15 per foot? Very much more.

761. What would the value have been had it had a water frontage? It might have been £150 per foot. We valued the 15 feet frontage of Brown, who, I believe, put in a large claim, giving him £125 per foot. We gave to the adjoining 30 feet frontage a larger valuation, because we argued that with a 15 feet frontage, if a man put buildings on it, he would require to have two walls on his boundaries, and that those would leave him very little working space, also that the narrow frontage would not afford access by water, except by a narrow launch stern or bow on. We thought that the 30 feet frontage was worth more per foot than the 15 feet, because it would give considerably more working room. When, therefore, we came to deal with Hill's property, which was very much larger, and which was capable of so much more important uses, either as regards wharfage or stores, we increased the price per foot proportionately.

762. Had you valued the No. 6 property as with a water frontage you would have been prepared to value it at £150 per foot? I would not go to the length of saying that at this moment. The thing happened four years back, but the value certainly would have been larger than in the case of the narrow properties of Brown and Lahiff. Possibly we would not have put £175 per foot upon it. It was not as deep as the larger piece, which was the subject of litigation.

763. But on account of the great water frontage you would have been prepared to give a greater value than to Brown's, or possibly Lahiff's property? Yes.

764. Do you think that the price of £145 paid by the Government all round for the property of Hill and others was an excessive price? I do not think so. I considered £175 per foot a fair price to pass from the Government to Hill. I formed that opinion honestly, and I cannot recede from it.

765. Seeing that the Government secured 500 odd feet at £145 per foot, do you think they paid an excessive price, or that they got a bargain? I think they made a very reasonable purchase.

766. *Mr. Cann.*] In valuing land, are you in the habit of allowing additional value in consideration of probable improvements? We look at a piece of land as available for certain things. For instance, if the land costs so much, and if a structure consistent with the locality is put upon it, we argue that it would be in a position to return so much.

767. That is to say, if you thought a certain piece of land suitable for the erection of a large warehouse, you would give additional value to the land on that account, whether the warehouse was there or not?

We estimate whether the land could be applied to any purpose such as you speak of. I am quite satisfied that if this particular land had been utilised by the owners by the erection of jetties and wharfs and stores and buildings of various kinds, it would have been a most active quarter.

768. Do I understand that you gave an increased value to this land on account of the improvements effected on the neighbouring land by the Government? I do not think that I said that we allowed a specific increased value to the land on that account; I merely adduced the fact as one of the reasons why my estimate of the value had increased between 1886 and 1890.

769. When you value land do you know for whom you are valuing it—do you know the owners for the time being? In 99 cases out of 100 we know.

770. If you are valuing for the Government are you informed by the department employing you to whom the land belongs? Most likely.

771. Do the owners of land ever approach you in reference to your valuations—do they offer you a commission or anything of that sort for a certain valuation, for instance? It has never been done to me. We have only one way of doing business, and that is the right way.

772. You know that this inquiry has been initiated on account of insinuations or innuendoes which have been made? I can say this—that neither by implication, by look, by gesture, directly or indirectly, has any promise been made by which our office would get one "bawbee" out of the transaction. I say that, intending to convey the full meaning of the words.

773.

- Mr. A. W. S. 773. Have you any knowledge of land valuers being approached in the way I suggest? I do not know of any such case, and I speak from an experience extending over a long course of years. Neither by threat, force, menace, temptation, coercion, or anything of the kind, has any influence been brought to bear upon us in connection with land valuation.
- Gregg.
18 Dec., 1894.
774. There has been nothing in the shape of bribery? Not the shadow of a shade of it.
775. You have not been approached in this matter even by Members of Parliament? No.
776. *Mr. F. Clarke.*] Do you remember whether the land resumed from Hill was specially suitable for building or storage purposes? Yes.
777. In what way was it specially suitable? From its relation to the harbour.
778. But apart from the water frontage, had it any other special advantage? I could not say that it had.
779. Do you remember the back of the property facing Victoria-street? Yes; there was not a good way of approach.
780. There was a cliff? Yes.
781. Would that not be an advantage rather than otherwise in the case of a wool store? It would in one way, and for a reason which I have in evidence sometimes had to use for and against the Crown. It is only within the last few years that hydraulic power has been made so effective in connection with lifts. If you go down to Dalton's Wharf, notably, or to Lamb's Central Wharf, you will find there lifts which raise not only a case or two, but upon which you can put a trolley loaded, and two and perhaps four horses if there were room to hold them.
782. What I mean is, would not the cliff save a certain amount of lifting by loading at the back of the building—that is, at the top of it? Yes.
783. In that case, I suppose, the land would have an increased rather than a decreased value for storage purposes? At any rate, it would not detract from the facility with which stores could be worked.
784. *Mr. Lyne.*] At whose instance did you value this property? Under instructions from the Department of Public Works.
785. You were employed by the Government? By the Government alone.
786. You have referred to the valuation of lot No. 6;—I understood you to say that the valuation was lower than it otherwise would have been, because it was understood at the time that there was no water frontage? I believe I am right in saying that our report of that was deferred for a considerable time, so that Mr. Thompson might receive instruction from the Crown Solicitor's Department as to the way the valuation should proceed, as to whether a water frontage should be included or not. Subsequently a letter was received which limited the valuation to a shallow piece in the rear-away from the water frontage.
787. The basis, according to your calculations, was the lane frontage? Yes.
788. You said that it was rumoured that the Government intended to open up and improve Woolloomooloo Bay? They had done so in the interval between 1886 and 1890.
789. You understood also that railway communication was to be made there? There was an agitation to secure it in connection with the city railway, as, I dare say, the Committee will remember.
790. Were other parts of the harbour congested so far as the traffic was concerned? Yes, and prices were getting very high around Darling Harbour. The intercolonial trade was growing apace.
791. Did you value the Erskine-street land at Darling Harbour for the Government? Yes.
792. I believe your valuation in that case of £60,000 for 3 roods 12 perches? Yes.
793. How much a foot would that be? I forget at this moment the dimensions, and whether it was £350 or £470—it might have been £470.
794. Can you tell me when the land boom ceased? I think I might say about the first half of the year 1890.
795. And this particular land was taken in 1890? I presume so—the valuation was made in 1890.
796. And, according to you, at the time the valuation was made the boom was ceasing? It had ceased in its vigour.
797. But had values gone down? Not very markedly, but there was less business doing. You can quite understand that persons who had bought at a certain price, and who had seen their neighbours selling at big prices, were not going to suddenly descend in their terms. The most marked difference at the period to which you refer was that the market was quieter.
798. The Chief Justice, in his summing up, seemed to infer that the evidence of gentlemen such as Mr. Knox and others engaged in trade was better evidence than expert evidence as to values—was better evidence, for instance, than actual sales in the vicinity. I wish to ask you whether you do not consider actual prices which can be obtained in the market the best test as to the value of land? Ordinarily it may be interpreted as such, but of course there are times when it may not be prudent to accept all that transpires in the market as a safe guide.
799. But, as a rule, you would consider the prices which can be obtained in the market as good a test as you can have? I do not see how, otherwise, you are to be guided. I may mention that I was very exercised in my mind to do my duty in this matter, not only in Hill's case, but in the other cases. I felt a great responsibility upon my shoulders. For instance, I had also the Post Office resumptions to deal with. I can assure you that the work did not sit at all lightly upon me.
800. You have been employed by the Government in the case of a great many resumptions? Yes.
801. And in connection with that very important resumption of land near the Post Office; is it not a fact that £500,000 was involved? £300,000 odd.
802. *Mr. F. Clarke.*] I should be glad if you would give the Committee any information in your power as to the cause of the difference in the amount paid for the two properties—McQuade's and Hill's. McQuade's case was settled at £85 per foot, and the Government paid for Hill's property £145 per foot. Can you give us any idea as to why there should be so great a difference between those two prices? I cannot see that there is any valid reason for the great difference. It was Mr. McQuade's own business to determine why they took £85 per foot. Of course there is this disadvantage in the case of McQuade's property,—in paying £85 a foot you are paying for a maximum frontage without the same available depth throughout. You see how the land narrows towards the rear. It is generally allowed that when a piece of land runs off narrower at the rear it does not bring as much per foot frontage as does a piece of land which gives a pretty uniform breadth. It is quite possible that the McQuade family may have receded from their first valuation. Indeed, I think I remember Mr. Thompson telling me that they desired to withdraw it and to enlarge it.

WEDNESDAY, 19 DECEMBER, 1894.

Present:—

MR. CANN,		MR. LEE,
MR. BAVISTER,	|	MR. O'SULLIVAN,
MR. F. CLARKE,	|	MR. PIDDINGTON,
	MR. WALL.	

J. MORGAN, ESQ., IN THE CHAIR.

W. J. Lyne, Esq., M.P., appeared in person.

Ernest Augustus Smith, Esq., recalled and further examined:—

803. *Chairman.*] When you last gave evidence to the Committee you made a statement as to the conversation which took place between yourself and Mr. Hill; do you wish to supplement what you then said in regard to the conversation? No; I think not.

804. You repeated the conversation as far as you can remember it? I think so, substantially.

805. *Mr. Piddington.*] Were the minutes of the evidence taken at the trial in the Crown Solicitor's office before you left? We had the notes of the Judge in print; they were printed for the Full Court.

806. *Chairman.*] Is there anything further you wish to state to the Committee? I desire to refer incidentally to Blue's case. You will find on page 40 of the Parliamentary papers a minute by the late Secretary for Public Works, Mr. Lyne, in which he says:—

Regarding Blue's case (the only case which shows on appearance of being now) it speaks for itself. The particulars are as under:—

		John Blue.	
Area.....	1 acre 3 roods	$\frac{26}{100}$	perches.
Amount claimed		£	s. d.
„ offered		14,323	8 7
„ awarded		4,070	0 0
Verdict of Jury		9,639	18 0
Cost of Award		7,600	0 0
		1,310	14 0*

* Which are exclusive of the Crown Solicitor's costs in conducting the case.

This shows but little gain, with great risk of serious loss by going to Court.

What I should like to point out is, that if these figures are looked at rightly they show a very substantial gain. The amount awarded was £9,639 18s. The costs of the award were £1,310 14s. If these two items are added together, I think you will find they amount to £11,240 12s. That would be the total amount the Crown would have had to pay had the award stood. In addition to that, there were the Crown's own costs of the arbitration proceedings, and the additional interest between the sum ultimately paid and the sum awarded. That would be 6 per cent. on £2,000 for two and a half years. The costs of the arbitration were taxed at £1,223. The costs of the arbitration, I believe, would amount to about £700 or £800, so that there is about £1,000 for interest and costs to be added to the above sum of £11,240, making a total of £12,240. Upon my advice, we went on to trial before a jury. That advice was given when I heard that the Minister had decided not to appeal. I think the papers will show that that decision had been arrived at. As soon as I heard of it I went down and saw the Minister. I put the case strongly to him on the same lines as I put this case of Hill's, namely, that on the evidence the award was clearly excessive. On my urgent advice a minute was written that the appeal should go on. We went into the Court, with the result that the jury awarded £7,600. Putting that sum against the sum of £12,240, I contend that there was a very substantial reduction. That is what I meant the other day in regard to Hill's case, when I said that, notwithstanding the adverse verdict of the jury, we were in a strong position. Our evidence had worked out very clearly. We had had the experience of a former trial, enabling us to see what the evidence of the other side was, and we also had the ruling of the Supreme Court as to the deepening question, so that, notwithstanding the adverse verdict, I think we had, as in Blue's case, a very strong position, and if the advice given in Blue's case had been asked for and followed in Hill's, I believe the same satisfactory result would have followed.

807. *Mr. O'Sullivan.*] Were the circumstances surrounding Blue's case similar to those surrounding Hill's case? Of course all these cases vary in detail—there is no doubt about that. Features that exist in one case will not be found in others. But they are alike in this way—that they have all to be submitted to one test, namely, what is the weight of evidence on both sides, and applying that test, I say that Hill's case is very similar to Blue's, namely, that the Crown had the best of it so far as evidence went.

808. Did Blue's case hang upon anything like the right to deepen? There was no question of that kind. I did not intend to compare the cases as regards that feature.

809. Was there any valuations of the surrounding land in Blue's case? There were any number of valuations. I confess that I am not up in the details of the case—they have gone from my mind at this moment.

810. Had any payments been made for surrounding land in Blue's case, which would make it appear that a higher price had been given for similar land than was afterwards paid for that particular land? I forget what the evidence was on that and other points. I did not attend the arbitration myself, but Mr. Parkinson could explain it all. He had charge of Blue's case. It was on going into the evidence with him and with counsel that I formed the opinion I have indicated.

811. *Mr. Lyne.*] You just now gave two amounts—£9,639 18s. awarded, and £1,310 14s., costs of award;—do they not total about £10,950? Yes; that is so. I added the figures rather hurriedly just now. The £1,000 added to that would make the total £11,950, instead of £12,240 as stated by me just now.

812. You said that in Blue's case I decided not to appeal;—I do not remember that? I think it would appear in one of the papers in the case.

813. Do you know where the papers are? I suppose they would be with the Works Department.

814. You cannot quote the paper definitely? No; I am only speaking from memory, but if the papers are referred to, it will be shown that such a minute as I have referred to was written. There was a subsequent minute to the effect that the Minister having seen me, on my urgent advice the trial was to be proceeded with.

815.

E. A. Smith,
Esq.
19 Dec., 1894.

- E. A. Smith, Esq.
19 Dec., 1894.
815. I think you said the costs of award were something over £700? I believe so.
816. Are they not put down at £1,300? That would include the plaintiff's costs, which we had to pay.
817. You also said that a certain sum for legal costs was afterwards taxed? I think they were taxed at about £1,200.
818. What does that amount include? It included the costs of arbitration and the action. I believe the total was about £1,220.
819. We had to pay that? That is what we got from them ultimately. I think they paid us £7,600 less £1,223.
820. Did not the verdict carry costs against us? No; we got the costs.
821. You said just now that you came to see me when you heard that I did not desire to appeal? Yes; I think it was on the last day but one before the time of giving notice of appeal would expire.
822. And you laid your reasons before me? Quite so.
823. Did you do that in Hill's case? I had not the opportunity.
824. In Blue's matter did I ask you to come down and lay the case before me? No; I do not think so.
825. Then in Hill's case, if you had strong views, would you require me to ask you to come and see me? In Hill's case the Works Department were advised, not only by the Crown Solicitor, but also by the Attorney-General, not to settle. The Crown Solicitor prepared a case for trial, and it went to within two or three days of trial.
826. Can you say when the notice asking us not to settle was delivered at the Works Office? I cannot say.
827. Can you say whether or not it was just about the time the settlement took place? No; I do not remember when it was; but I know that I took care to report all through. Immediately after the verdict I reported it, and I reported from time to time the steps which were being taken with regard to a new trial, and about the holding of a consultation with counsel and so on. After getting a *rule nisi* I understood from Mr. Barton, the then Attorney-General, that the matter had been referred to him, and was in his hands.
828. *Mr. Lee.*] Do you remember on about what date you had the conversation with Mr. Hill to which you referred at the last meeting of the Committee? If my recollection serves me it would be about the 30th March. I remember that it was on a Friday, and that Mr. Colquhoun came into the office on the Saturday. I should like, if I may be allowed, to refer for a moment or two to the general question which I raised as to the amendment of the law by making the Attorney-General the nominal defendant in these cases. If you refer to page 40 you will see that the late Secretary for Public Works, referring to it, says "It will thus be seen that the desire is to act entirely independent of the Department of Works, and practically place all power in the hands of the Crown Solicitor, when costs will be piled up at will." What I should like to suggest, if I may be allowed to do so, is that to my mind that is not a very broad way of looking at the question. It does not appear to me to be a question whether this department or that department is to have more or less power. That was not my object in making the suggestion. My object was merely to ensure steady administration in all matters of a legal nature. That was my main object. It seems to me that if this office is charged with the legal administration of the affairs of this Colony, it should have full power to carry them out, of course referring, where necessary, to the department from whom the case originally came. I think that would ensure a steadier and more business-like way of carrying out these transactions. Finally, I might be allowed to say that the fact of my having tendered my resignation had nothing whatever to do with the way in which I felt it my duty to report to the Attorney-General when called upon in this case. I had to report whether I had sent in my resignation or not. I think I may safely say that no person knew better than the late Secretary for Public Works that, had I remained permanently in office, I should have reported exactly in the same way that I did. If any evidence is required of that I would ask the Committee to refer to the papers in Rochester's case. They will see that some eighteen months or two years before this I had to take the same stand in regard to the action of this department as I took in the case of Hill v. Lyne.

George Hill, Esq., recalled and further examined:—

- G. Hill, Esq.
19 Dec., 1894.
829. *Chairman.*] Shortly after your case was settled, I believe you waited on the late Crown Solicitor, Mr. Ernest Smith? Yes; I saw him at the desire of Mr. Cowper, of the firm of Stephen, Laurence, and Jaques, my solicitors.
830. I believe you made some statements to Mr. Smith on that occasion in reference to the land resumptions at Woolloomooloo Bay? Perhaps you will allow me to explain. I saw Mr. Smith at the express wish of Mr. Cowper, who asked me to request him to push the whole of his matters on as quickly as he could. Mr. Cowper said he would push his own part of the work on, and be ready for him. If I remember rightly, Mr. Smith referred me to Mr. Parkinson.
831. Did you tell Mr. Smith that you had been very badly treated by Mr. Lyne over the matter? I told him I had been very badly treated by everybody, and particularly the Crown Solicitor.
832. Meaning himself? I do not know whether he took it to mean himself or his predecessor, Mr. Robert Smith. I said that Mr. Lyne had always treated me in a very gentlemanly manner.
833. Did you say that Mr. Lyne had treated you badly—that he had promised to give you more—a good deal more—than he ultimately gave you? I have no recollection of saying so. I will repeat the conversation as well as I can. In the first place I said, "I think Mr. Lyne has always treated me as a gentleman. The great fault I have to find is that you have done the legal part of the affair, and at the same time have valued my land also. I do not think you have any right to do it."
834. Did you tell Mr. Smith that Mr. Lyne had sent for you, and that he had said, "I want you to do certain things for me, Hill"? I never told him so. If I told him so I must have told him an untruth, because Mr. Lyne never sent for me to ask me to do anything for him.
835. Did Mr. Lyne at any time send for you and promise to settle the Woolloomooloo Bay matter on the condition that you should secure for the Government of which he was a member certain votes? I have said before that he did not. He never did so. I have already said distinctly that he never made any promise to me.
836. Then if Mr. Smith has said that you told him that Mr. Lyne had promised to settle this matter on the condition that you would secure him votes in an important division, what can you say in reference to that statement? He either misunderstood me, or told a deliberate lie. Either he or I—one of us—must be telling a lie.

837. Is it possible that, in your excited state, you may have said anything to Mr. Smith which would leave that impression on his mind? I cannot tell you what impression a man might have in his mind. For instance, he has an impression on his mind that I was excited, but that is my manner. Possibly you may think I am excited now, but I am not.
838. Did you ever offer to secure for Mr. Lyne any votes for the purpose of maintaining in power the Government of which he was a member? I tell you distinctly—never. I told you so before.
839. *Mr. Lee.*] Do you deny that you told Mr. Smith that you had had a conversation with Mr. Lyne to the effect stated? I have no recollection of it. We had some hot words, myself and Mr. Smith, I remember that—we had a long conversation, and I think the hot words came from me. I thought I had been badly treated from time to time, and I thought it all rested with them up there.
840. Why had you hot words with Mr. Smith? From the treatment which I thought I had received at the Crown Solicitor's office. For instance, here was my land which had been valued at £175 per foot. Then again why was Mr. McMillan's report kept back? The report was sent to the Crown Solicitor's office to ascertain the persons to whom the valuations could be sent, and it never came back from there. Besides I was the only person from whom they took land and to whom the valuation was not given.
841. Did Mr. Lyne, on behalf of the Government, agree to give you a certain price for the land, and then afterwards withdraw his offer? No, never. If you will allow me to explain I will do so as well as I can. I offered in the first place to take £185 per foot for the land. Mr. Lyne said, "I will not submit that offer, because I do not think the land is worth it." He said further, that if I would submit an offer of £150 a foot—I think that was the price—he would submit it to the Cabinet. At the same time he told me that I must bear in mind that he would not settle the question unless it went before the Cabinet. He said it would have to be a Cabinet question.
842. Did you or did you not tell Mr. Ernest Smith, the Crown Solicitor, that Mr. Lyne had treated you badly? I believe everybody treated me badly.
843. Did you or did you not tell the Crown Solicitor that? I have no recollection of telling him that, but it is very likely that I did. I must have been badly treated when it took four years and six months to come to a settlement. My land had been valued just the same as the other land which was taken, and I could not get the Government to give me a valuation for it, although I knew that it had been valued, and that Mr. McMillan had written the minute which has been referred to.
844. Did you tell Mr. Smith that Mr. Lyne had promised to give you more—a good deal more—than he ultimately gave you for the land? No; I did not.
845. Did you tell Mr. Smith that Mr. Lyne had promised to give you more for the land before a certain division came off? No, I did not. If I did tell him so I told him what was untrue.
846. But the question is whether you did or did not tell him so? I did not.
847. You swear positively that you did not? I have already sworn it.
848. If the contrary has been sworn by Mr. Smith he must have sworn an untruth? Either he or I must have done so.
849. But you swear positively that you did not tell him this? I say distinctly that I have no recollection of telling him. But this matter, you must remember, was running on for four years and six months. I was waiting upon people every day in connection with it. I was constantly seeing Mr. Lyne, and I cannot repeat every word of what I said during the whole of that time. You must be aware of that.
850. But the conversation to which I refer is said to have happened only in March last? I tell you that I have no recollection of ever having told him so.
851. Do you recollect waiting upon Mr. Smith in the month of March last? I remember calling on Mr. Smith, as I have said before, at the instance of Mr. Cowper, who asked me to go and see him.
852. Do you remember seeing Mr. Lyne, the late Secretary for Public Works, in reference to your matter about the month of January last? I must have seen him. I saw him every month, every week nearly.
853. Do you think you saw him every week in the month of January? I could not say that, but I saw him repeatedly. I saw him so often that I was a nuisance in the office—I know I thought so myself.
854. Have you a distinct recollection of being at Mr. Lyne's office in the month of January? I have no distinct recollection of it, but I must have been there.
855. You do not remember being there on any particular date in January? No; I was there so often.
856. Have you any data which will enable you to fix the dates you were there in January? No; I do not keep a diary, and I have not kept the dates in my memory.
857. Was it after you had had an interview with Mr. Lyne that you saw Mr. Smith? Both before and after, I should think. I was there constantly. I was goaded on by the bank to make a settlement on the one hand, and I was goaded on by my co-partners to make a settlement. Every one connected with the matter was goading me on. Every one to whom I owed money was goading me on to make a settlement.
858. You and Mr. Smith were on good terms, were you not? I did not know him.
859. You were not on bad terms with him? I could not be on either good or bad terms with a man I did not know.
860. Do you know any one in the Crown Solicitor's office? I knew Mr. Smith; and I think he is the only man I knew there.
861. To which Mr. Smith do you refer? To both of them. I knew Mr. Robert Smith well.
862. You did not know Mr. Ernest Smith before you saw him in reference to this case? I do not think I knew him. I do not think I had ever spoken to him before. He was pointed out to me at the trial, and I think that was the first time I saw him.
863. You were present in this room when Mr. Smith gave his evidence? Yes.
864. You heard the evidence he gave? Partly.
865. Did you hear him give his evidence relating to the statements alleged to have been made by you? I did.
866. Are you prepared to say whether the statements he made are true or untrue? Untrue, I should say.
867. I do not want any qualification;—were they true or untrue? Untrue.
868. Absolutely untrue? Not all untrue. If you want to know all that I said the better way would be to read Mr. Smith's statement over to me.
869. I am directing your attention to the statements he made concerning yourself? Well, I say they are partly true and partly untrue.

- G. Hill, Esq. 870. That is with regard to the portion of the statement which concerns yourself? I think you ought to read it over to me before asking that question.
- 19 Dec., 1894. 871. Did you see Mr. Lyne after the division on the vote of censure in January last? I must have seen him. I saw him nearly every day. Sometimes I saw him two or three times a week in reference to our case.
872. Did he show any disposition to shirk a settlement then? I did not think he did; but it is so hard to see through a man like Mr. Lyne. I could not say from his manner whether he was going to have a settlement or not.
873. You wish the Committee to understand that you had great difficulty in getting the Government to settle the claim of Hill and others? Very great difficulty.
874. Will you tell the Committee how you managed to get them to settle it at last? By taking a good deal less than I thought the value of the land.
875. Less than you thought it worth? Less than I am sure it was worth.
876. In your opinion? Not only in my opinion, but in the opinion of everybody.
877. *Mr. O'Sullivan.*] I will read over to you what Mr. Smith said the other day, and you can then say which portion of his statement you consider true, and which portion untrue;—he said “Mr. Hill was announced, and he came in to see me”? That is right.
878. He continues, “He said at first that he had come up to ask me to press on the completion of the carrying out of the settlement of this matter”? What I believe I told him was that I had come up from Mr. Cowper, of the firm of Stephen, Laurence, and Jaques, to urge on him to get the thing done as quickly as possible, and to tell him that they would have their part ready. I think that will be borne out by Mr. Cowper himself.
879. Mr. Smith goes on to say, “I told him that I was going the next day, but that I had no doubt that Mr. Parkinson, the chief clerk, would push the thing on for him, and get it completed”? That is quite right.
880. He continues, “He then went on to tell me that he had been very badly treated in the matter”? I will not deny that.
881. Mr. Smith then goes on to say, “I told him, after he had been talking a little of the bad treatment he had suffered at the hands of the Government, that it was of no use for him to talk to me in that way”? I do not think he did say that, but it would be very hard for me to say now.
882. Mr. Smith continues, “I said ‘You know it is no good talking to me like that; you know perfectly well what my opinion of the value of this land is’”? Yes; I remember saying “I do not think you have any idea of the value at all. You may understand the legal points of the case, but as to the value of the land, I think you know nothing about it.”
883. He then says you made this remark, “But you do not know that Mr. Lyne has treated me badly; he promised to give me more—a good deal more”? I never said so.
884. Mr. Smith continues—“Then he went on to tell me that this was just before the division on the previous motion of censure or want of confidence, when the Government had a majority of one”? I never said so. I have no recollection of telling him so.
885. Was that vote on the motion of censure connected in your mind with this matter? In no way whatever.
886. He goes on to say,—“He said that Mr. Lyne had sent for him then, and had said ‘I want you to do certain things for me, Hill,’ and after discussing these he said ‘I am going to settle that Woolloomooloo matter for you.’” Did you ever say that to Mr. Smith? Never.
887. Did Mr. Lyne ever make use of such any remark as this to you, “I want you to do certain things for me, Hill”? He never asked me to do anything for him in my life that I am aware of.
888. Mr. Smith continues:—“Mr. Hill said that after the division he called upon Mr. Lyne, and that Mr. Lyne then said ‘Do not come near me now; I am too busy; call again in ten days.’” Did you say that to Mr. Smith? I did not; I have no recollection whatever of saying it.
889. After the division upon the motion of censure you do not remember Mr. Lyne saying to you, “Do not come near me now; I am too busy; call again in ten days”? I do not remember his saying “Call again in ten days”; but I may have called often when he did not see me, owing to his being too busy. Then again, I have often called at the office when Mr. Lyne has not been there at all.
890. Had you sufficient political influence to save the late Government from defeat? Me?—I should say not.
891. Have you any Members of Parliament under your thumb; that is, can you influence their votes in Parliament? I certainly have none under my thumb. I do not think I have power to influence anyone.
892. I want to get at the reason why these statements should be made? Well, you are a Member of Parliament yourself. You ought to know whether I could do so or not. If you like to call through a list of Members I will tell you all that I know and all that I do not know. I do not think I know ten men in the House, and you are the only man of the ten I know at this time.
893. *Mr. Bavister.*] You knew Mr. S. E. Lees, did you not? I have certainly spoken to Mr. Lees, but I do not think I have spoken more than twenty words to him in my life.
894. *Mr. O'Sullivan.*] You say that you knew me as one of the members of the House at this particular time; is it not a fact that I was on the Government side voting with them? I do not know on which side you voted.
895. But since I was voting with the Government, there could be no occasion for you to interview me? I do not remember ever speaking to you.
896. Have you at any time at all in your long business career interfered in political matters? Yes, I have.
897. To what extent? Very little. I voted to get Mr. Cameron in and I have tried to keep some others out.
898. You mean that you have simply exercised your right as an elector? That is all.
899. You have never come down to the lobbies of Parliament House interviewing members as to their votes on certain questions? Never.
900. As a matter of fact, you have never been known as an active politician apart from the exercise of your elector's right? I am no politician at all. I do not believe in arguing upon such matters as politics.
901. You object to the statement that you get excited—you have an excited manner, have you not? There is not the slightest doubt about it.

902. And that may possibly lead persons to believe that you are excited? They may think so, but I am not excited. You may think I am excited now, but I am not. G. Hill, Esq.
19 Dec., 1894.
903. As a matter of fact, you are in the habit of using strong language in giving vent to your feelings? Yes; I have what persons would call a blustering manner—that is how I should describe it.
904. Is it not possible that when you went to see Mr. Smith on the occasion you refer to you were in such a frame of mind? No doubt I was in a very bad temper when I saw him, and talking about Woolloomooloo Bay to me in those days was like showing a red rag to a bull.
905. You have given a specific denial to these statements of Mr. Smith;—have you anything further to say in reply to Mr. Smith's sworn statement? No; as I have told you, I simply went up to the office at the express wish of Mr. Cowper.
906. *Mr. Bavister.*] I should like to know how the property in question came into your possession;—did it come into your possession in one block, or at different times? I could explain it all to you if I had the figures with me. Mr. Sheehy, who knows more about the matter than I do, could also explain it. The property consisted of land let by a man named Charles Doyle.
907. Was any of it purchased by you? Yes.
908. What portions;—can you define them? No; I cannot. There were a number of tenants in common of the piece let by Mr. Doyle. A certain number of his relations all had shares in it. We bought their shares as they came of age, or were in a position to sell. Some persons had a life interest in the property, and we bought that also.
909. Can you say what price was given for any portion of it? Not from memory.
910. Is it not a fact that you made a mistake just now when you said that you knew no member of this Committee other than Mr. O'Sullivan? What I said was that I did not know any other member at the time of the Woolloomooloo Bay resumptions.
911. Did you not, in this Committee, speak to Mr. Lees as to his knowledge of this particular land, and challenge him with the fact that he knew it as well as anyone? I did. In a sort of a way I know Mr. Lees, but I do not speak to him, perhaps, once in five years. I may say that at the present time I know Mr. Morgan well, but at the time of the Woolloomooloo Bay resumptions I had not spoken to him. I knew him by sight, but I had never spoken to him.
912. *Mr. Piddington.*] How did it come about that these settlements were made behind your back. You say that you took a great interest in getting the matter settled, yet the final settlement seems to have been made behind your back? It was. I think Mr. Belisario settled it. It had been outstanding for so long a time, and we were so pressed for money, that he took it upon himself to go to Mr. Barling with the manager of the bank to see if they could not settle it.
913. He did not consult you at all? I did not know the case was settled at that time.
914. You did not know that it was finally settled until when? Until I went and asked myself. There were fifty reasons for a settlement. In the first place, the bank insisted upon it. They would not let us have any more money.
915. Who was the manager of the bank? Mr. Sheridan. But I think he was acting under instructions from Mr. French, the general manager. I think Mr. French wrote a letter to him.
916. So that, personally, you had nothing whatever to do with the final settlement? Nothing, except having to agree to it.
917. When did you agree to it? I do not know the exact date. We all had to agree to it. Mr. Belisario made the settlement, and we all concurred.
918. *Mr. Lyne.*] I believe the first offer you made—that is, the offer to take £185—was dated the 27th September, 1893? Yes; about then.
919. When you wrote that letter to me, did I tell you that I would not recommend that price to the Cabinet, because I thought it too much? I wrote a letter to you, asking you to take £185 per foot, and you said to me, "Hill, it is of no use your asking £185 per foot for that land. The price in my belief is exorbitant, and I would not submit such an offer to the Cabinet," or words to that effect.
920. Do you remember my mentioning at the time the price of £150 per foot paid for Lahiff's property? I think you said something like this,—“If you submit £150 a foot for your land, I will submit the offer to the Cabinet, but I will not take it on myself to settle the case—it must be a Cabinet question.”
921. On the many occasions on which you saw me in reference to this matter did I ever say or insinuate in any way that I would recommend more than £150? I remember your saying you would not recommend £185.
922. But did I ever say that I would recommend more than £150 per foot? Never.
923. You wrote a letter on the 15th February last offering to take £150? I did.
924. Did I tell you at that time that I would submit that offer to the Cabinet? You said you would submit £150 to the Cabinet, but that you would not take it on yourself to make any settlement—it would have to be a Cabinet question.
925. You did not get £150? I received £145.
926. And in consequence of receiving only £145 and not £150, you felt that you had a grievance—that you had been badly treated? I am satisfied that I have been robbed.
927. What I want to know is this—I told you that I would submit the £150 per foot? You did.
928. And you did not get it? No.
929. And if you made any statement to anyone about being badly treated, and about your not getting as much money as you had anticipated, it would have reference to your receiving £145 instead of £150? I did not get nearly the price the land was valued at.
930. Did you ever expect that you would get more than £150? How could I expect more if I agreed to submit an offer of £150. If I agreed to sell this tumbler for 1s. I could not expect to receive 2s. 6d. for it.*
931. You have said that I refused to submit an offer to the Cabinet for settlement until you agreed to take £150 per foot;—I suppose that when you made that offer, and when I did submit it to the Cabinet, you expected to get £150 per foot? Of course I did. 932.

NOTE (on revision):—At one time I expected to get the same price as Challis, and afterwards the same as mine was valued at, viz., £175, and 10 per cent. added, which price was before the Cabinet, approved of by Mr. McMillan, and initialled by Mr. Barling. These papers were, I believe, sent to Crown Solicitor, so that he could communicate with the proper persons; but he did not do so—the papers were suppressed. This made a difference of nearly £30,000. At the time Mr. McMillan approved of this price I had never spoken to him.

- G. Hill, Esq. 932. And you were disappointed because you did not get it? I was disappointed because I did not get £150 a foot, and I was also disappointed because I did not get what my land was valued at.
- 19 Dec., 1894. 933. Mr. Smith in his statement the other day said you had told him that I sent for you, and said that I wanted you to do certain things as for me, and that I was going to give you a good deal more for this Woolloomooloo Bay land if you did those things? You never sent for me that I am aware of; you never promised me anything.
934. Did I not say that I would not and could not settle the matter myself? As I have already stated you said you would not settle it, that it was a Cabinet question, and that it would have to go before the Cabinet.
935. I never promised to give you £150 per foot? No, you never promised it me, but I submitted £150 and got £145.
936. Did I on any occasion ever promise to give you £150 per foot? No. If you had promised to give me £150 per foot, naturally I should not have taken the £145.
937. About the time we are speaking of you were in rather bad health were you not? In very bad health.
938. You had rather a serious illness had you not? Yes.
939. Your health was in a bad state, and you were liable to get excited? I was in a very bad state, indeed. The doctors considered my condition very serious, although they did not tell me so at the time.
940. I suppose you talked about this matter of the Woolloomooloo land to a great many persons? I talked to them and they talked to me. It was a constant topic all over the town.
941. And if you conveyed the impression to anyone that I had offered more than you got for this land in consideration of your doing certain things—getting votes or anything of that kind, you now say, speaking on your oath, that that is not true? It would be an erroneous impression. I never did any such thing, and if I said so I must have said that which was not true. There is one matter I should like to refer to. When we settled this dispute it was at so much per foot, and each party had to pay their own law expenses. That, I presume, referred to the litigation at the time, but the Government now have refused to pay the transfer of the deeds, which, I think, in every other case they have paid. In every case where a man buys a property he pays this expense. I think the Government owe me that money now fairly and honestly.
942. *Mr. O'Sullivan.*] What would it amount to? I think about £200.
943. *Mr. Lyne.*] Is Mr. Smith's statement that you had told him you sent some persons to me to confirm your impression about my having made you certain promises true? I say, distinctly, that you never made me any promise in your life.
944. Did you send either Mr. Batty or Mr. Sheehy or anyone else to me for this purpose? I believe Mr. Sheehy has never seen you; in fact, I am almost certain he has not; at all events not in connection with any business matter. He certainly did not have an interview with you in my presence.
945. As a matter of fact, you did not send any person to me for the purpose indicated? I never sent anyone to you for any purpose.

Daniel Sheehy, Esq., called in, sworn, and examined.

- D. Sheehy, Esq. 946. *Chairman.*] You are one of the parties interested in the resumption of land at Woolloomooloo Bay? Yes.
- 19 Dec., 1894. 947. Did you take any active part in bringing about a settlement of your case? No.
948. Do you know anything about the settlement? No.
949. You know that eventually you received your share of the money? That is all I know.
950. Did you at any time go with Mr. Hill, Mr. Batty, or with anyone else to interview the late Secretary for Public Works, Mr. Lyne? No.
951. Did you ever see Mr. Lyne at any time with regard to this case? Never in my life.
952. Do you know Mr. Lyne? I do not.
953. If the statement had been made that you with others went to see Mr. Lyne in reference to it, is it true? It is decidedly untrue.
954. *Mr. O'Sullivan.*] You say that you do not know Mr. Lyne? If he were sitting at this table I should not know him.
955. As a matter of fact he is sitting in the room now? Then I could not recognise him. I could not tell Mr. Lyne from any of the rest of you—I do not know him at all.
956. You never at any time waited upon him in connection with this or any other matter? Never. I do not know him.
957. *Mr. Lee.*] You had some difficulty in getting this matter settled? Mr. Hill and Mr. Belisario had everything to do with it.
958. You were a shareholder in it? Yes.
959. You did not take any active part in it yourself? No.
960. Do you know any Members of Parliament? I do.
961. Did you get any Members of Parliament to help you get the case settled? No, I never mentioned it to any Member of Parliament. I know Mr. See.
962. When you were dividing the money received from the Government between yourselves was any deduction made from the amount? No, there was only the bank's interest.
963. Was any deduction made to pay any persons for services rendered? No, not that I know of.
964. As a matter of fact, did you pay any Member of Parliament to help you to get the case through? Not that I know of.
965. Did you promise to give money to, or did you hold out any other inducement to any Members of Parliament to support the late Government? Not that I am aware of.
966. You know nothing at all about the settlement? I know nothing at all about it.
967. *Mr. Cann.*] Are you aware of any commission being paid to valuers in connection with the valuation of this land? No.
968. No incentive was given to the valuers to put a certain price upon it? No. I thought we got a very low price for it. The jury awarded us £200 a foot, and that is what we ought to have got.

Edward Henry Belisario, Esq., called in, sworn, and examined:—

969. *Chairman.*] You are one of the parties interested in the resumption of land at Woolloomooloo Bay? Yes.
970. You are interested with Hill and others? Yes.
971. Did you take an active part in getting a settlement of the case? Yes.
972. I believe there were four persons interested in your land? Yes; George Hill, Daniel Sheehy, Thomas Batty, and myself.
973. I believe the matter of settlement was left in your hands and in Mr. Hill's—you did not all take an equal share in it? Mr. Hill and I had the whole business in our hands, the other partners took no active part whatever.
974. You are aware that the final settlement was made for £145 per foot? Yes.
975. Did you take any active part in getting the settlement? Yes; I virtually made the settlement.
976. With Mr. Hill? By myself with the bank manager.
977. What bank manager? Mr. Sheridan, the manager of the Bank of New South Wales in Bathurst-street.
978. Did you consult Mr. Hill in any way before making a settlement in this matter—had you an equal right with him to deal with it? We had equal rights.
979. Finally, I suppose, you had to submit this offer of settlement to the other partners? The other partners were perfectly agreeable to do what Mr. Hill and I agreed to.
980. *Mr. Lec.*] In bringing this matter to settlement, had you occasion to have any interviews with Mr. Lyne, the late Secretary for Public Works? I had many interviews with him.
981. Do you know him personally? Well.
982. Can you fix the date of the interview with him at which you finally fixed upon the amount you would accept? I did not see Mr. Lyne at all on that occasion. I saw Mr. Barling.
983. You cannot tell us the date? I could not say from memory. But it was during the first week in March, as far as my recollection serves me.
984. That was the final interview? The final interview.
985. What amount did you agree to accept? £145 per foot. Mr. Sheridan was present, I took him up with me.
986. What price were you asking in the month of January of this year? I could not be certain, but I fancy it was £185 per foot—something like that.
987. Did you have an interview with Mr. Lyne about this matter in January? I cannot be certain about the month. I had a good many interviews with him.
988. You do not remember any particular interview in January? I cannot speak as to any particular interview, but there is no doubt that I saw him in January and February also.
989. Did he lead you to suppose that he was going to settle this matter himself? It never entered my head that he could settle if it he wanted to.
990. Did he ever say that he could not settle the matter without submitting it to the Cabinet? Yes; he told me that the matter would have to be submitted to the Cabinet.
991. Was any pressure brought to bear upon you by Mr. Lyne to get the matter settled? By the Bank of New South Wales, you mean—
992. I am speaking of Mr. Lyne? What do you mean by pressure?
993. Any pressure? Well, there was this pressure, that he knew the bank was worrying us, and I dare say he thought it a favourable opportunity to get us to take a reduced figure, to bring it down as low as he could. It was "Hobson's" choice with us.
994. Did you and Mr. Hill, together or separately, wait upon Mr. Lyne at any time when there was a vote of censure pending against the Government of which he was a member? No, I do not think so.
995. You did not attempt to bring any pressure to bear upon Mr. Lyne, as a Minister, at that time? I should hope I had more sense; it is not very likely that I should attempt such a thing.
996. You did not do so? Most certainly not.
997. Do you know many Members of Parliament? A good many.
998. Did you require the services of any members to get this matter settled? No.
999. Did Mr. Lyne, or any other member of the Cabinet, hold out this inducement to you—that if you could secure votes for them on a certain division this question would be settled? None whatever. I never had any conversation to that effect with any one, either directly or indirectly.
1000. No such proposition was ever made to you? No.
1001. Neither did you suggest it? Never.
1002. So far as you know, the settlement was arrived at in an above-board and honourable way? Quite so.
1003. *Mr. O'Sullivan.*] There is one point I should like you to clear up, and it is this: You and Mr. Hill were partners with Batty and Sheehy, and Mr. Hill states that you settled the matter without consulting him? Yes.
1004. What reason had you for doing so? Because the Bank of New South Wales insisted on the settlement. They refused to advance us any more money to carry on law proceedings.
1005. Had you grown tired of Mr. Hill's efforts to settle the matter? His efforts and mine were combined.
1006. And you say that the pressure of the bank compelled you to make the settlement? Quite so.
1007. Did you believe in your own mind that Mr. Hill would acquiesce in the terms you offered? I thought he would agree to anything I did; in fact I was sure he would agree to it.
1008. You are not aware whether Mr. Hill interfered in any way whatever with the matter in the way of getting political influence? Not as far as I know, and I knew the whole circumstances of the case from end to end. We were frequently in conference in reference to it.
1009. Did you ever know Mr. Hill to take an active part in the political affairs of the country? Never.
1010. Did you ever know him to take any part in politics beyond exercising his vote at elections? He took very little interest in elections at all—he often did not vote.
1011. From your evidence it would appear that you were placed in such a position by the bank that you were not masters of your own actions? Quite so.
1012. You had on that account to accept a lower sum than you would otherwise have agreed to? I would not have dreamt of taking £145 but for the pressure of the bank.

E. H.
Belisario,
Esq.

19 Dec., 1894

E. H.
Belisario,
Esq.
19 Dec., 1894.

1013. Is it a fact that Mr. Lyne spoke at one time of submitting £150 to the Cabinet? I do not remember it. I do not think we would listen to it at one period of the negotiations. It was only the pressure of the bank which made us finally think of taking £145.
1014. In your estimation you were compelled to drop from £185 to £145 per foot? Yes. We would have gone to law again if the bank had found the sinews of war, but they refused to do so. I had to borrow an additional £500 from a man to pay the solicitors.
1015. How much did you owe the bank at the time it had such a hold upon you? I owed them about £6,000 myself, but they wanted the bulk of the money in.
1016. Was this after the depression? Yes; when all the banks were calling up their overdrafts.
1017. You were caught on a lee shore and you had to agree to the terms of the Government? It was compulsory.
1018. *Mr. Piddington.*] It was the Bank of New South Wales, was it not? Yes; I believe there was a considerable strain upon the bank at the time.
1019. *Mr. O'Sullivan.*] Coming back to the settlement—without Mr. Hill's acquiescence at the time being, I suppose you waited on the bank manager and agreed with him what you would accept? The bank manager was at me daily. He said he was getting letters from the head office to get the matter settled. I said that it was simply ruination, and that we were throwing money away, that we had got a verdict for £200, and that we should get the verdict again if they would let us have the money to go to law, but they would not advance us any.
1020. How did you come to agree upon the amount of £145 per foot;—who first suggested it? That I cannot remember. I think it was Mr. Barling who first mentioned it. I think he said it had been before the Cabinet.
1021. I presume that you and the bank manager conferred about it, and agreed to accept the amount? He said that we should have to accept it. There was no conference at all. He would not listen to reason. He simply said, "You must accept it."
1022. Upon that you went to your lawyers and authorised them to accept? I myself went up to Mr. Barling with the bank manager.
1023. And you then accepted the terms verbally? Yes.
1024. Did not the lawyers appear upon the scene afterwards? I went away. It is very likely that they were there during the following week.
1025. *Mr. Bavister.*] Inasmuch as the case was left to yourself and to Mr. Hill to settle, did you and Mr. Hill on any occasion interview Mr. Lyne together? Yes, dozens of times, I should think. I had probably seen Mr. Lyne two or three dozen times.
1026. *Mr. Piddington.*] What interest had you in this land? A quarter share.
1027. And the Bank of New South Wales advanced you £6,000 upon what? Upon different securities.
1028. Yet they were pressing you for a settlement of this particular case? Yes; they wanted their money.
1029. *Mr. Cann.*] In settling this case was any commission divided among any persons interested in the settlement? No.
1030. As far as you are aware no inducement was offered to any person to influence the settlement? Not a penny piece.
1031. You confined your negotiations for settlement to yourselves? Yes; we had no outside influence in any shape or form.
1032. Were the land valuers ever approached to fix the land value at a certain figure? I do not know any of them.
1033. *Mr. Wall.*] Can you say if any of the other parties interested in this land had obtained advances from the bank or were under obligations to it? Mr. Hill was, and very probably Mr. Sheehy, but I do not know.
1034. Do you know of your own knowledge whether equal pressure was brought to bear upon them to effect a settlement? I do not think Mr. Batty or Mr. Sheehy were interfered with in any shape or form—they never interfered with the settlement at all.
1035. You say that the bank brought pressure to bear upon you to pay up your overdraft? Yes.
1036. What I want to get at is whether, if the others were indebted to the bank, equal pressure was brought to bear upon them? Just the same in Mr. Hill's case.
1037. You cannot say to what amount they were indebted? No, I cannot.
1038. *Mr. O'Sullivan.*] You, yourself, owed £6,000 to the bank? Yes.
1039. Have you any idea how much Mr. Hill owed? No.
1040. You have spoken of your private account of £6,000;—what did the account of the firm collectively amount to? To about £30,000, I think.
1041. Then it was really to obtain the payment of £30,000, and not £6,000 that the bank was pressing you and your partners into a corner? Yes.
1042. *Mr. Piddington.*] As regards your advance of £6,000, you say that the bank had other securities? Yes; but what was the good of them—they wanted their money.
1043. *Mr. Bavister.*] Was any portion of the land affected by this claim purchased separately by yourself? None whatever.
1044. *Mr. Lyne.*] When you saw Mr. Barling did he refuse to make any written offer until you agreed to take £145 per foot? Yes; he would not put it in writing.
1045. He said you were to make the offer? Yes.
1046. And when that was done the settlement was agreed to in his office? Yes; the matter was then apparently settled.
1047. In the papers you will find a letter from the bank dated 30th September, 1893, calling upon the Works Department to pay any money due to Mr. Hill and yourself to them? Yes.
1048. That was concurrently with the pressure they brought to bear upon you? Quite so.
1049. Did Mr. Hill at any time send you to me to ascertain whether I had offered to pay a larger sum than £150 per foot for this land? No.
1050. Do you know if he sent anyone to ascertain that? I am sure he did not. Had he done so he would have told me.
1051. From the time you put in your first offer of £185 per foot in February, 1893, did I ever vary the position I took up that I would not recommend more than £150 per foot? Never.
1052. Not at any one time? Not at any one time.

1053. Did I say that I would not settle the case, and that it must be a matter for the Cabinet? You said that it must be a matter for the Cabinet.

1054. Did I ever ask you to influence votes in consideration of my making a settlement? No.

1055. *Chairman.*] You will see, from a reference to the papers on page 30, that you made an offer on the 15th February, 1894? Yes.

1056. You then offered to take the sum of £150 per foot? Yes.

1057. Previous to that you sent in a letter offering to take £185? Yes.

1058. Was any suggestion made to you, either by the Minister or by any Member of Parliament, that you should write either of those letters? No.

1059. Or that you should vary your offer from £185 to £150? None whatever.

1060. The letters were sent on of your own free will? I wrote them myself.

E. H.
Belisario,
Esq.

19 Dec., 1894.

FRIDAY, 21 DECEMBER, 1894.

Present:—

MR. F. CLARKE, | MR. O'SULLIVAN,
MR. BAVISTER.

J. MORGAN, Esq., IN THE CHAIR.

W. J. Lyne, Esq., appeared in person.

Richard Newman Sheridan, Esq., called in, sworn, and examined:—

1061. *Chairman.*] You are manager of the Bathurst-street branch of the Bank of New South Wales? I am.

1062. You held a mortgage over some property owned by Hill and others at Woolloomooloo Bay? We did.

1063. To a large extent I believe? Yes.

1064. Did you at any time see Mr. Lyne in the Works Department with a view of getting them to settle the matter with George Hill and others? The first time I ever spoke to Mr. Lyne in my life, to my knowledge, was yesterday morning down stairs when you were there.

1065. You waited upon the Works Department? Yes, upon one occasion.

1066. For what purpose? To see that the matter was settled—to confirm the acceptance of the terms.

1067. Who was present? Mr. Belisario went with me, Mr. Barling and a clerk in the office were the others present. There were four of us in the office at the time.

1068. Were you desirous of having a settlement in the matter? I was.

1069. Were you at any time pressing Hill and the other parties? I had been pressing them for a considerable time previous; in fact we insisted on a settlement. It was a matter of indifference to us whether Hill and Belisario accepted the offer of the Government or not so long as they paid us the amount due. We wanted the amount they owed the bank paid. Of course when they paid us that amount, we had no further claim on them.

1070. You were insisting upon that amount being paid? We were. We declined to allow it to go on any longer.

1071. Would you have taken any action if it had not been settled then? It would be for my board of directors to say what action should be taken. My instructions were that the matter was to be settled.

1072. From the board of directors? From the general manager.

1073. *Mr. O'Sullivan.*] You were the gentleman who waited on the Works Department with Mr. Belisario to settle the matter with Mr. Barling? To confirm the statement that Mr. Belisario had made to me. He was there, I understood, to accept the terms of the Government.

1074. Did you think Mr. Belisario was only putting you off when he made the statement he did? I had heard so many statements about settlement about one thing and another that I wished the last statement confirmed.

1075. And you attended at the Works Department to have the information direct from the Under Secretary? Yes.

1076. What did Mr. Barling say to you? He stated that the Government had offered £145 per foot, and that they would not settle on any other terms—that they would not increase it, or do anything else. Mr. Belisario said he had accepted that offer. Mr. Barling then said that he had received no official confirmation of it from them, and Mr. Belisario again stated that he accepted, on behalf of himself and partners, the terms offered.

1077. *Mr. Clarke.*] You say your bank held a mortgage over the property? Yes.

1078. Would you mind telling the amount Hill and others owed the bank? I could not say at this moment the exact amount, but I think that it was about £42,000.

1079. That was the joint account of the firm? Yes.

1080. *Mr. Lyne.*] Did you give instructions that notice should be given to the Works Department to pay to your bank any money which might be due to Hill and others? Yes.

1081. That was done through your instructions? Yes.

1082. Did you refuse money to Hill and Belisario to carry on the case further? I did.

1083. They had to get the money elsewhere? They had.

James Bamford Thompson, Esq., called in, sworn, and examined:—

1084. *Chairman.*] What are you? I am the Government Valuator.

1085. Employed in the Works Department? Yes.

1086. Were you one of those who valued the property of Hill and others in Woolloomooloo Bay? Yes.

1087. You valued it with Richardson and Wrench and Mills and Pile? Yes.

1088. Did not Mr. Wilson value? No, not with us.

1089. When did you value the property first? I made a preliminary estimate in December, 1889.

1090. Alone? Yes.

1091.

J. B.
Thompson,
Esq.

21 Dec., 1894.

J. B.
Thompson,
Esq.
21 Dec., 1894.

1091. What did you value the property at then? The whole property?
1092. Yes? At £80 per foot.
1093. At that time a portion of the land was presumed to have no water frontage? Yes.
1094. How much of the land—do you remember what portion? I think blocks 5 and 6.
1095. I believe blocks Nos. 5 and 6 were without any great depth? They had not any very great depth.
1096. What would be the average depth? It would not average more than 25 feet in depth. That is, the part cut off from the water.
1097. It was discovered afterwards that that portion had a water frontage? It was; but I have no knowledge of it. I do not think I had any personal knowledge of that.
1098. That was after you valued it. You were not aware it was afterwards discovered that it had a water frontage? I heard about it.
1099. You afterwards valued it with Mills and Pile and Richardson and Wrench? Yes, sir, I did.
1100. Did you value the whole of it then? I valued the whole of it, I think.
1101. Are you sure you valued the whole of it? No; it was irrespective of the water frontage.
1102. What property did you value with Mills and Pile and Richardson and Wrench? That part of it above the original water frontage.
1103. What block—was it No. 2? I valued the whole of the properties.
1104. You valued the whole of them? Yes. I am speaking of the Hill properties. We valued the whole of them.
1105. What value did you put upon the whole of the land per foot? £175 per foot, less 10 per cent. allowed for sale.
1106. Did you afterwards withdraw that valuation? No, it was never withdrawn to my knowledge.
1107. Did you write a letter which you will find on page 12? Yes, I did; but that was not withdrawing the value. I don't think it ever was withdrawn. I wrote that letter.
1108. In there, there is a paragraph (paragraph No. 3) as follows:—"The valuers appointed to assess the value of this and other resumptions in the same locality—Richardson and Wrench, Mills, Pile, and Wilson, and myself—agreed to a report on each of the claims mentioned in the preceding paragraph, that the value of the fee-simple of the portion of land in question was £58,447 16s. 3d. I concurred in this valuation, though so greatly in excess of my own ideas, out of deference to the opinions of the other joint valuers." What do you mean by "out of deference to the other joint valuers";—did they induce you in any way to agree with them? No, except by argument. I deferred to their long experience and practical knowledge, and my high opinion of their conscientious dealings. In fact I thought they were better able to judge wharf property than myself, being auctioneers who had been long established and men of high character.
1109. Did you know that they had long experience in wharf properties? Yes.
1110. Did you in the letter hold the opinion that £175 per foot was an excessive value? I always thought it very high, and do still. My own idea of the value is set out in this paper.
1111. In valuing property of this kind, on what basis do you start? By comparing similar properties—by comparing the valuation of similar properties and searching for the papers in the Registrar-General's Office.
1112. Did you take into consideration, in giving the value of £175 per foot, any other lands in the vicinity of the Hill and others' properties? Oh, no, not in the immediate neighbourhood. We compared it with city wharfage property.
1113. You did not take into consideration the £175 given for the Challis property? That was more valuable.
1114. Did you take into consideration the price paid for J. A. Brown's property? That was done at the same time. It was valued at the same time—I believe it was. It is so long ago that I cannot remember the facts very well, but I think it was all done at the one valuation.
1115. One valuation was made for all the properties? Yes; at the same time.
1116. What valuation did you place on J. A. Brown's property? I concurred with the other valuers.
1117. Was that £175 per foot? I don't remember. [*The witness was handed a paper to refresh his memory. After examining the document the witness said, "Yes, £175 per foot."*]
1118. That was Brown's property? Yes.
1119. What was the size of it? It was only 15 feet frontage.
1120. Do you remember what the depth was? About 120 feet.
1121. There were buildings on it? Yes.
1122. You valued Mrs. Lahiff's property at the same time? Yes.
1123. What value did you place upon that? £150 per foot. There were 30 feet frontage.
1124. What was the depth? About the same as Brown's. It was adjoining. The depth was about 120 feet or 130 feet.
1125. These were joint valuations made by yourself and the firms mentioned? Yes.
1126. Is the reason why you valued it first at £80 per foot all round and afterwards agreed that £175 per foot was a fair price, that they had greater experience of valuing wharf property than you had? Yes.
1127. And you thoroughly relied on them as men capable of valuing properties? Yes; I had most implicit confidence both in their ability and integrity.
1128. These original valuations of yours, and then these by you and the firms mentioned, were afterwards submitted to the Crown Solicitor? Yes; I believe they were.
1129. What for—why were they submitted? To investigate the title. They always are referred to him to investigate the title.
1130. In the fourth paragraph of your letter you say that by reason of the papers, Mr. Robert Smith came to the conclusion that the land was very much over-valued? Yes.
1131. Was Mr. Robert Smith a judge of the value of property? No. He formed his opinion on the searches he made, and a previous valuation by Richardson and Wrench.
1132. You see the sixth paragraph of your letter? Yes.
1133. You say that after consultation with Mr. Smith, and a careful examination of the proofs adduced, and the consideration of his reasons for arriving at the conclusion mentioned, you agreed therewith, and was satisfied that under the circumstances no other opinion was possible? Yes.
1134. What was the reason adduced by Mr. Robert Smith to make you agree with him? That the land

in 1886 had been valued at £8,000, and I did not think it was possible that the value could have increased to that extent in the time that had intervened, that is, in six years, although there is no doubt it had increased very much, but I did not think to that extent.

1135. Was that the only reason why you agreed with Mr. Robert Smith in his valuation? It was not Mr. Smith's;—it was Richardson and Wrench's. J. B. Thompson, Esq.
21 Dec., 1894.

1136. Was that the only reason that made you agree with Mr. Robert Smith that the property had been over-valued? Yes; I think so. I always thought it was capable of explanation, although I could not understand it.

1137. You say "the price paid by Hill and others for the interests in the property is furnished by the annexed list." That appears to be one of the reasons because they had paid a low price? Yes; that is one reason, but not a very powerful one. The principal reason is that sworn valuations were put in five years before for £8,000. These were the facts that Mr. Robert Smith acquainted me with, and I thought it was my duty to bring it before the Minister.

1138. What was the boom time in land. Was that about the boom time? I think it was.

1139. It was pretty high at that time? Not at the time it was valued at £8,000. That was before the boom time.

1140. That was before the boom? The boom was best in 1888 and 1889.

1141. Are you aware of any properties that increased to any very large extent in price about that time? Oh, yes; there was one increase by very much per cent.—by hundreds per cent.

1142. Hundreds? Yes, no doubt, about that time, although it is a very difficult thing to have any accurate data upon. Even out in the suburbs land almost worthless that was bought at £10 per acre not very long before I have seen sold at £20 per foot.

1143. So it would not surprise you to find that land had gone up from £20 per foot to £150 per foot? It would not. I have seen cases as remarkable as that.

1144. In 1886, when that valuation of £8,000 was made, was land sought for about Woolloomooloo Bay? I don't think so.

1145. Was there any demand for it? I don't think so. In fact it was land there was not likely to be any demand for because of the water-frontage—the water was not sufficiently deep.

1146. In 1889 when the land was resumed was there any demand then for land in Woolloomooloo Bay? It was better certainly, but I don't think it was very great even at that time, because the water-frontage was not valuable for shipping. The soundings were very shallow.

1147. That could have been made good land by dredging it? Oh, yes; but I would not say as good as land at Circular Quay, but almost as good as Darling Harbour. It could be made of immense value.

1148. Do you know of land belonging to Dr. Morris in Woolloomooloo Bay? No, I do not.

1149. Would you be surprised to hear that Dr. Morris paid £3,500 for some land which he sold in 1888 for £21,000? Not a bit surprised. I know of similar cases.

1150. Would you be surprised to know that in 1890 £27,000 was asked for it? I would not be surprised at him asking a million for it.

1151. If Mr. Hill had paid £5 per foot for his land when he purchased it would that be any reason for you to base your valuation upon the value of this property in 1889? No, it would not. It would be impossible to base it on a very low value like that; the difference of opinion would be as to the amount of increment. That there was one there is no doubt.

1152. Was an estimate made of the value of the land by the Crown Solicitor? Yes; I think so. I think I did see one.

1153. Look at paragraph 7. You see the estimate of the value of the land by the Crown Solicitor is £18,000 or less? Yes, sir.

1154. Mr. Robert Smith made that valuation himself? I think so.

1155. Upon what? I do not know.

1156. Was he a judge of the value of land? I think so. He had a great many transactions in land. I think he had something to do with Darling Harbour.

1157. Is it any part of his duties when papers come to him to estimate the value of land? No; I think that is beyond his province altogether.

1158. *Mr. Bavister.*] One Government officer can hardly say what are the duties of another Government officer.

1159. *Chairman.*] If you object to the question I will not have it put.

1160. *Mr. Bavister.*] No; I do not object. Let it stand.

1161. *Mr. O'Sullivan (to witness).*] I gather from your letter that you agreed with Richardson and Wrench at first as to the valuation placed upon the property? Yes.

1162. But then, having some misgivings, owing to information brought under your notice by Mr. Robert Smith, you changed your opinion as to the valuation? No; I brought the case before the Minister. I do not know that I changed my opinions. I thought it was an extraordinary valuation. I did all along.

1163. Richardson and Wrench and Mills and Pile are considered to be competent and reliable valuers? Yes.

1164. Do you not think that they would be aware of the price given for the land before they would give a valuation? I should think so.

1165. Your chief reason for having misgivings which you thought it proper to lay before the Minister was the one Mr. Robert Smith had brought under your notice—that the land had been valued at £8,000 only? Yes.

1166. And that was five years before? Yes.

1167. Were you aware that during that five years very great changes had taken place with regard to Woolloomooloo Bay in the matter of shipping? Yes, there had been. The 'Frisco boats used Cowper's Wharf, and there was a lot of traffic from it.

1168. Were there any large ocean cargo boats? Yes.

1169. And timber boats? I cannot say much about that, but that is my impression.

1170. The reason I ask you is that Mr. Gregg in his letter (13/10/92) says, "That until a few years ago that portion (Woolloomooloo Bay) of the city was almost neglected by capitalists—practically the whole place was dormant;—an activity arose in the way of demand for lands there under the belief that the early future would discover for it an important and valuable use; the comparative smallness of the

J. B.
Thompson,
Esq.
21 Dec., 1894.

available area, its proximity to the city, and the suggested railway connection together with a measure of patronage of large ocean-going vessels and others of smaller style, all tended to awaken an interest and enhance value." Do you think that a correct statement? Yes; I think it is perfectly correct.

1171. From your knowledge of the change which has taken place in regard to shipping, is he borne out by fact? I think so.

1172. I notice that you suggested to the Minister that a Board should be appointed consisting of Mr. Powell, Collector of Customs, Captain Jackson, Mr. C. W. Darley, Mr. Houston, and the Acting Crown Solicitor? Yes.

1173. You suggested that that Board should be appointed to revise the valuation? Yes.

1174. Was that Board appointed? It was approved of, but never appointed. The gentlemen consented to act, but never did.

1175. Did any change of Government take place? I do not think so. I do not think that was the cause of it.

1176. Mr. Bruce Smith approved of the suggestion, but the idea of an independent Board was never carried out? No.

1177. Did Mr. Robert Smith, late Acting Crown Solicitor, object to the Board? He suggested it.

1178. Did Mr. E. A. Smith, Crown Solicitor, object to this Board? I do not know.

1179. Then you cannot assign any reason why the Board was not appointed, and why it did not carry out the objects which had been suggested? I cannot. Mr. Robert Smith was chairman and convener of it. They never met.

1180. I would like to ask you, as an experienced valuator do you think that the land belonging to the Challis Estate, Hill, Belisario, and others, and the lands under review have been benefited largely by the shipping trade, and would they, in the course of time, be utilised as sites for wharfs? I think so. I think that inevitably the increase of wharfs must increase the value of wharfage property.

1181. You think it likely that the land now under discussion would have been brought into use as sites for a wharf? Undoubtedly. That is, by improving it, by deepening it.

1182. You think that the probability of this had some influence upon the very large increase in the value? I think it very likely. I am sure it weighed with Mr. Gregg.

1183. Mr. Gregg, who represents Richardson and Wrench, is a gentleman of long experience in valuing? Yes.

1184. Their firm has a prestige as correct valuers? Yes, very high.

1185. The same remarks apply to Mills, Pile, & Co.? Yes.

1186. Allowing for their competence, can you assign any reason why you should have had misgivings after firms like that had made their valuation, and placed their reputations at stake? I do not attach unwavering confidence to any valuations even from Richardson and Wrench's. I have seen them very far out at times. I believe they are thoroughly honest, and the most competent men to be had in the city.

1187. And yet you think that on this occasion they may have made an error of judgment? I think they took an extravagant view of the value. That is my idea.

1188. *Mr. Bavister.*] You may remember, Mr. Chairman, that I wanted to ascertain something as to the depths of the properties. I think we can get them from this witness. What is the depth of the properties described as being those of Hill and others?

1189. *Chairman.*] I understand that Mr. Rae has the whole information, having measured them. Would you not better hear Mr. Rae?

1190. *Mr. Bavister.*] I would be quite satisfied to get it from Mr. Rae.

1190½. *Witness.*] Mr. Rae would be more reliable.

1191. *Chairman.*] I would like to ask you, when you first valued this land in 1889, you say that two blocks, Nos. 5 and 6, had no water frontage, it being afterwards found that these two blocks had water frontage—do you think that the sum paid by the Government of £145 per foot was an excessive price? I would not like to give any opinion on that. I know it was enormously increased in value. It was as valuable as any other part of the property when the water frontage was secured.

1192. When the water frontage was secured for blocks Nos. 5 and 6 it became as valuable as any other? Yes; because a wharf does not want any great depth for warehouses.

1193. *Mr. Lyne.*] As to this letter on page 12, did Mr. Robert Smith bring—I scarcely like to call it pressure—but was he emphatic that you should write such a letter? No; he pointed out the facts. Of course he is always emphatic, but he did not bring any pressure to bear.

1194. He was emphatic? Yes.

1195. And he suggested the Board? Yes.

1196. That interview took place in the Under Secretary's office? No; in his own office.

John M'Elhone, Esq., called in, sworn, and examined:—

J. M'Elhone,
Esq.
21 Dec., 1894.

1197. *Chairman.*] Your name is John M'Elhone? Yes.

1198. You desire to give some evidence before the Committee? I was subpoenaed.

1199. Have you any knowledge of the resumption of this land in Woolloomooloo Bay? What do you mean?

1200. The value of it? Yes; I have known it since I was a boy.

1201. Do you know any circumstances in connection with the resumption of land in Woolloomooloo Bay which would indicate that there was any corruption in connection with this purchase of land, or anything affecting the honor and integrity of the Minister for Works, Mr. Lyne? None whatever; but I think that Mr. Hill was shamefully treated in not getting his money the same as the others.

1202. Do you know of any circumstances which would lead you to the opinion that there was any inducement held out to Mr. Lyne to pay Mr. Hill this amount? I never heard Mr. Lyne's name mentioned. I might have blamed Mr. Lyne for not giving Mr. Hill what he was honestly entitled to, but as far as corruption is concerned, I never heard Mr. Lyne's name mentioned. I may have spoken strongly. As a rule I generally do.

1203. *Mr. Bavister.*] If it has been asserted that you have at any time stated to persons that improper transactions had taken place in regard to this matter, is that true? I have never said that, or mentioned Mr. Lyne's name. I do not think I mentioned Mr. Lyne's name.

1204. I will repeat my question. If it is asserted by other persons that you said that wrong transactions took place in this matter and that improper consideration was given to Mr. Hill in this matter,—is that correct? No. I have always said, I say so now, and always will say that Mr. Hill has been robbed.
1205. *Mr. Clarke.*] Do you think that the value of £145 per foot that was allowed to Mr. Hill and others for this property was too little? You have to look at all the circumstances. When Mr. Hill was paid the money he was forced to take it. You could not value it now. At the time the previous Government of Sir Henry Parkes resumed the land there was a boom on and everybody was mad in buying it. There was land sold to Dr. Morris for £3,500 by auction, and Dr. Morris sold the land for almost £25,000 for the bare land. It was the same with other land; £160 per foot was bid for a frontage round the Bay. I know of land in Castlereagh-street that brought £250 per foot, for which you could not get £50 now.
1206. *Chairman.*] Was that about the time this land was resumed? Yes. At the same time Dr. Morris, who had bought land for £3,500 with a public-house and other buildings upon it, sold the bare land for £25,000 to some of the keenest business men in Sydney. Now, you could not get £25 a foot for it; it is just like buying mining shares.
1207. *Mr. O'Sullivan.*] What do you mean when you say that Mr. Lyne robbed Mr. Hill? I say the Government did—not Mr. Lyne—in not paying him the value. Mr. Hill ought to have got the valuation the Government put upon it; Challis' Estate was valued at £172 per foot, and they got their money. Mrs. Lahiff had 30 feet frontage with not half the depth, and she got £150 per foot less 10 per cent. I have heard since the inquiry that Mr. McMillan had issued an order to pay Mr. Hill the money. I think Mr. Hill ought to have got the same as Challis; I think his (Mr. Hill's) land is better; it is deeper water. Challis' land is near the sewer. There is more water at Mr. Hill's land than at the other place.
1208. You live on the heights above the land? Yes.
1209. I presume that every day you have an opportunity of seeing the progress made at the wharfs? Yes.
1210. What change has taken place during the last five or six years in the matter of shipping and trade? I have already said that the Government erected wharfs, and stores were erected by Brown & Co.; there is an enormous trade done in wool; more wool is shipped from here than from any wharf in Sydney; I know it because I trade in hides, tallow, &c.; the Government must obtain a large revenue from this source.
1211. There are other ships? Yes; the American mail steamers, and there is always one or more large sailing ships there.
1212. Has an increase of trade taken place since Hill & Co. bought land there in 1889? Certainly; because prior to that there was hardly a ship went there at all.
1213. Would the increase in the shipping trade and the larger utilisation of the wharfs justify the increase in value? You can hardly tell. There was a land boom on just like a mania.
1214. Making allowances for that, would you say that the increased shipping trade had justified the increase in the value of the land? I could not say that. People must have thought land was worth what they were giving for it or they would not have given it. I am speaking of private people. In some cases the value of land was quadrupled, and you could never tell. You cannot account for it any more than for prices given in a mining boom. People were mad at the time with a mania for buying land. I could not say now what caused the increase; but I know that Challis' land and Mr. Hill's land is much better for wool wharfs than the present wharfs. The present wharf is on the west side. Challis' and Hill's land is on the eastern side, and is at a higher level than the land on the western side, and where they have to lift the stuff at the present wharf, they could shoot it in the ships from the other place. There would not be one-half the handling. Take the case of Flood's stores. They shoot the wool in from here, but at Hill, Clark, & Co's. stores they have to lift it into the ships by machinery.
1215. Do you care to give an opinion of the land values down there? At the present time you could not value it. I forgot to say that Mr. Waller, a Government officer, came to my house to ask my opinion. I told him that the thing was dead, and to go to Mr. Lyne and tell him he was making a fool of himself. I told him that there was no valuation now. I look upon Mr. Waller's valuation as valueless, because it was made five years after the land had been resumed.
1216. *Mr. Lyne.*] That was with reference to McQuade's? Yes. I said that at the time the Government valued the land the boom was on. I thought it unfair to value the land after the demand had diminished, I pointed this out to Mr. Waller, and said, "This is a farce," because the Government made the value of the land by putting the price of £175 per foot on Challis' land and paying Mrs. Lahiff £150 per foot. I told Mr. Waller that it was no use his valuing the land after that fact. The Government made this value by giving these prices, and I said, "It is only a farce valuing it now." I built six houses some time ago and got £790 rent annually for them, but now I cannot get the rates and taxes, although I paid £11,000 to build them. Hill & Co's. land was quite as valuable as Challis', and infinitely more valuable than Mrs. Lahiff's. If they wanted to build a wool-store, as I pointed out, they should have built it where the stuff could be tumbled into the ship instead of it being necessary to lift it as now. Two men could do the work then that ten do now, as I know it is deeper water, because I have swam over it hundreds of times.
1217. *Mr. Bavister.*] In reply to a question you said that Lahiff's land had not half the depth of Hill's? I am speaking from memory.
1218. You did not state that as a positive fact? No, I only recollect the plan that Mr. Waller brought me. [*The witness then examined the plan which was handed to him.*]
1219. Do you see that Lahiff's property does back on to and have access to Victoria-street? I see it does.
1220. Then you made a mistake? I thought that was the line there [*pointing to the map*]; but it is only 30 feet. I recollect that I was a witness for Brown who had 15 feet adjoining Mrs. Lahiff's property, and he got £150 a foot for it.
1221. You made reference to wharfs? Yes.
1222. When were they constructed? In the last six or seven years.
1223. Before the end of 1889? I have not paid much attention to it. I say that there was not much use made of them. I am speaking of the time before Mailler brought the wool trade there; when he leased it they established a large trade there and shipped 50,000 or 60,000 bales of wool a year. There was the Gulf Line of steamers, and an enormous quantity of hides and tallow was shipped, but I cannot state the quantity. I should imagine that there was at least 60,000 bales of wool a year shipped.
1224. In answering that question, as to the value of the land, did you not say that the greater increase

J. M'Elhone,
Esq.
21 Dec., 1894.

- J. M'Elhone, Esq.
21 Dec., 1894.
- increase was owing to the construction of the wharfs? I cannot say that. It might have been so, though.
1225. I think the evidence will prove that it is not a matter of opinion as to your having said that? It very likely would increase the value.
1226. *Mr. Lync.*] Do you think that I made a good settlement as far as the country was concerned in McQuade's property? Well, McQuade's property is in a different position to Hill's. It is triangular.
1227. It is not triangular, but it has a long frontage? It has not the depth. You have no access to it.
1228. All I want to know is your opinion in us getting it at the price (£86 per foot)? I think so. I said I believed Mr. Hill had been robbed by the action of the Government in not paying him the same money the other people were paid.
1229. Do you think that when a case of this kind goes to the Crown Solicitor's Office, and either the Minister or the Cabinet think that the country will lose money by letting it go to Court, they should allow the Crown Solicitor to deal with it? If I had been in your place the Crown Solicitor would have gone out of his office, or I would have gone out of mine. I would not let any Crown Solicitor interfere. If any official interfered with me, he would either leave or I would. I have taken a lot of interest in this case, because Mr. Hill is one of the greatest friends I have had in the world.
1230. Do you know if any feeling existed between Mr. Robert Smith, the Acting Crown Solicitor, and Mr. Hill? I fancy there was a private matter.
1231. Do you think that a good bargain was made for the country in getting the whole of the frontage for £145 a foot? That is only a matter of opinion. If the Government wanted the land, it was because Mr. Hill had a very large shipping trade; and instead of paying the Government for accommodation, as now, he would have been better off in having a wharf of his own.
1232. I mean in comparison with the properties of Challis, Lahiff, and Brown? It would not stand argument. If he got it, I think Mr. Hill has been badly treated. Whatever Challis' is worth Mr. Hill's is worth; and by paying that money Mr. Hill's is worth as much.
1233. *Mr. Bavister.*] Reference has been made to the fact that there is better access obtainable to Hill's property than to Lahiff's and Brown's. In connection with that, does Victoria-street continue the full width along any portion of the Hill property? Yes; it does.
1234. This plan is correct? There has been a lot of filling in since the Government resumed, and I can hardly tell where the boundaries are.
1235. Perhaps I will be able to get it out of some other witness? There has been a lot of filling in, and there has been a road made since Challis' property was sold.
1236. *Mr. O'Sullivan.*] Did they ever resume any land to make it wider? I do not think so; I think they took their own land.

Mr. Frederick George Rae sworn and examined:—

- Mr. F. G. Rae.
21 Dec., 1894.
1237. *Chairman.*] What are you? Surveyor and draughtsman in the Works Department.
1238. You know the measurements of the various pieces of land at Woolloomooloo Bay belonging to Hill and others, Brown, Mrs. Lahiff, and the Challis Estate? Yes, the whole of the Woolloomooloo Bay resumptions.
1239. You might give us the measurements of the Hill property, beginning with No. 2, the first piece of property, and giving each of the other pieces in rotation—
1240. *Mr. Bavister (referring to the plan).*] I think there is some crossing of the numbers? That is only Mr. Barling's alteration.
1241. There are two No. 2 blocks? The total frontage is 303 ft. 7½ in.; and the depth on the southern, 265 feet; and on the northern, 143 feet; making a mean depth of 204 feet. The next property is Lahiff's, the frontage of which is 30 feet; depth, southern side, 143 feet; northern, 132 feet; making a mean depth of 137 ft. 6 in. The next is Brown's property, the frontage of that is 15 feet; depth on the south, 132 feet; depth on the north, 127 feet; mean depth, 129 ft. 6 in. The next property is Hill's, No. 5 block, the frontage being 123 feet; depth on the south, 127 feet; depth on the north, 90 feet; mean depth, 108 ft. 6 in. Then there is another piece of Hill's land, block No. 6, the frontage being 112 feet; depth on the south, 90 feet; depth on the north, 107 feet; the mean depth being 98 ft. 6 in. The next one is McQuade's, No. 7 block, the frontage being 503 feet.
1242. *Mr. Clarke.*] In this plan the frontage is given as 510 feet? Yes, but we adopted 503 feet afterwards; the first measurement was made by scaling, and was done in a hurry, but afterwards it was done more carefully, and 503 feet was adopted.
1243. *Chairman.*] That was what was paid for? Yes; the frontage of McQuade's land is 503 feet, depth on south, 212 feet. As to the depth on the northern side a difficulty occurs, and I do not know exactly how to give it.
1244. *Mr. Bavister.*] The best way would be to give the greatest depth.
1245. *Chairman.*] I want you to give the depth the same as in the other cases? Which do the Committee wish me to give?
1246. Whatever you think is right;—give the mean depth? [*Consulting the plan*] The depth at the northern extremity of the back line is 222 feet, diminishing there to a point, that northern point being 190 feet from the southern boundary. Of course that 222 feet is taken at an angle.
1247. *Mr. Bavister.*] Then diminishing to the point along the line of frontage of how much? I might say about 240 feet approximately.
1248. You took two mean measurements? Yes.
1249. Give us the mean frontage and the mean depth? The mean frontage is 346 ft. 6 in., but as to the mean depth there is a difficulty on account of its coming to this point, but I should take the mean depth to be about 200 feet as roughly as you could get it.
1250. *Chairman.*] Is that as near as you can go to the mean depth and frontage? Yes.
1251. *Mr. Bavister.*] I think it will be shown that it does not vary 2 feet. I think we should have the superficial area in conjunction with the frontages where the figures may be confusing. Can you give us the superficial area of each block in connection with each frontage? Yes. What you want is the area of the land actually resumed. The area of Challis' Estate resumed was 1 acre 2 roods 37½ perches; the area of George Hill's first block, No. 2, was 1 acre; and the second block, No. 2, was 26½ perches; Mrs. Lahiff's land had an area of 14 perches; J. A. Brown's, 7 perches; Hill and others, No. 5, block, with

- 123 feet frontage had an area of 1 rood 2½ perches; Hill and others No. 6 block, 1 rood 1 perch; Mr. F. G. Rao. McQuade's land had an area of 1 acre 2 roods 34 perches.
1252. *Mr. Clarke.*] With reference to the mean depth of Mr. McQuade's property, I think the fairest way to get at the mean depth is to divide the frontage into the area? Yes; that is the fairest way. The mean depth by that calculation would be 147 ft. 8 in. or about 148 feet. 21 Dec., 1894.
1253. *Mr. Bavister.*] To clear up about Victoria-street, does it continue its full width past any portion of the Hill property? Its full width is 66 feet till it comes to the southern boundary, and then it falls to 30 feet.
1254. *Chairman.*] Can you say, taking the whole of the property as one block, what is the whole area? Yes. The total area of the whole property, allowing it to be one block instead of four, is 1 acre 2 roods 30 perches.
1255. *Mr. Bavister.*] What is the frontage? 538 ft. 7½ in., and the area 1 acre 2 roods 30 perches.

W. J. Lyne, Esq., M.P., further examined:—

1256. *Witness.*] I desire to put in a complete return of the railway contracts settled by other Ministers and myself. The reason I put them in is that the return previously put in was not quite complete, and I desire to substitute this one for it. W. J. Lyne, Esq., M.P. 21 Dec., 1894.
1257. *Mr. Bavister.*] Does the original document contain particulars absent from this? No. But this contains particulars absent from the other. [*Appendix.*] Mr. Ernest Smith in his evidence made an explanation of what has been known as Blue's case, the figures in connection with which are given on page 40. In his explanation he made out that by taking the case to Court a saving of nearly £4,000 had been made. Now, his statement is inaccurate. The award is shown here as £9,630 18s. 0d. When that award was given, the Land Valuer—I instructed him to make a settlement if he could—reported to me that he had offered £7,300 to settle the whole thing, and he believed he could settle it for £7,500, and that was the point at which Mr. Smith stepped in and strongly advised taking the case into Court. So that the case would have been settled for £7,500 instead of £9,630. The verdict of the jury was £7,600.
1258. *Chairman.*] So that had you carried out your own valuation — ? Not my own valuation but the valuer's.
1259. If you had carried out that it would have been settled for £100 less than the verdict of the jury? Yes.
1260. *Mr. Bavister.*] If your idea of settlement had been carried out it would have been settled for £100 less than the verdict of the jury? Yes.
1261. But were the other side willing to adopt the settlement? Yes; that is what I have just said. He told me he believed £7,500 would be accepted. At that particular time Mr. Smith stepped in, with a strong desire to take it into Court.
1262. You only had an expression of belief from the valuer: you had no assurance? Practically, he told me that, in conference, it would be accepted; but I gave him no further power in consequence of the strong desire of the Crown Solicitor that the case should go to Court. It will be seen in one paragraph on page 36, "The insinuation contained in the paragraph referring to Rochester's case is as unworthy as it is uncalled for. With just as good reason might I impugn the good faith of Mr. Smith himself in the case of *Cliff v. the Crown*, where he advised me most specifically that I should on no account pay more than £37,500, and then just two days afterwards, after he had seen Mr. McNamara, he as strongly advised me to pay the sum of £40,000." I wish it to be understood that in writing that, I was simply goaded to reply to insinuations he had made, because I considered he was far more open to a charge or an insinuation than I was; but I want to be clearly understood that I made no charge, nor do I think Mr. McNamara would be capable of anything improper or dishonest, because I think his instincts are as honorable as those of any man I know.

MONDAY, 14 JANUARY, 1895.

Present:—

MR. F. CLARKE,
MR. LEES,

MR. O'SULLIVAN,
MR. WALL.

JAMES MORGAN, ESQ., IN THE CHAIR.

William John Lyne, Esq., M.L.A., appeared in person.

Captain John Jackson made an affirmation and examined:—

1263. *Chairman.*] What position do you hold? I am manager of Public Wharfs and resumed properties. Capt. J. Jackson. 14 Jan., 1895.
1264. You have some knowledge of the income derived from the various Government wharfs? I have a full knowledge of the income derived from all of them.
1265. I desire you to give some information as to the revenue derived from the Government property known as Cowper Wharf, Woolloomooloo Bay? For 1894, it was £5,355 17s. 2d.
1266. Was that sum derived from all the wharfs held by the Government in Woolloomooloo Bay? Yes.
1267. Can you give the information for 1892, 1893, and 1894? I can give the information approximately for 1893; 1894 was a very bad year.
1268. How far back can you go? From my books I can give you the information for twenty years. In 1886, speaking from memory, it was about £2,000; in 1887, it increased gradually, as there was a large import trade in pipes from Glasgow.
1269. What was it in 1888? It was about £3,000; and it increased to £6,200 in 1892.
1270. What was it in 1890, when this land was resumed? It was about £4,000.
1271. It has gradually increased from 1886, and of course it had increased for many years previously? Up to last year it was gradually increasing.
1272. And last year there was a falling off? A slight falling off. 1273.

- Capt.
J. Jackson.
14 Jan., 1895.
1273. *Mr. O'Sullivan.*] What was that owing to? To the depression in trade; there has been so few imports, and it was partly owing to the small imports from America. We had the San Francisco line of steamers there; and last year it was very little they brought; in fact they were not worth anything.
1274. How long is it since you took charge of the wharfs? It is ten years two months.
1275. Can you state what revenue was derived from the wharf at Woolloomooloo Bay before you took office? Yes, and I can give you the figures for three years before I took office. It was £1,200.
1276. And what was it twenty years ago? About £50 a year.
1277. The highest amount you have received since is £4,000? £6,200 in 1892.
1278. You know the property adjoining this wharf, and formerly belonging to Hill, Belisario, and others? Yes.
1279. Do you consider the property is suitable for the construction of wharfs? Yes; very suitable.
1280. Do you think it will increase in value as a shipping place just as much as the other side has done? I am perfectly sure it will. And, more than that, I am sure that if the facilities were given there now it would leave a fair interest on the cost of it.
1281. What do you mean by "facilities"? They propose, I think, four berths there. These berths for six months in the year would not pay anything; but for six months in the year the public wharfs are blocked. During the wool season, for five or six months, I have not a berth to put a lighter at; but for the other six months of the year they are empty.
1282. You think that that side of Woolloomooloo Bay will become valuable as a place for shipping wool? I am sure of it. I have partly arranged with a gentleman that he will berth his vessels over there next season, and utilise the old shed for shipping wool.
1283. To what do you attribute the increase in business in Woolloomooloo Bay during the past seven or eight years? There was a great prejudice to berthing ships there owing to a sewer; but it has since been dredged down, and there is now no difficulty in getting ships to go there. At one time there was no shed accommodation, no protection for the goods that were landed; but since the Government have erected an iron fence round the property and given a certain amount of protection there is no objection to ships going there.
1284. Am I to understand from your evidence that Woolloomooloo Bay is now much in demand for the shipment of goods, and the unloading of vessels? Yes.
1285. And that the trade is likely to increase there in the future? I have no hesitation in saying I am sure of it. I will give an instance: This year a certain firm has guaranteed to ship 70,000 bales of wool alone from Woolloomooloo Bay. The revenue from the shipment of that wool and the tonnage dues will be a large amount; and besides that the Duff line of steamers has guaranteed to berth there for the next three years; and they bring a very large cargo.
1286. The American vessels, as a rule, do berth there now? Not now; they berth now at the Market-street wharf; in fact the cargo they brought became so small that the tonnage and wharfage for a large steamer was not worth over £40.
1287. Owing to the falling off in the importation of goods from the United States, they are bringing in smaller cargoes, and find that it is more economical to berth at Market-street? Yes, at the Union Co.'s wharf.
1288. And knowing that the American steamers have left the bay there is a larger demand for accommodation there? Yes; a very large demand.
1289. *Mr. Lyne.*] Have you any idea of the frontage occupied and improved from which you received that revenue you mentioned? Yes, about 4,000 feet.
1290. From which wharf is that? From the Health Depôt right round to the south-east corner of the Challis property,—to Duke-street.
1291. Did you not receive the revenue of £6,200 in 1892 and £4,000 in 1890 from the wharf at the butt of Woolloomooloo Bay? Yes; nothing from the eastern side.
1292. From what length of wharfage which it is really practicable to use did you get that revenue? About 4,000 feet.
1293. Is it 4,000 feet round the butt of the bay? It is. The Admiralty Wharf is about 650 feet; then comes another berth of 500 feet; then come two berths at the jetty; then comes in a very large berth of about 600 feet.
1294. That brings it round to the Challis estate? Yes. There are four large sheds on it.

Mr. Frederick George Rae recalled and further examined:—

- Mr.
F. G. Rae.
14 Jan., 1895.
1295. *Chairman.*] We desire to know the price per acre paid for each lot of land under consideration by the Committee; can you supply that information? Yes.
1296. Are you prepared to give the information now? I cannot get the information without going to the office.
1297. Will you at a later stage supply the information in the form of a schedule? Yes. [*Vide Appendix.*]
1298. Can you say now, from the information which is before you, what price was paid by Hill and others for the whole of the land which they purchased in Woolloomooloo Bay? The only evidence I have is that which was put before the Supreme Court. It is slightly different from the summing up of the Chief Justice; but of course we have to go by the deeds.
1299. *Mr. Wall.*] I think the Chief Justice includes some costs and fees? I think he does. According to the judge's notes in the case *Hill v. Lyne* the total amount was £25,649.
1300. *Chairman.*] Can you say whether it is usual for the Government, in purchasing land, to pay the cost of transfer? Yes; and I think I may say it is invariably the custom.
1301. Can you say whether in the case of Hill and others that custom was followed or whether the Government refused to pay the cost of transfer? I cannot say of my own knowledge. I believe there was some arrangement made that each side was to pay its own costs. The printed papers, I think, will disclose that.
1302. If it is the custom for the Government to pay the cost of transfer why was it not done in that case? I will find out why it was not done—I do not know that the case is settled yet—and supply the information when I send in the schedule. [*Vide Appendix.*]

MONDAY,

MONDAY, 21 JANUARY, 1895.

Present:—

MR. BAVISTER,

MR. F. CLARKE,

MR. CANN.

E. W. O'SULLIVAN, ESQ., IN THE CHAIR.

George Colquhoun, Esq., Crown Solicitor, sworn and examined:—

1303. *Chairman.*] You are now Crown Solicitor? Yes.

1304. You were formerly a partner in the firm of Allen and Allen? Yes.

1305. Do you know anything about the case which is referred to this Committee? No, except that at the conclusion—in fact, after it was all completed—a reference was made to me as to the interpretation of a minute with regard to the payment of some costs. The costs were claimed by the solicitors for the vendors, and it struck me on reading the minute that it covered everything—both the compensation money and the costs. I declined to allow the payment of costs without reference to the Minister. I saw the Minister, Mr. Lyne, on the subject; he said that the minute was to cover everything; I so informed my clerk, who is present; and that is all I know about it.

G. Colquhoun,
Esq.

21 Jan., 1895.

Walter Henry Poole, Esq., sworn and examined:—

1306. *Chairman.*] What position do you hold? I am assistant managing conveyancing clerk in the Crown Solicitor's Office.

1307. I understand that you attend here to give information bearing on this case? Yes.

1308. Will you kindly state what information you have to give? From the evidence in our office, I have prepared a statement of the amount paid by Hill and others in respect of the land resumed, and I think it is correct. I produce a tracing [*Exhibit*] that shows the whole of the lands resumed. The properties edged blue on the tracing belonged to Charles Doyle. By his will he left Elizabeth Peisley a life interest in two-sixths, and the absolute interest in such two-sixths, subject to that life interest, he gave to Florence E. Peisley, Martha A. Peisley, and Marie L. Peisley (now Mrs. Johnson). Those persons were paid the aggregate sum of £5,000 by G. Hill for their interests, which related as well to interests in other properties under the will. John Mason was paid £5,000 by Geo. Hill for one-sixth; Charlotte Hilliard £1,350, by Thomas Batty and Daniel Sheehy, for one-sixth; Anne Elizabeth Morris was paid £1,200 by same parties for one-sixth; and Ernest Robert Peisley, for a moiety of one-sixth, was paid equal to £400, by same parties. He mortgaged, in the first place, to those people for £200, and not being, I suppose, able to pay back this sum, he then conveyed his interest to them for £200, which I take to be equivalent to £400. John Doyle conveyed his interest in the remaining moiety of one-sixth to the same parties for £500. These comprised the whole of the interests of the beneficiaries under Doyle's will. The land edged green was purchased from Edward French by Geo. Hill, Thomas Batty, Daniel Sheehy, and Edward Belisario for £5,000. The land edged red was purchased by Geo. Hill alone from Richard Rouse Terry for £4,500. The total of the various sums is £22,950. Referring to the lands edged blue and green on tracing, the purchases above mentioned were made on behalf of a syndicate, comprising Geo. Hill, Thomas Batty, Daniel Sheehy, and Edward Henry Balisario. This fact was established by a deed made between the parties, dated 19th November, 1889.

1309. *Mr. Bavister.*] Does the ground which is shown on your tracing comprise the whole of the land resumed by the Government from Hill and others? Yes.

1310. Can you give the dates on which the various portions were purchased by, or came into the possession of, Hill and others? The interests under Doyle's will were bought by Hill and others at different times. From the deeds examined by me whilst investigating the titles I find, as to the two-sixths purchased from the Peisleys—the purchase money, £5,000, was paid on the 29th August, 1889. As to the one-sixth interest of John Mason, the purchase money, £5,000, was paid on 12th September, 1889. As to the one-sixth interest of Charlotte Hilliard, the purchase money, £1,350, was paid on the 18th June, 1888. As to the one-sixth interest of Anne Elizabeth Morris, the purchase money, £1,200, was paid on 12th June, 1888. As to the interest of Ernest Robert Peisley, in a moiety of one-sixth, the balance of the purchase money was paid on 3rd January, 1888, the sum of £400, comprising the mortgage debt of £200. As to John Doyle's interest in a moiety of one-sixth, the purchase money, £500, was paid on 4th May, 1887. The purchase money in respect of Edward French's land, £5,000, was paid on 19th November, 1888. As to the land of Richard Rouse Terry, the purchase money, £4,500, was paid on 24th October, 1888.

1311. *Chairman.*] I want you to make the lands marked blue, green, and red on this tracing correspond with the lands shown on the plan accompanying the printed papers in this case? The tracing differs a lot from the plan.

1312. The lot marked blue on the tracing corresponds with the lot marked 2 on the plan from B to C and D to E? As nearly as I can judge it does.

1313. The lot marked green on the tracing corresponds with lot 5 on the plan from G to J? Yes.

1314. The lot marked red on the tracing corresponds with lot 6 on the plan from J to K? Yes.

1315. In purchasing the land you have referred to in your evidence, did Hill buy the right to the water-frontage? Yes; he bought all the right, title, and interest of Doyle's trustees, whatever that was; and we found that it included the water-frontage.

1316. Whatever right and interest Doyle's trustees and the other vendors had, were purchased by Hill? Exactly.

1317. *Mr. Bavister.*] Are you, of your own knowledge, able to say whether the prices you have enumerated were the prices which were actually paid? I only go by the deeds.

1318. Of your own knowledge, you cannot say that? The deeds state that these amounts were paid—there is no doubt that the deed is the very best evidence of that fact—but, of course, not having been present to see the money paid over, I cannot say of my own knowledge.

1319. Or, not having been concerned in drawing up the agreement or completing the transfer, you cannot speak of your own knowledge? Exactly, because these conveyances to Hill and others were in the hands of other solicitors. We simply took the deed and read it; and what was stated there we assumed to be the fact.

1320.

W. H. Poole,
Esq.

21 Jan., 1895.

- W. H. Poole, 1320. Is it possible for a price different from the price actually paid to appear on the face of the deed?
 Esq. Yes, it is just possible.
- 21 Jan., 1895. 1321. Is it the practice for such a state of things to take place? It is not generally the practice.
1322. But occasionally it is? There is no doubt it is done with the intent to hide the consideration, perhaps to evade the payment of the stamp duty, or for some purpose like that. It has been done, but it is a most irregular practice, and a practice which is liable to get a man into disgrace. We take the deeds, we go through the titles, we examine them, and see that the deeds are all correct, and that the consideration is there. We do not go any further. We do not make inquiries as to whether the money was actually paid. But there is no doubt that in a court of law the amount stated in a deed would be accepted as a fact.
1323. *Mr. Oann.*] Unless it could be upset? Exactly.

Arthur Charles Ebsworth, Esq., sworn and examined:—

- A. C. Ebsworth, Esq.
 21 Jan., 1895.
- 1324 *Chairman.*] What position do you hold? Managing clerk to Stephen, Jaques, and Stephen.
1325. You have come prepared to give the Committee information bearing on this case? So far as I am able to do so. The summons refers to certain deeds to be produced here. When I first read the notice I took it to refer to the releases given by Hill and others to the Crown; but I see now that it refers to the deeds relating to the purchase by Hill and others. Those deeds are not now in our possession; they are at the Land Titles Office in connection with the bringing of some land under the Act, but, of course, they can be obtained. The deeds will not show the amount of the purchase money paid by Hill and others. For instance, take Doyle's property, which was bought by Hill and others and sold to the Government. That property was mortgaged by Doyle's trustees; the mortgage became due, and instead of being paid off by the trustees of the estate, it was paid off by Hill and others to the amount of £8,000 or £8,500. There is nothing on the deeds of purchase by Hill and others to show that that mortgage money was paid by Hill and others. There are other amounts, too, in connection with Doyle's estate which do not appear on the face of the deeds, and, therefore, the deeds, even if produced, would not show the exact sum paid by Hill and others.
1326. Are we to understand that in the case you cited, in addition to what appears on the deed as the purchase money, £8,000 was paid by Hill? Yes, in one lump; and then there were other amounts. Perhaps if I explain the matter a little you will see clearly what I mean. The various members of Hill and others at various times purchased interests in Doyle's Estate. They bought up legacies from time to time; they paid the different beneficiaries certain amounts for their shares in the estate; and having bought up the interest of everybody that was interested in it, they took over the estate with all liabilities. There were debts owing by the estate, notably this one mortgage; and there were other charges which had to be satisfied, and which Hill and others had to put their hands in their pockets to pay. So that the deeds do not show accurately what amount of money was paid by them for this land; they really bought up the estate.
1327. Why are these precise amounts mentioned in the deeds of the purchasers? For instance, one legacy of £100 is payable by the estate to one of the Doyles. Hill and others may have bought up the legacy for £80 or £85. Each deed specifies the amount that was paid on that particular transaction; but the deeds, on the face of them, do not show the sum total of the money paid.
1328. Then these deeds are not a true criterion of what has been paid by Hill and others? No; as I explained when I gave evidence in the case in the Court. Speaking from memory, I think the amounts totted up to between £20,000 and £24,000.
1329. *Mr. F. Clarke.*] That was the total of the amounts appearing on the face of the deeds? No; but taking all these things into consideration.
1330. *Mr. Bavister.*] Are you in a position to state to the Committee what payments were actually made for the various pieces of ground? No; but I think I stated in the Court—I had the papers before me then—it was about £22,000.
1331. *Chairman.*] The total of the amounts paid by Hill and others to the various parties is stated at £22,950 on this memorandum? It is about that, I think.
1332. Does that include the mortgage debt of £8,000 which Hill paid off? No; it is not specifically stated, because that is evidently a list of the payments made to the beneficiaries, and this was a subsequent transaction between Hill and others and the trustees of Doyle's Estate.

FRIDAY, 1 FEBRUARY, 1895.

Present:—

MR. BAVISTER, | MR. O'SULLIVAN,
 MR. WALL.

J. MORGAN, ESQ., IN THE CHAIR.

Arthur Charles Ebsworth, Esq., recalled and further examined:—

- A. C. Ebsworth, Esq.
 1 Feb., 1895.
1333. *Mr. Bavister.*] Can you give the particulars of the prices which were actually paid for the various portions of land which were purchased by Hill and those associated with him and resumed by the Government? Yes. I may explain that the land itself was not bought, but certain interests in the estate. I turned up some old papers, and I found the original memorandum I made out in connection with the action, and which gives the various amounts. Mrs. Peisley, £2,000.
1334. *Chairman.*] Was that for her life interest, or for some land owned by Mrs. Peisley? It was for her interest in the estate. This is the deed referred to, and there is her receipt for the £2,000.
1335. *Mr. Bavister.*] Which Mrs. Peisley do you refer to? There are several ladies of the name of Peisley, but Mrs. Peisley was the mother of the other ladies of that name. Her name was Elizabeth. Miss Florence Elizabeth Peisley, her daughter, £1,000; Martha Australia Peisley, £1,000; Mrs. Johnson, a married daughter, £1,000. The next person was John Doyle, who received £500; this is the deed of the purchase of his interest. The next person is Mrs. Hilliard, who received £1,350; this is her deed.

The

A. C.
Ebsworth,
Esq.
1 Feb., 1895.

The next person is Mr. Mason, who was one of the executors, and who also had an interest in the estate. He received £5,000 for his interest; he also received another amount which I will come to afterwards. This is Mr. Mason's deed. Mrs. Morris received £1,200; this is her deed. Ernest Robert Peisley received £600 in all—that is to say, he mortgaged for £200, and there is a subsequent assignment for £400, making £600; these are the two deeds referred to. Mr. O'Donnell (who was also one of the executors) received £75 for a legacy to which he was entitled; this is the deed referred to. Mrs. Charlotte Wilson received £75 for a legacy given to her by the will; this is the deed of that.

1336. The sums which were paid to O'Donnell and Wilson were paid by Hill and those associated with him? Yes.

1337. They were not paid by the executors to whom you referred? Mr. Batty, who died just before the settlement of the matter with D. Sheehy, is the purchaser of O'Donnell's legacy and also Mrs. Wilson's. These are the amounts mentioned in the various deeds which I produce. I think you will find that tallies with what was given as evidence in the action.

1338. Were not all these matters settled through your office? Not entirely.

1339. Can you distinguish those which were settled through your office? Mrs. Peisley and the three daughters were settled through our office; Mr. Mason was settled through our office; the others were settled outside.

1340. Of the five that were settled through your office, were you the person who acted for the office? Yes.

1341. You are in a position to state, of your own knowledge, that those were the sums paid? I am.

1342. Can you state the names of the solicitors who acted for the portions of Doyle, Hilliard, Morris, E. R. Peisley, O'Donnell, and Wilson? Davis and Amess for all.

1343. In that connection some slightly different evidence has been given before the Committee. It has been testified that the £400 to E. R. Peisley comprised the £200 already advanced on mortgage? The documents speak for themselves. The first one is an indenture of the 7th September, 1887, E. P. Peisley to Thomas Batty and Sheehy, and recites that he has applied for a loan of £200. In consideration of that £200 he assigns his interest in the estate. Subsequently, by an assignment dated 3rd January, 1888, he releases to Thos. Batty and Sheehy his interest referred to absolutely for £400—quite distinct sums and quite distinct deeds. The receipts are endorsed for each sum.

1344. Who were the solicitors for the purchaser of the legacy from Mr. O'Donnell? Davis and Amess.

1345. Can you state the dates on which the transfers of the properties for which your office acted were completed? The first four persons are all included in one deed, which is dated 29th August, 1889. Mr. Mason gave his deed on the 12th September, 1889.

1346. *Mr. O'Sullivan.*] You stated in your previous evidence, "The deeds will not show the amount of the purchase money paid by Hill and others. For instance, take Doyle's property, which was bought by Hill and others and sold to the Government. That property was mortgaged by Doyle's trustees; the mortgage became due, and instead of being paid off by the trustees of the estate, it was paid off by Hill and others to the amount of £8,000 or £8,500." Have you anything further to say to the Committee in regard to that matter? Yes; I was going to refer to that matter. I wish to amend my previous evidence in a small respect. I was only speaking from memory then. With regard to that mortgage, I find that the amount was not £8,000 but £6,500. I have had an opportunity to turn up the papers since I gave my evidence, and I find the receipt for the amount in these words: "18 July, 1890. Received from Messrs. Mason and O'Donnell, through Hill and Belisario, £6,500, principal due S. A. Bayly and another." So that the £8,000 I referred to should have been £6,500 all through my previous evidence.

1347. There was no other mortgage than that? No other mortgage.

1348. Does the mortgage sum of £6,500 appear in the Judge's notes? Yes.

1349. Are the figures given by you correctly stated? Yes. The sum total of the deeds I have produced is £13,650.

1350. From the Judge's notes of your evidence, I will read the figures which you gave in the Court, and ask you if those figures are correctly stated:—

	£	s.	d.
The deeds show	13,600	0	0
Cheque to Counsel	1,250	0	0
Mortgage to Baily	6,500	0	0
Money paid to Executors, £250; £675	925	0	0
Costs	81	9	0
"	42	16	6
Cheque of Testator	100	0	0
Mr. O'Donnell	75	0	0
Mrs. Wilson	75	0	0
	£22,649	5	6
Not received by Plaintiffs	3,000	0	0
	£25,649	5	6

Is that correct? Subject to the addition being correct it is all right. I have on my notes a total of £25,699 5s. 6d.; but I have not had time to check the additions.

1351. The figures you gave before the Judge in the Court you still hold are correct? Yes, as far as my knowledge of the matter goes. I believe, though I am not in a position to state so as strict evidence, that other amounts were paid by the parties.

1352. What other amount is it possible were paid? Odds and ends, like rates on the different properties, and small charges one way and another.

1353. How much do you think they would amount to? That I cannot say; but probably Mr. Belisario could give the information; in fact I think he did in the Court.

1354. *Mr. Baxister.*] In the evidence some persons have been referred to as being interested in other properties;—can you state the value of the other properties referred to? The properties have, I think, since been sold for about £1,000 altogether, and, of course, that is a very small item.

1355. *Chairman.*] Were there any other large sums paid by Hill & Co. in any way besides these amounts you have mentioned? There may have been, but I am not in a position to say; I am giving evidence

A. C.
Ebsworth,
Esq.
1 Feb., 1895.

evidence of the things I personally know of, distinguishing them from the things I know of indirectly.
1356. Is it the usual thing for the Government when they resume any land to pay the costs of the transfer? Yes; almost invariably.

1357. Do you know whether in this case they paid the costs of transfer? No; the Government did not pay so far. Some question was raised about the costs on the settlement of the matter, and to our astonishment the Crown Solicitor stated that no costs would be paid.

1358. In the settlement of this case, was any mention made that Hill & Co. should pay the costs of transfer, or that the Government should pay the costs—was any arrangement made between the solicitor and the Government as to who should pay the cost? There was no arrangement. On the matter being mentioned in completing the details of the settlement we were surprised to hear that Hill and others would not be allowed the costs of transfers. Objection was at once taken to settle, but as the matter had been hanging over so long it was decided to leave the question in abeyance until the Crown Solicitor had an opportunity of communicating with the Minister. No agreement was made to waive the question, and it has never been waived yet.

1359. Can you state what were the costs of the transfer? The costs of the transfer have never been made up, because, of course, it would be necessary to make out a detailed bill, and to have that taxed.

1360. You cannot state about what the amount would be? I should think, roughly speaking, the actual conveyancing costs would come to about £200 or £300. The question was raised at the time in this way: The conveyancing costs would have been paid by the Crown in the ordinary course, but the point was raised by the Crown Solicitor that the settlement included all costs. We do not hold this view, because the only thing which was being done when the price was arranged for was the settlement of an action and nothing else, and the costs which you will see referred to in the memorandum of the settlement are the costs of settling "the action," and not the conveyancing costs. The one is altogether apart from the other.

1361. If the following statement has been made before this Committee, is it true—

"The costs of conveyancing in connection with the resumption, which are usually paid by the Government, were, in this case, included in the offer made to the claimants, and were therefore not paid by the Government."?

No; they were not included. It was not necessary to specify them, because we were not settling that part of the matter; an action only was being settled.

1362. Do you still maintain that the Government should have paid these costs? Certainly. There is one small matter which perhaps I may be permitted to refer to; it may throw some light on the correspondence which I see printed. It is in reference to some slight dispute between the Works Department and the Crown Solicitor. When the memorandum of the settlement was signed between our office and the then Premier, Sir G. Dibbs, our office suggested that a proper agreement containing the specific terms of settlement should be drawn out, and we asked the Crown Solicitor's Office several times to send us the draft, so that there should be no mistake about what was actually arranged; but it was stated that it was quite unnecessary, that the matter would be carried through at once, and that there could be no question about it; otherwise the question of costs and other things would have been placed on a proper footing.

1363. If that had been done by the Crown Solicitor, there could be no dispute as to the costs of transfer or any other matters? Certainly not.

1364. The neglect to make the agreement has entailed this dispute? Of course that is our view of it.

Mr. Frederick George Rae recalled and further examined:—

Mr.
F. G. Rae.
1 Feb., 1895.

1365. *Chairman.*] In the appendix to your evidence which you have handed in to the Committee you make this statement:—"With reference to the question of costs, the costs of conveyancing in connection with the resumption which are usually paid by the Government, were, in this case, included in the offer made to the claimants, and were therefore not paid by the Government." Mr. Ebsworth, from the office of Stephen, Jaques, and Stephen, has stated in his evidence that these were not included in the offer of the claimants, and that your statement therefore is incorrect. When you gave that evidence, were you speaking of your own knowledge, or from knowledge gained from some other department? I may explain that when I gave my last evidence I understood that there was to be no other meeting of the Committee. I was asked whether I could give evidence on that particular point. I said that I would get the evidence embodied in a schedule. I saw the Crown Solicitor, and he instructed me exactly what to say. I quoted his words, "There is a difference of opinion as to who should pay these costs between the Crown Solicitor's Office and the solicitor for the claimants, who naturally will not admit anything against their clients." The Minister, I see on referring to the papers, made this minute, "The minute referred to *all* costs." I consulted the Crown Solicitor in particular about that matter, because I thought it might be an important point, and I wrote down what he told me to say. Mr. Colquhoun, the Crown Solicitor, in referring this question to the Under Secretary for Public Works, says in his letter, "The minute, as you will see, reads 'each party paying their own costs.'" If it is a usual thing for the Government when they resume land to pay these costs, would it not in this case be right, according to this minute and to the evidence, that the Government should pay these costs, as they are separate from the costs of the action or the costs of the settlement. It is altogether out of my province to answer the question. I should not like to undertake to say what the Government should do.

1366. Still, hitherto it has been the custom of the Government to pay the costs of transfer? It is the invariable custom to pay the costs of transfer in the case of land resumptions.

CLAIMS FOR RESUMPTION OF LAND, WOOLLOOMOOLOO BAY.

APPENDIX.

[Handed in by Mr. Rae.]

A.

Sir,

Richardson and Wrench (Limited), 98, Pitt-street, Sydney, 13 October, 1892.

Referring to the personal interview with you this morning *re* Woolloomooloo Bay Resumptions, I beg to state that until a few years ago that portion of the city was almost neglected by capitalists—practically the whole place was dormant. An activity arose in the way of demand for lands there under the belief that the early future would discover for it an important and valuable use; the comparative smallness of the available area, its proximity to the city, and the suggested railway connection, together with a measure of patronage of large Ocean-going vessels and others of smaller style, all tended to awaken an interest and enhance value."

As showing the developments of prices for lands immediately hereabouts I have knowledge of these sales:—
127½ feet Cowper Wharf, 299 feet depth along Duke-street, 215 feet depth along Dowling-street, 97 feet depth to Harnett-lane, for £3,500, to Dr. Morris. He sold it in 1888, I think, for £21,000, and I know vendor in 1890 asked £27,000.

87½ feet to Cowper Wharf, 120½ feet depth to Dowling-street, 81 feet to Bland-street, other depth line less, for £2,000. The buyer died only a few years ago, and I understand his widow to say his value was £200 per foot frontage. My clear impression is that she was offered £160 per foot frontage.

58 feet to Cowper Wharf; part of it having a depth of 54 feet to 89 feet; other side line 112 feet; width at rear only 25 feet, for £7,000, in 1888.

27½ feet to Cowper Wharf; depth, 86 feet to 92 feet; 27 feet to rear street, for £30 per foot, adjoining, I think, the piece previously quoted for £2,000, and which 27½ feet frontage was sought for in 1888.

In September, 1888, we offered Moore's Wharf, Miller's Point, with a reserve of £96,000, and had offers at auction of £85,000 or £86,000, when it was not sold. Inquiries then set in for Cowper's Wharf frontages, as the idea was that quarter would come into active employment for wharfs and storage warehouses—the rate being less than the prices required for frontages on Darling Harbour.

To the Crown Solicitor, Sydney.

Yours, &c.,

A. W. S. GREGG.

P.S.—As explained to you the difference in the assessed prices per foot arose from the fact of the varied breadth of frontages, the narrower not having been deemed as valuable as the larger block, which latter allowed of better scope for use. May I mention that after the Crown resumed Challis' Estate block it was remarked that it was a cheap purchase, and I heard that had it gone to auction some would have competed for it and bought it at more money.—A.W.S.G.

Certified copy,—

A. W. S. GREGG.

R. E. ROBSON.

B.

RAILWAYS which have been constructed and settled by the Department without reference to law.

Railway.	Contractor.	Total amount of Contractor's claim.	Total amount paid.
		£	£
Culcairn to Corowa*	Horne & Shand	146,000	118,794
Nyngan to Cobar*	Smith & Finlayson	221,821	201,655
Kiama to Nowra*	E. Pritchard	280,000	266,543
Cootamundra to Temora*	Baxter & Saddler	116,877	108,951
Sydney to Waterfall	C. and E. Miller	239,712	232,682
Hawkesbury Bridge	Union Bridge Co.	366,000	353,163
Tamworth to Uralla	A. and R. Amos	817,000	732,789
Uralla to Glen Innes	Proudfoot & Co.	545,000	510,704
Sydney to Wollongong and Kiama No. 3	Proudfoot & Co.	444,000	388,593
Homebush to Hawkesbury	A. and R. Amos	542,600	474,946
Gosford to Waratah	A. and R. Amos	554,300	522,954

* Settled by W.J.L. All others settled by previous Ministers.

W. J. Lyne, Esq., M.P.

F. HOLMES,
11/12/94.

C.

Minute Paper.

Department of Public Works, Valuation Branch, Sydney, 30 January, 1891.

Subject:—Report and valuation on the claim of Charles Doyle's trustees, in respect of land at Woolloomooloo Bay, resumed for wharfage purposes.

Particulars of Claim.

Claimants, Jno. Mason and Geo. O'Donnell, Trustees and Executors of the will of Charles Doyle (deceased).
Area taken, about 1 a. 0 r. 26 p.; amount of claim, £151,500.

REPORT.

THIS claim is made in respect of land having a frontage of 303 ft. 7½ in. to the water of Woolloomooloo Bay, resumed for wharfage purposes, by notification in the *Government Gazette* of 3rd April, 1890. Claim, £151,500 valuation, £53,447 16s. 3d.

The average depth from the western boundary, Woolloomooloo Bay, to Victoria-street, which is the eastern boundary, is about 190 feet, and the area taken is about 1 a. 0 r. 26 p.

This property is at present of great value. It is in two portions divided by a lane about 17 feet wide, the first of which adjoining the Challis Estate has 253 ft. 7½ in. frontage to Woolloomooloo Bay, and the other, divided from the former by the lane mentioned, has 50 feet frontage to that bay.

A claim is made by George Hill, Thomas Batty, Daniel Sheehy, and E. H. Belisario, amounting to £91,200, for the same land, but, as advised by the Crown Solicitor, we have dealt with the fee simple value of the land resumed, which, when the amount has been agreed upon, should be paid into Court.

Valuation.

APPENDIX.

<i>Valuation.</i>		£	s.	d.
303 ft. 7½ in. frontage to bay, at £175 per foot		53,134	7	6
Forced sale, at 10 per cent.		5,313	8	9
		£58,447 16 3		
Claim		151,500	0	0
Valuation		58,447	16	3
Submitted for approval.				

J. B. THOMPSON.
RICHARDSON AND WRENCH (LIMITED).
MILLS, PILE, AND WILSON.

N.B.—This is not a further and separate award to that in the claim of Hill, Batty, Sheehy, and Belisario, but is identical and must be read in connection therewith.

The Under Secretary, Public Works, Sydney.

This seems to me a reasonable valuation.—W.M., 11/2/91.

D.

WOOLLOOMOODOO BAY RESUMPTIONS.

Schedule referred to in Mr. Rae's evidence.

Claimant.	Frontage.		Average depth.			Area.		Amount paid, without interest.		Rate per acre, without interest.		Total amount paid, including interest.		Rate per acre, including interest.		Rate per foot including interest.						
	ft.	in.	ft.	in.	a.	r.	p.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Challis Estate.....	261	0	282	0	1	2	37½	45,000	0	0	25,946	0	0	47,951	9	11	27,648	0	0	183	14	5
Hill, George	253	7½	213	6	1	0	0	36,775	12	6	36,775	12	6	46,897	0	0	46,897	0	0	182	18	5
Do	50	0	151	0	0	0	26½	7,250	0	0	43,773	0	0	9,146	0	0	55,219	0	0	182	18	5
Do	123	0	108	6	0	1	2½	17,835	0	0	67,144	0	0	22,499	0	0	84,672	0	0	182	18	5
Do	112	0	98	6	0	1	1	16,240	0	0	63,375	0	0	20,487	0	0	79,950	0	0	182	18	5
Lahiff, P.	30	0	137	6	0	0	14	4,500	0	0	51,428	0	0	5,236	15	4	59,848	0	0	174	11	2
Brown, J. A.	15	0	129	6	0	0	7	2,200	0	0	50,285	0	0	2,629	19	10	60,114	0	0	175	6	8
M'Quade, —	505	0	150	0	1	2	34	42,925	0	0	25,065	0	0	53,459	16	9	31,216	0	0	105	17	2
Total of G. Hill's land	538	7½	145	0	1	2	30	78,100	12	6	46,282	0	0	98,528	19	5	58,387	0	0	182	18	5

With reference to the question of costs: The costs of conveyancing in connection with the resumption, which are usually paid by the Government, were, in this case, included in the offer made to the claimants, and were therefore not paid by the Government.

FRED. G. RAE,
17/1/95

1894.

(SECOND SESSION.)

NEW SOUTH WALES.

THE ANNUAL REPORT

OF

THE POSTMASTER-GENERAL,

FOR THE YEAR

1893.

Presented to Parliament by Command.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER, PHILLIP STREET.

1894.

[2s. 6d.]

1—A

[1,255 copies—Approximate Cost of Printing (labour and material), £138 17s. 0d.]

THE POSTMASTER-GENERAL TO HIS EXCELLENCY THE GOVERNOR.

ANNUAL REPORT FOR THE YEAR 1893 ON THE POST OFFICE,
MONEY ORDER OFFICE, GOVERNMENT SAVINGS BANK, AND
ELECTRIC TELEGRAPH DEPARTMENT.

SIR,

I have the honor to transmit to your Excellency my Annual Report for the year 1893.

The year has been a remarkable one in the history of the Department, inasmuch as it has been specially characterised by two events, namely, (1) the passing of the Postage Acts Amendment Act, and (2) the complete amalgamation into one Department of the separate establishments which hitherto comprised the Departments under my Ministerial control.

For many years attempts have been made in Parliament to bring the legislation of this Colony into line with that of other countries, but no Government had hitherto succeeded in accomplishing this legislation until the present Administration introduced the Postage Acts Amendment Bill, which was successfully passed through Parliament, and was assented to on the 13th June, 1893. This Act has enabled the Department to regulate the registration and character of newspapers; to do away with a large amount of unnecessary circumlocution and expense in advertising unclaimed letters (at the same time permitting writers to secure the return of an unclaimed letter within a certain specified number of days); has enabled the system of optional prepayment of postage to be introduced; to secure a more equitable system of payment to masters of non-contract vessels for conveying mails; to establish a parcel post within the Colony and with the various Australasian Colonies; to introduce the system of postal notes; to increase the maximum amount of a money order from £10 to £20; to prohibit the carrying on of lotteries through the post; and to do away with the fee hitherto charged for redirecting letters whilst in course of post. It is a matter of great congratulation that legislation has at last been obtained to enable the Department to secure these advantages and to keep abreast of the world generally in its usefulness as a public institution.

It was the opinion of several of my predecessors that the Departments of the Post Office, Money Order Office, Government Savings Bank, and Electric Telegraphs should be amalgamated, *i.e.*, instead of being conducted by an officer at the head of each, having, to a large extent, an independent Departmental control, that they should be under one permanent head, who should be responsible for the general administration of the whole.

The fact that the late Superintendent of Telegraphs, E. C. Cracknell, was held in great esteem by the community, in consequence of his early connection with New South Wales Telegraphs, and of his identification with its administration ever since, was, it would appear, one of the reasons which operated against the amalgamation of these departments at an earlier date, more especially as the Royal Commission appointed to inquire into the public departments had made a decided recommendation to this effect when they investigated the working of the Departments under the control of the Postmaster-General.

The lamented death of Mr. Cracknell on the 14th January, 1893, afforded the opportunity of effecting this desired amalgamation, and I consequently determined to take advantage of it. Accordingly, on the 8th February, 1893, your Excellency, with the advice of the Executive Council, appointed the Postmaster-General for the time being to be the superintending officer under the second section of the Electric Telegraph Act, the effect of this being to remove the responsibility—hitherto held by the Superintendent of Telegraphs—to the Minister in charge of the Department. On the same day Mr. S. H. Lambton, Secretary to the Post Office, was appointed to take charge as permanent head of the three Departments, under the designation of Deputy Postmaster-General.

The Royal Commission, in advocating the amalgamation of the Departments, recommended the abolition of the office of both Superintendent and Assistant Superintendent of Telegraphs, and advised the creation of a second Assistant Secretary. It was, however, considered that the business would be better conducted by also abolishing the office of Assistant Secretary of the Post Office, and creating the offices of Secretary to the Postal Service, to which Mr. James Dalgarno was appointed, and of Secretary to the Telegraph Service, to which Mr. Philip Billingsley Walker was appointed.

In order to give due effect to the amalgamation in the Account and Financial branches, Mr. Andrew James Doak (the Superintendent of the Money Order Office and Government Savings Bank) was appointed as Chief Accountant and Controller of the Money Order Office and Government Savings Bank.

The following changes were also made:—Mr. Charles Smith Gregory, to be Accountant; Mr. John Thompson, to be Distributer of Stamps; Mr. David Charles Coote, to be Cashier; Mr. Charles Augustus Ord, to be First Clerk, Cash Branch; Mr. James Clark O'Hara, to be First Clerk, Stamp Branch; Mr. Thomas William Ferris, to be First Clerk, Account Branch; Mr. Michael Henry Howard, to be an Operator—the offices hitherto designated and filled as follows, viz.:—Accountant, Post Office, Mr. W. L. Carter; Accountant, Electric Telegraphs, Mr. C. S. Gregory; Cashier, Post Office, Mr. J. Thompson; Cashier, Electric Telegraphs, Mr. D. C. Coote; Book-keeper, Mr. J. C. O'Hara; Cable clerk, Mr. M. H. Howard, being consequently abolished.

I need hardly remark that the two events I have just alluded to have involved a very large amount of labour in the Department during the year, and it is satisfactory to record that the whole of the arrangements brought into operation have been found to work well. With some slight modification which the experience of the future may justify, it will doubtless be found that this great administrative change of the year 1893 will exercise a powerful influence in the future well-being and progress of the Department.

In the month of March, 1893, a Postal and Telegraphic Conference was held at Brisbane, the undermentioned gentlemen representing the respective Australasian Colonies, namely:—

<i>New South Wales:</i>	The Hon. JOHN KIDD, M.L.A., Postmaster-General. S. H. LAMBTON, Esq., Deputy Postmaster-General. P. B. WALKER, Esq., Secretary Telegraph Service.
<i>Victoria:</i>	The Hon. AGAR WYNNE, M.L.C., Postmaster-General. JAMES SMIBERT, Esq., Deputy Postmaster-General.
<i>South Australia:</i>	CHARLES TODD, Esq., C.M.G., M.A., Postmaster-General and Superintendent of Telegraphs.
<i>Western Australia:</i>	RICHARD A. SHELL, Esq., Postmaster-General.
<i>Tasmania:</i>	The Hon. AGAR WYNNE, M.L.C., Acting for Postmaster-General, Tasmania. ROBERT HENRY, Esq., Superintendent of Telegraphs. HENRY BOYES, Esq., Secretary to the Post Office.
<i>New Zealand:</i>	The Hon. J. G. WARD, M.H.R., Postmaster-General and Commissioner of Telegraphs. C. LEMON, Esq., Ph.D., Superintendent of Telegraphs.
<i>Queensland:</i>	The Hon. THEODORE UNMACK, M.L.A., Minister for Railways and Postmaster-General. JOHN McDONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Telegraphs.

As

As a full report of the proceedings and debates of this Conference has already been presented to Parliament, I deem it unnecessary, in this place, to make further allusion thereto.

I may just mention, although the matter really relates to the year 1894, that a Postal and Telegraphic Conference was held in New Zealand in March last, when a large amount of business appertaining to the various colonies was transacted.

REVENUE AND EXPENDITURE.

The following Statement shows the Revenue and Expenditure for the year 1893:—

<i>Revenue.</i>		£	s.	d.	£	s.	d.
Postage		470,865	13	0			
Less amount transferred to Stamp Duties as the approximate value of Postage Stamps used as Duty Stamps during the year		24,000	0	0			
					446,865	13	0
Electric Telegraphs					160,796	7	4
Telephones					16,319	18	7
Money Order Commission					19,038	9	6
Poundage on Postal Notes					548	17	10
Interest on Savings Bank Investments					112,349	6	5
Balance of Expenditure over Revenue					127,147	15	7
					£883,066	8	3
Total							

<i>Expenditure.</i>		£	s.	d.	£	s.	d.
Salaries		406,122	6	9			
Contingencies		109,546	11	8			
Conveyance of Mails		209,792	6	2			
Cable Subsidies, &c.		33,494	18	11			
Interest allowed to Savings Bank Depositors		99,566	0	3			
Loss through frauds		2,113	4	8			
Postage Stamps repurchased from public and used as remittances by public officials		20,905	18	10			
Allowance to Railway Department for transacting public telegraph business at Railway Telegraph Offices		1,525	1	0			
					£883,066	8	3
Total							

The foregoing return shows an excess of expenditure over revenue of £127,147 15s. 7d., which is £47,872 3s. 2d. more than that exhibited by the return for 1892. But included in the expenditure for 1893, are an amount of £2,113 4s. 8d., representing the loss sustained by the Department through frauds on the Government Savings Bank by an officer who is now serving a term of imprisonment, and two items (aggregating £22,430 19s. 10d.) which have not appeared in the statements furnished in previous years. The first of these two latter items represents the value of the postage stamps received by Public Departments as remittances from public officials and of those repurchased from the public (less the discount charged for this accommodation), the whole of such stamps being destroyed and not used for postage purposes at all; the second is one-half of the gross revenue received at Railway Telegraph offices, this being the consideration for which the Railway Department undertakes the transmission of public messages. There was also an increase of £19,658 16s. 2d. in the amount of cable subsidies, &c., a portion of which was properly chargeable to the previous year. These items together account for £44,203 0s. 8d. of the difference between the excess of expenditure over revenue in 1893, as compared with the year 1892, and the balance may be attributed to a contraction of the revenue consequent on the general depression and the putting into operation of the provisions of the Postage Acts Amendment Act in regard to lotteries, &c. There is a marked increase both in the "Interest on Savings Bank Investments" and the "Interest allowed to Savings Bank depositors," but this is explained by the large influx of deposits occasioned by the financial panic of last year.

The

The following are the items of expenditure paid from votes under the control of other Ministers :—

	1892.	1893.
Stores and stationery	£5,450 16 1	£7,147 18 11
Repairs and additions to buildings	8,108 13 3	9,299 4 4
Furniture (including carriage)	866 13 4	485 18 1
Printing, bookbinding, <i>Gazette</i> advertisements, <i>Gazettes</i> , &c..	11,518 16 9	8,865 6 3
Printing postage-stamps... ..	5,426 6 7	4,568 6 9
Do postal notes ... ..	.....	73 8 5
Municipal and other rates	2,114 16 3	2,476 15 2
Postage	1,644 5 0	837 13 11
Advertising in newspapers	703 16 6	505 16 0
Fuel and light	4,039 6 8	3,195 12 8
Total	£39,873 10 5	£37,456 0 6

The interest on the cost of construction of Electric Telegraph Lines is estimated at £32,833, and the interest on the cost of buildings owned by the Government, and used as Post and Telegraph Offices in various parts of the Colony, is estimated at £30,521.

Adding the expenditure on account of the services of the Postmaster-General from the votes of other Departments, and the interest on the cost of buildings and construction of telegraph lines, the expenditure properly chargeable to the Departments under my control for the year 1893 was £983,876 8s. 9d., or £227,957 16s. 1d. in excess of the revenue for the same period.

INLAND SERVICE.

The new postal routes opened during the year 1893, as shown in the annexed return, amounted to 1,269 miles, viz. :—

Postal Line.	No. of times per week.	Postal Line.	No. of times per week.
<i>In the Western Country.</i>		<i>In the Southern Country—continued.</i>	
From Byrock to Brewarrina, via Gongolgon (re-established.)	1	From Moulamein to Mallan	1
Dilga to Cumnock	2	Narrawa to Mewburn	2
Enngonia to Old Morton Plains	1	Nowra Railway Station to Post Office	12
Forbes Railway Station to Post Office	6 or oftener.	Pleasant Hills to Wallandool	2
Gulgamree to Bocoble	2	Smithfield to Wetherill Park	6
Lower Mangrove to Mangrove Creek	2	Stockinbingal Railway Station to Post Office.	3
Metcalf's Mail Change to Burra Burra Tinfeld.	2	Tarago to Croker's Mint	2
Oberon to Sweetbriar	1	Temora Railway Station to Post Office ...	3
Parkes Railway Station to Post Office	12 or oftener.	Tumut to Argalong	1
Pitt Town to Kenthurst	1	Turn-off on Gerringong and Fox Ground Mail Line to Broughton Village.	6
Rockley to Back Creek	3	Wallace to Werombi	3
Rydal to Cheetam's Flats	1	<i>In the Northern Country.</i>	
Tichborne Railway Station to Post Office...	6	From Bective Station to Winton	2
Wellington to Daviesville	6	Boorooma to Willenbone	2
Wiseman's Ferry to Webb's Creek	2	Burringbar to Upper Burringbar	2
<i>In the Southern Country.</i>		Croki to Mitchell's Island	2
From Berry Railway Station to Post Office	12	Cundletown to Oxley Island	2
Bookham to Berremangra	3	Dundee Railway Station to Fladbury	3
Bredbo to Cowra Creek	1	Goodooga to Liangboyde	1
Broughton Vale to Broughton Village	3	Meroe to Crinoline	2
Brungle Bridge to Wagragobilly	3	Meroe to Myambra	1
Brungle to Tumut	3	Murwillumbah and Brunswick Mail Line (point on) to Upper Pocket.	2
Coolaman to Upper Currawarna	2	Narrabri to New Angledool	1
Cross Roads to Canyon Leigh	2	Newcastle to Mosquito Island	6
Denitiquin to Murray Hut (Finley)	1	Newcastle Tram Terminus to Post Office...	12
Gerringong Railway Station to Post Office	12	Sandon to Mount Sherwood ..	2
Henty to Munyabla	2	Scott's Flat to Mitchell's Flat	3
Ilkadoon to Curlew Park	1	Seaham to East Seaham	6
Jasper's Brush Railway Station to Post Office.	6	Singleton to Sedgfield (direct)	3
Manfred Station to Mulurulu	1	Upper Lstock to Carrabolla	1
Mewburn to Reid's Flat	1	Walgett to Yarraldool	1
		Warialda to Gragin Station	3
		West Maitland to Seaham	6
		Wollombi to Payne's Crossing	3

The postal routes abolished, amounting to 777 miles, are shown in the following return:—

Postal Line.	No. of times per week.	Postal Line.	No. of times per week.
<i>Western Roads.</i>		<i>Northern Roads.</i>	
Between Canowindra and Nyrang	2	Between Booroolong and Sobraon	2
Lincoln and Daviesville	2	Brookfield and Dungog	3
Molong and Peak Hill	3	Brunswick and Mullumbimby	1
Seven Hills and Toongabbie	6	Hinton and Seaham	6
<i>Southern Roads.</i>		Midgeegrass and Perimée	2
Between Ariah and Selmes	1	Millic and M'Donald's	1
Barrengarry and Bendeela	2	Oxley Island and Mitchell Island	2
Bombala and Delegate	1	Piangobla and New Angledool	1
Broughton Vale and Broughton Village	3	Scott's Flat and Sedgfield	3
Canley Vale and St. John's Park	6	Sedgfield and Mitchell's Flat	2
Corona Head Station and Quinyambi Station.	Fortnightly for 6 months, monthly for 6 months.	Singleton and Bloomfield	1
"Cuparlo Hotel" and Nuntherungie	2	Uralla and Meirose	2
Kangaroo Valley and Bellawongarah	6	Walgett and New Cryan	1
"Linnett's Junction Hotel" and Gol Gol	1	Weilmoringle and Llangboyde	1
Narrawa and Reid's Flat	1	Westerweller's and Launt's	2
Numba and Black Forest	1	Wyong and Durren Durren	2
Yerong Creek and Munyabla	2		

Increased communication on existing lines was afforded as follows:—

Postal Line.	No. of times per week.		Postal Line.	No. of times per week.	
	From	To		From	To
<i>Western Roads.</i>			<i>Northern Roads.</i>		
Between Cullerina and Goodooga	1	2	Between Belltrees and Stewart's Brook	2	3
Dural and North Dural	3	6	Coorabell Creek and Mullumbimby	1	2
Pitt Town and Wiseman's Ferry	2	3	Dungowan and Swamp Oak	3	4
Trunkay Creek and Tuena	2	3	Fernmount and East Raleigh	2	3
<i>Southern Roads.</i>			Grafton and Southgate	2	3
Between Braidwood and Major's Creek	3	6	Inverell and Elsmore	3	6
Broken Hill and Torrowangee	2	6	Kempsey and West Kempsey	12	13
Galong and Douglas Gap	1	2	Murwillumbah and Dunbible Creek	2	6
Laurel Hill and Tumberumba	2	3	Paterson and Dungog	3	6
Merool Creek and Broken Dam	1	2	Scone and Moonan Brook	2	3
Savernake and Berrigan	1	2	South Grafton and Ramornie	2	3
Temora and Barmedman	3	6	Uralla and Sandon	1	2
Tunut and Blowering	1	2	Wean and Penryn	1	2
Wallandry and Kildary	2	3	Welbon and Goondiwindi	1	2
			White Swamp and Killarney	1	2

The communication existing on the following lines was decreased:—

Postal Line.	No. of times per week.		Postal Line.	No. of times per week.	
	From	To		From	To
<i>Western Roads.</i>			<i>Southern Roads.</i>		
Between Manildra and Parkes (by coach)	6	2	Between Berry and Bellawongarah	6	3
Molong and Garra	6	2	Cootamundra and Temora	7	6
Mudgee and Merindee	3	2	Holt's Flat and Cathcart	2	1
Orange and Lewis Ponds	6	3	From Gundaroo to Gunning	7	6
<i>Northern Roads.</i>					
			Between Clarence Town and Glen William, Emmaville, and Argenton	6	3
				2	1

The extent of postal route traversed in the Colony up to the 31st December, 1893, was 32,792 miles, as compared with 32,300 miles traversed in 1892—

	1892.	1893.
On horseback	11,616 miles	11,000 miles.
By coach	17,467 "	18,380 "
By railway	2,384 "	2,520 "
By tramway	21 "	68 "
By steamer	812 "	824 "

The

The number of miles travelled in the year 1893 was 8,784,600, being an increase of 215,900 on the mileage of the previous year.

The extension of mail route by railway during 1893 was as follows:—

Cootamundra to Temora	...	...	...	38 miles.
Milson's Point to St. Leonards	...	...	...	3 "
Molong to Forbes	...	...	...	73 "
North Kiama to Nowra	...	...	...	22 "

and by tramway—

Broken Hill to Torrowangee	...	...	...	40 "
Newcastle to Wallsend	...	...	...	7 "

The number of Post Offices established was 18, viz.:—Avoca, Bluey, Bomaderry, Brocklesby, Canyon Leigh, Daviesville, Gannon's Creek, Islington, Lansdale, Mitchell's Flat, Myrtle Creek, Nunnagoit, Riley's Hill, The Gulf, The Pocket, Ulan, Wetherill Park, and Winton.

The Post Office at Balderodgery was re-established.

The number of Post Offices discontinued was 19, viz.:—Bolong, Camden Haven, Cronulla Beach, Cooney Creek, Denison Town, Dingo Creek, Greig's Flat, Hawke's Nest, Kadina, Leighwood, Milburn Creek, Mount Gipps, Newstead, Perimee, Porcupine Gap, Punkalla, Tanner's Creek, Unumgar, and Upper Myall.

It was found desirable to change the designations of the following Post Offices, viz.:—Coplacurripa to No. 1, Doughboy Hollow to Ardglen, Dry River to Quaama, Junee Junction to Junee, Mosman's Bay to Mosman, Murray Hut to Finley, and Sandhurst to Glenhaven.

Appendix A.

In the Appendix will be found a list of the 1,423 Post Offices in the Colony on the 31st December, 1893.

193 changes of Postmasters occurred during the year.

Receiving offices were established at the following places, viz.:—Allen Mount, Argalong, Back Creek, Bawden Bridge, Beloeth, Bereen, Bermagui South, Berremangra, Blanket Flat, Bocoble, Bolong, Boppy Mountain, Braemar, Burragate, Carrabolla, Cheetam's Flats, Coalbaggie, Cowra Creek, Crabbe's Creek, Cronulla Beach, Dapper, Dingo Creek, East Seaham, Euwylong, Federal, Fifield, Fladbury, Greig's Flat, Harold's Cross, Inglewood, Katoomba South, Leura, Lower Taylor's Arm, Mila, Mororo, Mosquito Island, Mount Billagoe, Mount Gipps, Payne's Crossing, Possum Power, Riley's Hill, Rossmore, South Gundurimba, Sweetbriar, Tallewang, The Pocket, Tia, Tooraweenah, Upper Burringbar, Upper Dungowan, Upper Myall, Upper Pocket, Wagonga, Wagrabilly, Wallandool, Wattamadara, White Cliffs, Woodford, and Yalgogrin North.

The Receiving Office at Halfway Creek was re-established.

The name of the Receiving Office at Sandy Creek was changed to Dapper.

The Receiving Offices at the following places were converted into Post Offices, viz.:—Avoca, Bluey, Daviesville, Gannon's Creek, Lansdale, Mitchell's Flat, Myrtle Creek, Riley's Hill, The Gulf, The Pocket, and Ulan.

The Receiving Offices at the following places were discontinued, viz.:—Argenton, Athey's, Baldry, Barnett, Bendeela, Bloomfield, Boppy Mountain, Broombee, Burbong, Coalbaggie, Kangarooie, Kelly's Creek, Moolta, Mount Gipps, Mulguthrie, Nuntherungie, Nyrang, Sobraon, Umberumberka, Wallandry, Warri, and Webb's Consols.

Appendix B.

In the Appendix will be found a list of the Receiving Offices in existence at the close of the year, 404 in number.

Appendix A.

Appendix A contains a return of the Government Buildings for the transaction of the Postal, Money Order, Savings Bank, and Telegraph business, and particulars of the premises rented or otherwise provided for the purpose. Government Buildings at the following places were completed and occupied during 1893, viz.:—Adaminiby, Burwood, Carrathool, Cundletown, Harden, Mulgoa, Mulwala, Newtown, and Rockdale.

During the year 1893, 3 pillar letter-receivers were erected in different parts of the Colony, 6 were removed to different sites; 44 small iron letter-receivers were placed, 10 were removed to new sites, and 1 was withdrawn. One wooden newspaper-receiver was erected.

On

On the 31st December the number of letter-receivers erected in the Colony (both large and small), was 1,095, and the number of newspaper-receivers, 19.

The number of licenses for the sale of postage-stamps issued in 1893 to persons other than postmasters or Receiving-Office-Keepers was 161, the number transferred 70, and the number cancelled 16. In the Appendix is given a list of the persons holding these licenses throughout the Colony. Appendix C.

On the 31st December, 1893, the number of locked private letter-boxes let at the General Post Office was 1,303, besides 70 allotted to Public Departments, for which no fees are paid.

The system is now in operation at the following offices, viz.:—Adelong, Albury, Armidale, Ashfield, Ballina, Balmain, Balranald, Bathurst, Bega, Bombala, Bourke, Bowral, Braidwood, Broken Hill, Burwood, Casino, Cobar, Condobolin, Coonamble, Cootamundra, Coraki, Deniliquin, Dubbo, East Maitland, Emmaville, Forbes, George-street North, Glen Innes, Goulburn, Grafton, Granville, Grenfell, Gulgong, Gunnedah, Hay, Haymarket, Hillgrove, Hillston, Inverell, Jerilderie, Junee, Kempsey, Kiama, King-street, Lismore, Maclean, Manly, Marrickville, Moree, Moruya, Moss Vale, Mount Victoria, Mudgee, Murwillumbah, Muswellbrook, Narrabri, Narrandera, Newcastle, Newtown, North Sydney, Nymagee, Orange, Pambula, Park-street, Parramatta, Queanbeyan, Silverton, Singleton, Tamworth, Taree, Temora, Tenterfield, Uralla, Urana, Wagga Wagga, Walgett, Wentworth, West Maitland, Wilcannia, Wollongong, and Young.

Four private posting boxes were constructed on private premises for the use and at the expense of the occupants, under the system introduced in August, 1886. The fee charged for the clearance of these boxes varies from £3 to £5 per annum, according to the daily number of clearances effected.

Nine additional letter-carriers were appointed during 1893. The total number of these officials employed on the 31st December was 458, of whom 98 were attached to the Head Office, the remainder being distributed throughout the Colony, as indicated in the Appendix.

Appendix A.

The number of persons employed in connection with the Postal and Electric Telegraph Department for the year 1893 was as follows:—

Principal Officers.—1 Postmaster-General, 1 Deputy Postmaster-General, 1 Secretary of the Postal Service, 1 Secretary of the Telegraph Service, 1 Chief Accountant and Controller, Money Order Office and Government Savings Bank.

Ministerial Division.—1 chief inspector, 8 inspectors, 4 senior clerks, 42 clerks, 1 clerk in charge of stores, 8 temporary clerks, 2 relieving officers, 11 indoor messengers, 1 assistant storekeeper, 3 assistants in store, 1 storeman, 1 mechanic, 1 carpenter, 1 caretaker, 1 office keeper, 1 tower attendant, 1 gatekeeper and porter, 1 detective, 4 constables, 6 cleaners, 10 female servants, 1 manager of stables, 1 farrier, 1 striker and assistant, 8 grooms, 1 foreman of mail-cart drivers, 5 mail-cart drivers.

Money Order and Government Savings Bank Division.—1 chief clerk, 1 examiner, 2 assistant examiners, 1 teller, 3 assistant tellers, 20 ledger-keepers, 26 clerks, 21 temporary clerks, 6 indoor messengers.

Account and Cash Division.—1 accountant, 1 distributor of stamps, 1 cashier, 1 receiving clerk, 1 senior clerk, 32 clerks, 3 temporary clerks.

Mail Division.—1 superintendent, 1 assistant superintendent, 5 senior clerks, 43 clerks, 1 clerk in charge of parcel post, 1 shipping clerk, 1 shipping clerk's assistant, 14 temporary clerks, 17 mail guards, 60 letter-sorters, 10 junior letter-sorters, 5 temporary letter-sorters, 1 overseer of sorters, 55 stampers and sorters, 12 junior stampers and sorters, 4 temporary stampers and sorters, 5 sorters, 1 letter-carriers' overseer, 82 letter-carriers, 13 junior letter-carriers, 3 temporary letter-carriers, 63 mail-boys, 3 packers, parcel post branch, 7 assistants, parcel post branch 2 custodians of mails, 1 custodian of mail-bags, 1 assistant in bag-room, 2 bag turners, 1 repairer of mail-bags.

Telegraph Division.—1 station manager, 3 assistant station managers, 1 clerk in charge of check branch, 1 electrician, 1 assistant electrician, 32 clerks, 22 temporary clerks, 1 assistant in store, 196 operators, 17 junior operators, 7 temporary operators, 1 messengers' overseer, 1 assistant messengers' overseer, 3 temporary messengers' overseers, 190 messengers, 7 cadets, 1 chief mechanic, 1 assistant mechanic,

mechanician, 4 instrument fitters, 1 temporary assistant (mechanical branch), 1 inspector of lines (city and suburbs), 1 assistant line repairer, 1 batteryman, 7 assistant batteryman, 2 lift attendants, 14 temporary construction overseers, 71 labourers.

Telephone Branch.—1 manager, 1 mechanic, 12 fitters, 1 exchange foreman, 1 line foreman, 3 monitors, 42 switch attendants, 1 probationer, 1 messenger.

Electric Light Branch.—1 chief engineer, 4 engineers, 7 assistant engineers, 3 assistants.

NOTE.—The classification of the staff as given in this report was made on the amalgamation of officers effected in 1893, but owing to the salaries being voted by Parliament under estimates prepared prior to this amalgamation, full effect could not be given to the greater part of the scheme until 1894, when estimates, rearranged to meet the position, were approved of by Parliament.

Branch, Suburban, and Country Offices.—1,423 postmasters, 9 telegraph station masters, 112 postal assistants, 101 junior postal assistants, 109 temporary postal assistants, 299 operators, 84 junior operators, 2 assistant operators, 15 temporary station masters and telephone operators, 19 mail-guards, 2 stampers and sorters, 2 junior stampers and sorters, 171 letter-carriers, 180 junior letter-carriers, 9 temporary letter-carriers, 47 mail-boys, 61 mail-carriers, 370 telegraph messengers, 13 cadets, 30 switch attendants, 2 telephone fitters, 3 assistant battery-men, 45 line-repairers, 404 receiving office keepers, 770 mail contractors.

Total, Head Office	1,333
„ Branch, Suburban, and Country Offices ...	4,282
Total number of persons employed	5,615

Twenty deaths occurred, viz.:—Mr. E. C. Cracknell, Superintendent of Telegraphs; J. W. Miller, receiving clerk, Telegraph Branch; H. J. Atkinson, postmaster, Carrathool; M. F. Naghten, assistant, Bathurst; P. A. Fellow, assistant, Broken Hill; A. Taylor, operator, Sydney; W. Simmons, operator, Wollongong; C. Cade, junior assistant, Armidale; T. Thompson, letter-carrier, Goulburn; W. Fairbairn and M. J. Boysen, letter-carriers, Liverpool; T. Stringfellow, stamper and sorter; J. P. J. Hinchy and J. Murray, messengers; T. Bennett, telephone fitter; H. Stevens, mail-guard; E. Baldwin, temporary letter-carrier; J. Craik, assistant in bag-room; P. O'Brien, mail-boy; and J. M. Stapleton, telegraph messenger.

Fifty-five resignations took place, and the services of 17 officials no longer required were dispensed with.

Eleven officers retired from the service, viz.:—Messrs. W. L. Carter, accountant; W. Burnett, examiner; H. Murdoch, senior clerk; and S. I. Leon, ledger-keeper, in consequence of the abolition of their offices through the amalgamation of the Postal and Telegraph Departments; Mr. W. D. Bayly, examiner, Money Order office; Mr. T. S. J. Rigg, senior clerk, Post Office, and Mr. C. Harrison, post and telegraph master, Bega; all of whom were allowed pensions under the Civil Service Act; Messrs. N. E. H. Ehrenström, clerk, and J. Whittaker, postal assistant, Bourke, who were allowed gratuities under the same Act; and Messrs. J. Caldwell, stamper and sorter, Goulburn, and W. H. Whatham, letter-carrier, Deniliquin, who, not being contributors to the Superannuation Account, and in consideration of their length of service, were each granted a small gratuity from the Consolidated Revenue.

The removals from the Service numbered 12. One, a clerk in the Money Order Office, received six years imprisonment for frauds in connection with the Government Savings Bank; a letter-carrier received three years imprisonment for stealing a letter; a junior letter-carrier received two years imprisonment for forging a signature to a registered letter receipt; another junior letter-carrier was sentenced to twelve months imprisonment for stealing a letter; and a letter-sorter received 18 months imprisonment for a similar offence.

The remainder were dismissed for the following offences:—Four letter-carriers for misappropriation of letters; a cleaner for unsatisfactory performance of duty; and two telegraph messengers for being absent without leave.

The

The Postal Inspectors in 1893 travelled a distance of 53,527 miles, and inspected the postal route appertaining thereto, visiting 773 offices, 236 of which were visited more than once during the year.

Some important amendments have been effected in the regulations relative to the employment of persons in the Postal and Telegraph Service other than "Officers" under the Civil Service Act. Previously to the introduction of these amended regulations on the 1st July, 1893, candidates for employment were not required to produce evidence of their educational fitness further than to show that they were able to read manuscript, write from dictation, and possessed a knowledge of the first four rules of arithmetic. This qualification is still retained in connection with appointments to the lower ranks of the service, viz., letter-carriers, mail-boys, stampers and sorters, mail-guards, line-repairers, switch-board attendants, and telegraph messengers; while candidates for the higher positions of letter-sorter, postal assistant, operator, and post and telegraph master, are required to produce a certificate of having passed the Civil Service Examination, preference being given to those possessing a Junior University certificate. Persons desirous of becoming operators are also required to undergo a Departmental examination in Telegraphy, a fee of £1 per quarter being charged for instruction. The first of these examinations was held in August, when fifty-eight candidates presented themselves, of whom twenty-four passed, and were appointed Junior Operators at £1 per week, as provided by the regulations.

From the 1st May the system of night in lieu of the early morning clearance of letter-boxes, already in operation in the city and adjacent suburbs, was introduced throughout the suburbs generally. This has enabled a more certain and satisfactory circulation of correspondence than heretofore, and especially in effecting a delivery of letters throughout the city and suburbs by the first morning delivery by letter-carrier.

The following amended rates of payment to masters of vessels for the carriage of mails were introduced on the 1st September:—

For conveyance in harbours and on rivers, 8d. per lb. of letters and post-cards; 1s. 6d. per cwt. of other articles, comprising packets, books, parcels, and newspapers.

For conveyance between places on the New South Wales Coast, 1s. 4d. per lb. of letters and post-cards; 3s. per cwt. of other articles (as above).

For conveyance beyond New South Wales, 2s. per lb. of letters and post-cards; 4s. 6d. per cwt. of other articles (as above).

The payments are made only on the weight of contents of mails.

FOREIGN SERVICE.

During the year 1893 a contract, the text of which is given in the Appendix, Appendix D. was concluded with Mr. James Huddart for the performance of a regular monthly steamship service between Sydney and Vancouver in the province of British Columbia, calling at Honolulu. The subsidy payable is at the rate of £10,000 per annum, and the period of the contract three years. It is provided that the duration of the voyage each way shall not exceed twenty-one days, including one day's detention at Honolulu, and that for every complete period of twenty-four hours, by which the time actually occupied in the conveyance of the mails shall exceed that limit, the sum of £30 shall be deducted from the subsidy payable to the contractor.

The performances of the vessels employed under this contract are given on pages 11 and 12.

The arrangement described in my report for the year 1892, under which this Colony agreed to pay New Zealand a lump sum of £4,000, for the conveyance of mails between Sydney and San Francisco, by the vessels of the Union Steamship Company of New Zealand, for a period of one year, from November, 1892—the Company foregoing the gratuities previously paid for the conveyance of the mails between Sydney and Auckland—was renewed for another year from November, 1893.

The following are the returns of the Mail Services performed by the Orient Steam Navigation Company during the year 1893 :—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1892.	1893.			1893.	1893.	
Austral	9 December	13 January	35	Oroya	9 June	12 July	33
Cuzco	23 "	27 "	35	Orient	23 "	28 "	35
	1893.			Ormuz	7 July	10 August	34
Ophir	6 January	9 February	34	Orotava	21 "	25 "	35
Orizaba	20 "	24 "	35	Oruba	4 August	7 September	34
Oroya	3 February	8 March	33	Austral	18 "	22 "	35
Orient	17 "	23 "	34	Cuzco	1 September	6 October	35
Ormuz	3 March	6 April	34	Ophir	15 "	20 "	35
Orotava	17 "	20 "	34	Orizaba	29 "	3 November	35
Oruba	31 "	4 May	34	Oroya	13 October	16 "	34
Austral	14 April	18 "	34	Orient	27 "	1 December	35
Cuzco	28 "	2 June	35	Ormuz	10 November	14 "	34
Ophir	12 May	14 "	33	Orotava	24 "	28 "	34
Orizaba	26 "	28 "	33				

Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1893.	1893.			1893.	1893.	
Orotava	9 January	10 February	32	Orizaba	24 July	27 August	34
Oruba	23 "	25 "	33	Oroya	7 August	12 September	36
Austral	6 February	11 March	33	Orient	21 "	25 "	35
Cuzco	20 "	27 "	35	Ormuz	4 September	8 October	34
Ophir	6 March	6 April	31	Orotava	18 "	22 "	34
Orizaba	20 "	22 "	33	Oruba	2 October	4 November	33
Oroya	3 April	6 May	33	Austral	16 "	20 "	35
Orient	17 "	22 "	35	Cuzco	30 "	4 December	35
Ormuz	1 May	2 June	32	Ophir	13 November	16 "	33
Orotava	15 "	17 "	33	Orizaba	27 "	30 "	33
Oruba	29 "	2 July	34			1894.	
Austral	12 June	17 "	35	Oroya	11 December	13 January	33
Cuzco	26 "	30 "	34	Orient	25 "	29 "	35
Ophir	10 July	14 August	35				

Average time occupied in the conveyance of mails to and from Sydney and London :—

London to Sydney	... ..	34 $\frac{1}{2}$ days.
Sydney to London	... ..	33 $\frac{1}{4}$ "

The Mail Service performed by the Peninsular and Oriental Steam Navigation Company during the year 1893 was as follows :—

Received.

Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1892.	1893.			1893.	1893.	
Australia	2 December	2 January	31	Rome	2 June	5 July	33
Parramatta	16 "	21 "	36	Oceana	16 "	19 "	33
Britannia	30 "	31 "	32	Victoria	30 "	2 August	33
	1893.			Arcadia	14 July	16 "	33
Himalaya	13 January	14 February	32	Valletta	28 "	1 September	35
Massilia	27 "	3 March	35	Ballaarat	11 August	16 "	36
Oceana	10 February	14 "	33	Parramatta	25 "	29 "	35
Arcadia	24 "	28 "	32	Britannia	8 September	11 October	33
Valletta	10 March	14 April	35	Massilia	22 "	27 "	35
Ballaarat	24 "	28 "	35	Australia	6 October	4 November	29
Australia	7 April	6 May	29	Oceana	20 "	21 "	32
Parramatta	21 "	26 "	35	Victoria	3 November	6 December	34
Britannia	5 May	6 June	33	Arcadia	17 "	19 "	32
Himalaya	19 "	17 "	29				

Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1893.	1893.			1893.	1893.	
Rome.....	2 January	5 February.....	34	Britannia	3 July	6 August.....	34
Ballaarat	16 "	20 "	35	Himalaya	17 "	20 "	34
Australia	30 "	4 March	33	Rome	31 "	3 September..	34
Parramatta	13 February	20 "	35	Oceana	14 August.....	17 "	34
Britannia	27 "	2 April	34	Victoria	28 "	30 "	33
Himalaya	13 March	16 "	33	Arcadia	11 September..	15 October	35
Massilia.....	27 "	1 May	35	Valetta	25 "	31 "	36
Oceana	10 April	14 "	34	Ballaarat.....	9 October	13 November..	35
Arcadia	24 "	28 "	34	Parramatta...	23 "	27 "	35
Valetta	8 May	13 June	36	Britannia	6 November..	10 December..	34
Ballaarat	22 "	27 "	36	Massilia	20 "	24 "	34
Australia	5 June.....	9 July	34			1894.	
Parramatta	19 "	25 "	36	Australia.....	4 December..	6 January.....	33
				Oceana	18 "	21 "	34

Average time occupied in the conveyance of Mails to and from Sydney and London:—

London to Sydney	32 $\frac{2}{3}$ days.
Sydney to London	34 $\frac{1}{3}$ "

The following returns show the dates of arrival and departure at and from Sydney and London of the mails per Union Steamship Company's steamers *via* San Francisco during the year 1893:—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1892.	1893.			1893.	1893.	
Monowai	26 November..	4 January	39	Monowai	13 May	19 June.....	37
Alameda	24 December..	4 February	42	Alameda	10 June.....	18 July	38
	1893.			Mariposa	8 July	15 August.....	38
Mariposa	21 January	28 "	33	Monowai	5 August.....	11 September..	37
Monowai	18 February	27 March	37	Alameda	9 September..	16 October	37
Alameda	18 March	25 April	38	Mariposa	7 October	14 November..	38
Mariposa	15 April	22 May	37	Monowai	4 November..	14 December..	40

Despatched.

Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1893.	1893.			1893.	1893.	
Monowai	23 January.....	5 March	41	Alameda	7 August	13 September..	37
Alameda	20 February	29 "	37	Mariposa	4 September..	12 October	38
Mariposa	20 March	28 April	39	Monowai	2 October	9 November..	38
Monowai	17 April	26 May	39	Alameda	30 "	6 December..	37
Alameda	15 May	21 June.....	37			1894.	
Mariposa	12 June.....	19 July	37	Mariposa	27 November..	4 January	38
Monowai	10 July	18 August.....	39	Monowai	25 December..	2 February	39

Average time occupied in the conveyance of mails to and from Sydney and London, *via* San Francisco:—

London to Sydney... ..	38 $\frac{2}{3}$ days.
Sydney to London... ..	38 $\frac{1}{3}$ "

The following are the returns of the Mail Service performed by the Canadian-Australian Steamship Line *via* Vancouver during the year 1893:—

Received.

Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails in Sydney.	Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails in Sydney.
Miowera	Prior to March, 1894, Mails were not despatched from London, <i>via</i> Canada, to N. S. Wales.	6 July.	Warrimoo .....	.....	8 October.
Warrimoo		6 August.	Miowera* .....	.....	.....
Miowera		8 September.	Warrimoo .....	.....	9 December.

* Stranded at Honolulu.

Despatched.

Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in London.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of departure of Mails from Sydney.	Date of arrival of Mails in London.	No. of days occupied in transit of Mails between Sydney and London.
	1893.	1893.			1893.	1893.	
Miowera	18 May	23 June	36	Warrimoo ...	18 October ...	25 November...	38
Warrimoo ...	17 June	22 July	35	Arawa	18 November...	28 December...	40
Miowera	18 July	23 August	36			1894.	
Warrimoo ...	17 August	26 September..	40	Warrimoo ...	18 December...	25 January ...	38
Miowera*	19 September..	1 November..	48				

* Stranded at Honolulu. Mails delayed in consequence thereof.

Average time occupied in the conveyance of mails :—

From Sydney to London 38½ days.

The amount paid by each contributing colony, on the basis of population, towards the cost of the "Federal" Ocean Mail Service, for the year 1893, was as follows, viz. :—

New South Wales	... ..	£26,727	11	8
Victoria	... ..	26,382	6	8
Queensland	... ..	9,511	3	4
South Australia	... ..	7,597	11	8
Tasmania	... ..	3,463	16	8
Western Australia	... ..	1,317	10	0

Total... .. £75,000 0 0

The contribution from the United Kingdom is £95,000 per annum.

The following return shows the number of letters, packets, and newspapers despatched and received by the various ocean mail routes during the year 1893, as compared with similar information for the year 1892 :—

Year.	Route.	Despatched.						Received.				
		Intercolonial.			Foreign.			Intercolonial.			Foreign.	
		Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets and Newspapers.
1892 } 1893 }	Per Peninsular and Oriental S. N. Co.'s packets, via Colombo and Brindisi	32,411	15,046	59,964	458,591	76,012	337,685	18,745	2,306	12,360	540,076	615,891
		31,089	6,113	90,313	435,847	79,520	325,637	18,177	2,222	9,624	643,211	619,660
1892 } 1893 }	Per Orient Steam Navigation Co.'s packets, via Suez and Naples	27,419	4,093	54,296	437,844	87,826	336,433	20,647	1,715	14,138	537,390	600,752
		29,215	11,393	85,583	424,361	93,703	324,848	27,342	2,746	16,593	611,079	593,030
1892 } 1893 }	Per Union Steamship Co.'s packets, via San Francisco	26,204	72,945	34,941	79,958	13,437	61,264	16,772	1,549	16,239	101,974	225,270
		19,916	34,008	38,936	63,720	11,760	55,709	11,796	526	9,020	106,264	190,407
1892 } 1893 }	Per Queensland Royal Mail Co.'s packets, via Torres Straits .....	....	....	....	2,533	1,070	2,000	....	....	....	331	113
		....	....	....	2,306	646	2,771	....	....	....	142	83
1892 } 1893 }	Per Compagnie des Messageries Maritimes' packets, via Marseilles .....	....	....	....	9,073	4,414	13,384	103	4	34	6,310	4,632
		....	....	....	9,466	5,322	9,668	....	....	....	5,641	4,469
1892 } 1893 }	Per Nord-Deutscher Lloyd's packets, via Brindisi	142	....	3	646	115	120	....	....	....	10,549	7,813
		119	3	14	997	65	288	....	....	....	13,156	7,698
1892 } 1893 }	Per Canadian-Australian Steamship line of packets, via Vancouver.	....	....	....	....	....	....	....	....	....	....	....
		....	....	....	19,121	3,433	16,688	....	....	....	5,234	2,630

The following statements for the year 1893 show the approximate net cost to the Colony of the Suez, San Francisco, and Vancouver Mail Services.

Statement showing the approximate net cost to New South Wales for the year 1893 of the mail service per the vessels of the Orient and the Peninsular and Oriental Steam Navigation Companies :—

<i>Dr.</i>	£	s.	d.	£	s.	d.
To New South Wales proportion of Colonial share of subsidy for carriage of mails	26,727	11	8			
Transit of mail-matter through European Countries, &c.	4,224	12	11			
Overland transit of mail-matter through Australian Colonies, cost of special trains, &c.	2,202	13	6			
				33,154	18	1
<i>Cr.</i>						
By estimated share of contributions from non-contracting Colonies, &c.	600	0	0			
Estimated share of transit rates on mail-matter from European Countries, &c.	720	0	0			
Estimated postages collected in the Colony	18,680	0	0			
				20,000	0	0
Estimated net cost to the Colony in 1893				£13,154	18	1
The estimated net cost to the Colony in 1892 was				£13,274	8	5

Statement showing the approximate net cost to the Colony of the San Francisco Mail Service for the year 1893 per the vessels of the Union Steamship Company of New Zealand :—

<i>Dr.</i>	£	s.	d.	£	s.	d.
To payments to New Zealand for the carriage of mails ...	4,000	0	0			
Cost of land and sea transit of mail-matter for places beyond the United States of America	50	0	0			
				4,050	0	0
<i>Cr.</i>						
By estimated postages collected in the Colony				2,000	0	0
Estimated net cost to the Colony				£2,050	0	0
The estimated net cost for 1892 was				£124	12	6

Statement showing the approximate net cost to the Colony of the Vancouver Mail Service, for the period from 18th May to 31st December, 1893, per vessels of Mr. James Huddart :—

<i>Dr.</i>	£	s.	d.	£	s.	d.
To payments to Mr. James Huddart for the carriage of mails, five and a half trips, at rate of £10,000 per annum for twelve monthly trips	4,583	6	8			
Cost of land and sea transit of mail matter to places beyond Canada	30	0	0			
				4,613	6	8
<i>Cr.</i>						
By estimated contributions from non-contracting colonies, &c.	400	0	0			
Estimated postages collected in the Colony	450	0	0			
				850	0	0
Estimated net cost to the Colony				£3,763	6	8

From the 1st July the rates of postage on newspapers for the United Kingdom were amended as follows :—

For each newspaper not exceeding 4 oz.	1d.
For every additional 2 oz., or fraction thereof	½d.

From the 29th August a rate of ½d. per 10 oz. was charged on newspapers printed abroad and posted in this Colony for transmission to the other Australasian Colonies, and also on newspapers printed and registered in this Colony and posted after seven days from the date thereof for the other Australasian Colonies.

On

On the 1st September it was notified that a rate of $\frac{1}{2}$ d. for the first 2 oz. would be charged for transmission within the Colony of packets containing wholly printed matter, but no writing whatever. In the case of circulars not printed in ordinary type—that is, circulars produced either wholly or in part by other mechanical processes, such as chromography, &c.—it was provided that at least 100 copies of such circulars must be submitted to the Post Office and posted at one time to entitle them to pass at $\frac{1}{2}$ d. each, otherwise every copy would be charged letter rate.

PARCEL POST.

Legislative authority having been obtained for the establishment of an Inland and Intercolonial Parcel Post, the needful steps were taken to introduce the system, which was extended to the whole of the Australasian Colonies, from the 1st October, 1893. Regulations were issued for the guidance of the public and officials in transacting parcel post business, and the rates of postage were fixed as follows:—

For each Inland Parcel—

For the first 2 pounds	...	...	...	...	8d.
For each additional pound	...	...	...	...	3d.

For each Intercolonial Parcel—

For the first pound	...	...	...	...	8d.
For each additional pound	...	...	...	...	6d.

The arrangement made between the Colonies was that the despatching Colony should retain 5d. for the first pound, and 4d. for each additional pound, and account for the balance to the Colony of destination, the former defraying the cost of transit.

A sum at the rate of £3,200 per annum, being one-third of the estimated postage on inland parcels and of this Colony's proportion of the postage on intercolonial parcels, was credited to the Railway Department of New South Wales for the conveyance of parcels by railway.

It was provided that no parcel must exceed 11 lb. in weight, and as regards the Inland service, that the weight of parcels for or from places to which the mails are conveyed otherwise than by railway, coach, or steamer, must not exceed 3 lb. in weight.

Particulars of the Inland and Intercolonial as well as the Foreign Parcel Post business transacted during 1893 are appended.

Posted.

For delivery in.	Number.	Weight.	Declared value.	Postage.
		lb.	£ s. d.	£ s. d.
New South Wales (from 1st October).....	38,025	115,066	.....	2,037 14 10
Australasian Colonies ,,	3,830	10,086	4,765 19 1	309 3 8
Foreign Countries	5,353	14,860	15,587 19 1	732 17 11

Received.

From.	Number.	Weight.	Declared value.	Postage.
		lb.	£ s. d.	£ s. d.
Australasian Colonies (from 1st October)	2,410	6,403	2,175 11 2	199 12 2
Foreign Countries	14,084	36,479	40,444 8 9	2,242 19 7

The Parcel Post system has been extended, through the medium of the United Kingdom, to Liberia, Mashonaland, Oil Rivers (now Niger Coast) Protectorate, and Salvador.

The rates of postage on parcels to Bechuanaland Protectorate, Canada, Orange Free State, and The Point (Natal) were slightly reduced, and the rate to Japan was increased from 1s. to 1s. 2 $\frac{1}{2}$ d. per lb. up to 5 lb.

LETTERS,

LETTERS, NEWSPAPERS, PACKETS, AND POST-CARDS POSTED THROUGHOUT THE COLONY.

The following is a return of the estimated number of Letters, Newspapers, Packets, and Post-cards posted in the Colony during 1893, as compared with the number posted in the preceding year:—

	1892.	1893.
LETTERS.		
Posted for delivery within the Colony	65,025,800	66,924,000
„ Australian Colonies and New Zealand	4,757,700	4,224,200
„ Foreign despatch	1,101,000	1,089,500
Total	70,884,500	72,237,700
NEWSPAPERS.		
Posted for delivery within the Colony	35,991,200	35,872,300
„ Australian Colonies and New Zealand	4,747,500	4,679,400
„ Foreign despatch	873,100	849,800
Total	41,611,800	41,401,500
PACKETS.		
Posted for delivery within the Colony	9,105,300	8,773,500
„ Australian Colonies and New Zealand	2,572,800	2,384,000
„ Foreign despatch	194,900	203,600
Total	11,873,000	11,361,100
Total number of Post-cards posted	827,360	850,420

DEAD LETTER BRANCH.

The following return shows the number of Letters, Post-cards, and Packets dealt with in this Branch, either by the return to writers, discovery of persons addressed, or otherwise, during the year 1893:—

	Letters.	Post-cards.	Packets.
INLAND.			
Returned to writers, delivered, &c.	160,000	1,050	119,940
Destroyed in accordance with Section 32 of 31 Vic. No. 4	3,030	750	21,000
Remaining undelivered	500	.....	.....
INTERCOLONIAL.			
Originally addressed to other Colonies:—			
Returned to writers, or otherwise disposed of	27,962	312	4,452
Destroyed in accordance with Section 32 of 31 Vic. No. 4	6,325	114	1,642
Returned to other Colonies as unclaimed	35,285	360	5,406
FOREIGN.			
Originally addressed to other Countries:—			
Returned to writers, or otherwise disposed of	5,382	16	3,376
Destroyed in accordance with Section 32 of 31 Vic. No. 4	897	10	2,000
Returned to other Countries as unclaimed	16,248	64	6,060
Total number dealt with	255,629	2,676	163,876

Included in the above return were 3,197 registered letters originating in New South Wales, which, upon being opened to obtain address prior to return to the senders, were found to contain, besides correspondence and valuable enclosures, such as gold, watches, gold rings, and jewellery, the sum of £3,114 9s. 9d. in coin, notes, and cheques. In 1,511 unregistered letters were found valuable enclosures, representing £8,712 14s. 11d.

2,265 registered letters originated in places beyond the Colony, and were returned unopened, as follows: 253 to London, 187 to other countries, and 1,825 to other Colonies.

An average of 74 insufficiently-addressed letters and packets were forwarded daily to the Dead Letter Office for treatment; the addresses of a large proportion were corrected and the letters forwarded. The remainder were returned to the writers, or otherwise dealt with as required by the Postage Acts.

Of 353 articles containing clothing, merchandise, &c., received with the addresses torn off, postage refused, &c., only 100 were applied for and delivered. The articles not otherwise disposed of are sold in accordance with legislation, and the proceeds paid into the Consolidated Revenue.

One thousand two hundred and forty-seven Chinese letters imperfectly addressed were forwarded to the intended addressees through the assistance of the Chinese interpreter.

During the six months ended 30th June (from which date pre-payment of postage became optional in accordance with the provisions of the Postage Acts Amendment

Amendment Act), 1,576 unstamped letters which could not be returned to the writers through want of name and address were delivered to the addressees, who were specially communicated with by the Department.

Ninety-three letters were posted without addresses, 40 of which (including 8 containing valuable enclosures) were returned to the writers, the remainder bearing no indication of the sender.

About 552 per cent. of the total number of letters posted in the Colony during 1893 were unclaimed.

The following regulations in regard to unclaimed letters, &c., came into force on the 1st July when the Postage Acts Amendment Act came into operation:—

Letters, packets, and newspapers posted in New South Wales addressed to places within the Colony shall remain at the address waiting delivery for a period of one month.

Letters, &c., posted in any of the Australasian Colonies or any Foreign Country shall remain at the post-office mentioned in the address in New South Wales for a period of three and six months respectively, provided such post-office is an official one; but if such post-office is a non-official one, *i.e.*, in charge of a storekeeper or other tradesman, then the letter shall be sent to Sydney as unclaimed after a period of one month, where it will be kept for the remainder of the period of three or six months, as the case may be.

The period for which Intercolonial and Foreign newspapers are to remain at any post-office waiting delivery was subsequently reduced to one month.

DELIVERY BY LETTER-CARRIERS.

The number of letters, &c., delivered by the Letter-carriers attached to the head office during the years 1892 and 1893 was as follows:—

	1892.	1893.
Unregistered letters	10,027,552	8,352,734
Registered letters	536,496	269,160
Books, &c.	144,150	149,149
Newspapers	1,675,234	1,444,397

The growing requirements of the Department rendered the removal of a number of suburban carriers from the head office to branch offices necessary, and the decrease in the quantity of mail matter delivered from the head office may be attributed to this circumstance, and also to the great falling off in the number of Christmas and New Year cards posted. The drop in registered letters is, of course, to a large extent, explained by the stoppage of consultation letters.

REGISTRATION BRANCH.

The number of Registered Letters which passed through the General Post Office in 1893 was 812,036, against 1,075,241 in 1892, the decrease in number being 263,205.

MAILS RECEIVED AND DESPATCHED.

The following return shows the number of Mails received at and despatched from the General Post Office during the years 1892 and 1893.

Year.	Received.		Despatched.		Total number of Mails which passed through the office.
	Inland.	Foreign.	Inland.	Foreign.	
1892	202,536	26,317	192,526	10,660	432,039
1893	214,030	26,139	203,455	10,929	454,553
Increase	11,494	.....	10,929	269	22,514
Decrease .....	.....	178	.....	.....	.....

RECORD BRANCH.

The number of written communications received from the public during 1893, intimating changes of address, or requesting letters, &c., to be forwarded, was 27,226, against 26,278 in 1892.

The number of communications addressed to the Department relating to the extension and improvement of the service, to irregularities connected with the performance of mail contracts, and to the transmission of letters, telegrams, &c., and recorded in the year 1893, was 40,854, against 38,442 in 1892. The figures given for 1892, however, do not include all of the correspondence relating to the Telegraph service during that year, much of which was recorded in the Telegraph Department alone.

POSTAGE STAMPS, STAMPED ENVELOPES, &c.

The following return shows the number, description, and value of Postage Stamps, &c., issued at the General Post Office during the years 1892 and 1893:—

Number.		Description.	Value.		Increase in issue for 1893.		Decrease in issue for 1893.	
1892.	1893.		1892.	1893.	Number.	Value.	Number.	Value.
\$,145,200	6,075,720	Halfpenny	£ 6,552 10 0	£ 12,657 15 0	2,930,520	£ 6,105 5 0	.....	£ s. d.
54,990	92,376	Halfpenny impressed on envelopes received from the public.	114 10 10	193 9 10	37,896	78 19 0	.....	.....
40,165,816	33,753,069	Penny	167,857 11 4	161,491 19 1	.....	.....	1,407,747	5,865 12 3
253,646	202,405	Penny impressed on envelopes received from the public.	1,077 13 10	843 7 1	.....	.....	56,241	234 6 9
29,890,230	27,839,560	Two-penny	249,086 1 8	231,996 6 8	.....	.....	2,950,770	17,089 15 0
147,740	171,295	Two-penny impressed on envelopes received from the public.	1,231 3 4	1,427 9 2	23,555	196 5 10	.....	.....
1,011,408	874,656	Twopence-halfpenny	10,535 10 0	9,121 0 0	.....	.....	136,752	1,424 10 0
196,440	159,940	Three-penny	2,455 10 0	2,499 5 0	3,500	48 15 0	.....	.....
442,490	464,310	Four-penny	7,374 16 8	7,748 10 0	22,420	373 13 4	.....	.....
103,564	98,476	Five-penny	2,157 11 8	2,051 11 8	.....	.....	5,083	106 0 0
342,140	568,440	Six-penny	8,553 10 0	14,211 0 0	226,300	5,637 10 0	.....	.....
2,984	3,700	Sevenpence-halfpenny	92 12 6	115 12 6	736	23 0 0	.....	.....
45,090	47,255	Eight-penny	1,503 0 0	1,575 3 4	2,165	72 3 4	.....	.....
1,620	1,836	Nine-penny	60 15 0	68 17 0	216	8 2 0	.....	.....
3,376	5,742	Ten-penny	161 10 0	239 5 0	1,863	77 15 0	.....	.....
127,150	518,470	One-shilling	£,357 10 6	25,923 10 0	301,320	19,568 0 0	.....	.....
1,872	2,662	Twelvepence-halfpenny	97 10 0	133 2 6	780	40 12 6	.....	.....
4,636	6,391	Five-shilling	1,159 0 0	1,595 5 0	1,745	430 5 0	.....	.....
609	636	Ten-shilling	304 10 0	318 0 0	27	13 10 0	.....	.....
.....	44	Sets of "postage due" stamps at 10s. a set (See note).	.....	22 0 0	44	22 0 0	.....	.....
169	355	Twenty-shilling	169 0 0	355 0 0	186	136 0 0	.....	.....
9	16	Sets of specimen and reprint postage stamps at 20s. a set (See note).	9 0 0	16 0 0	7	7 0 0	.....	.....
58,320	88,320	Newspaper wrappers, halfpenny	121 10 0	134 0 0	30,000	62 10 0	.....	.....
16,500	11,520	Newspaper wrappers, penny	70 0 0	48 0 0	.....	.....	5,280	22 0 0
813,720	779,280	Post-cards—one penny	3,390 10 0	3,247 0 0	.....	.....	34,440	143 10 0
9,120	4,830	Post-cards—three-halfpence	57 0 0	30 10 0	.....	.....	4,240	26 10 0
3,240	2,350	Reply post-cards at twopence	27 0 0	24 0 0	.....	.....	360	3 0 0
1,230	280	Reply post-cards at threepence	16 0 0	3 10 0	.....	.....	1,000	12 10 0
67,120	58,200	Registered envelopes at threepence	339 0 0	727 10 0	.....	.....	8,920	111 10 0
170,000	115,250	Envelopes—one penny	765 0 0	518 12 6	.....	.....	54,750	246 7 6
20,625	12,000	Envelopes—two-penny	185 12 6	108 0 0	.....	.....	8,625	77 12 6
			£471,882 9 4	£479,489 11 4	.....	32,970 6 0	.....	25,363 4 0
					.....	25,363 4 0	.....	.....
					.....	£7,607 2 0	.....	.....

Note.—Sets of specimen and reprint postage stamps, value £1 per set, were first issued on the 1st August, 1892.
 „ Sets of the "postage due" stamps, obliterated with the Sydney post-mark, value 10s. per set, were first issued on the 1st February, 1893.

The following return shows the number, description, and value of Postage Stamps purchased from the public for cash, less the usual discount, during the year 1893:—

Number.	Description.	Value.
		£ s. d.
4,772	Halfpenny	9 18 10
335,870	One-penny	1,399 9 2
661,375	Two-penny	5,511 9 2
2,838	Twopence-halfpenny	29 11 3
671	Three-penny	8 7 9
1,265	Four-penny	21 1 8
711	Five-penny	14 16 3
3,752	Six-penny	93 16 0
91	Eight-penny	3 0 8
13	Nine-penny	0 9 9
3	Ten-penny	0 2 6
1,357	One-shilling	67 17 0
26	Five-shilling	6 10 0
2	Ten-shilling	1 0 0
Total		£7,167 10 0
Less 5 per cent....		358 7 6
		£6,809 2 6
2,949	spoiled but unused 1d. envelopes,	value £12 5 9
2,193	" " 2d. envelopes	" 18 5 6
2,919	" " 1d. post-cards	" 12 3 3
33	" " 2d. reply post-cards	" 0 5 6
1,440	" " 1d. newspaper wrappers	" 6 0 0
		£49 0 0
Less 10 per cent.		4 18 0
		£44 2 0

Stamps, &c., repurchased in this way are not reissued, but are destroyed together with those used as remittances by public officials, the value of which, during 1893, was £14,052 14s. 4d.

With a view to meet the desire of stamp collectors and others to obtain specimens of the "Postage due" stamps in use by this Department, it was notified on the 21st January that such stamps would be sold at the General Post Office, after being obliterated with the Sydney postmark, at 10s. per set.

INLAND MAIL CONVEYANCE.

In the year 1893 the average cost per mile of the Inland mail conveyance was about 4 $\frac{3}{4}$ d. against 4 $\frac{1}{4}$ d. the price per mile paid during the previous year.

MONEY ORDERS.

Money Order Offices were established during the year 1893 at the following places, viz.:—Allynbrook, Conargo, Hungerford, Myrtle Creek, Quaama, Rolland's Plains, Tea Gardens, and Wild's Meadows (afterwards changed to Myra Vale).

The offices at Camden Haven, Colly Blue, Denison Town, Emu, Guyong, Hawke's Nest, Kurrajong, Marshall McMahon's Reef, Mount Gipps, and Prospect Reservoir were abolished.

The number of Money Order Offices in the Colony on 31st December, 1893, was 603.

The number of Money Orders issued was 530,546 (exclusive of 15,152 certificates of transfer used by Postmasters in connection with their requisitions for Postage Stamps) and the value £1,615,885 against 522,805 of the value of £1,762,713 in 1892, the difference showing an increase of 7,741 in the number and a decrease of £146,828 in the amount. The decrease in the amount is due, principally, to a change in the method of adjustment of Postmasters' accounts, greatly curtailing the use of certificates of transfer which often represented large amounts.

The number of Money Orders paid was 523,747 and the value £1,556,238 against 561,164 of the value of £1,739,812 in 1892, being a decrease of 37,417 in the number and £183,574 in the amount. The amount of revenue received as commission on Money Orders issued was £19,038 9s. 6d., being £270 17s. 6d. less than the amount collected in 1892.

A comparative return showing the various countries where the Money Orders issued in New South Wales were made payable, and also the Money Order issues of other countries payable in New South Wales, will be found in the Appendix.

Appendix E.

Appendix A.

In the information contained in Appendix A will be found a detailed statement of the business transacted and revenue collected at each office in the Colony.

An agreement was entered into for a direct exchange of Money Orders between this Colony and Germany, to come into effect on the 1st January, 1894.

Appendix F.

The text of this agreement is given in the Appendix.

POSTAL NOTES.

The Postal Note system was introduced on 1st October, 1893; the design of the Notes, which seems to have met with general approval, being the work of an officer of the Department, Mr. W. A. Moir, of the Money Order Branch.

The following tabulated statement shows that during the last quarter of the year 54,896 Postal Notes were issued and paid in New South Wales, having a value of £23,139 9s. 9d.; that 3,707 Notes, value £1,486 16s., of other Colonies were also paid, making a grand total of 58,603, of the value of £24,626 5s. 9d., paid in the Colony in 1893. The number of Notes issued in New South Wales and paid in other Colonies was 5,709, of the value of £2,339 8s. 1d.

The amount of revenue collected as poundage on the issue of New South Wales Postal Notes was £548 17s. 10d.

Table showing particulars of Postal Notes paid in New South Wales from 1st October to 31st December, 1893:—

Issued and paid in—	1/-	1/6	2/-	2/6	3/-	3/6	4/-	4/6	5/-	7/6	10/-	10/6	15/-	20/-	Totals.	Total Value.
New South Wales	4,310	1,758	...	3,520	4,609	...	4,781	...	8,528	3,195	11,598	...	4,108	8,489	54,896	23,139 9 9
Issued in—																
Queensland	67	59	69	83	90	39	61	29	118	36	116	12	26	84	884	274 19 3
South Australia	14	19	23	49	35	23	40	20	64	24	55	9	22	46	443	153 19 10
Tasmania	10	13	10	14	14	4	6	1	17	6	23	2	1	17	136	45 8 9
Victoria	86	46	96	128	146	90	139	92	330	92	354	35	122	480	2,242	1,012 8 2
Totals issued in other Colonies and paid in N.S.W. ..	177	137	198	274	285	156	246	142	524	158	548	58	171	633	3,707	1,486 16 0
Grand Totals	4,487	1,895	198	3,794	4,894	156	5,027	142	9,052	3,353	12,146	58	4,279	9,122	58,603	24,626 5 9

GOVERNMENT SAVINGS BANK.

The following branches were opened during the year 1893, viz.:—Alstonville, Blackville, Booligal, Cambewarra, Coolah, Delegate, Dora Creek, Ford's Bridge, Goolagong, Gulargambone, Hungerford, Lucknow, Newbridge, Obley, Shellharbour, Tea Gardens, Walbundrie, Yamba, Yerong Creek; and the following were closed, viz.:—Denison Town, Hawkes' Nest, Kurrajong, and Prospect Reservoir.

During the year 47,145 new accounts were opened, and 34,743 accounts were closed. The number of accounts remaining open at the close of the year was 114,070.

The number of deposits received was 296,077, and the amount £2,816,084 13s. 9d. being an increase of 17,499 in the number and £1,185,886 17s. in the amount on the business of the previous year. The interest added to depositors' accounts was £99,566 0s. 3d.

The number of withdrawals was 182,003, and the amount £2,038,561 3s. 4d., being an increase of 25,846 in the number and £527,205 6s. 11d. in the amount on the business of the previous year.

The balance at the credit of depositors at the close of the year was £3,233,288 16s. 10d., being an increase of £879,202 15s. 4d. on the previous year.

The average amount of each deposit was £9 10s. 2½d., and of each withdrawal £11 4s.

The average balance at the credit of each depositor at the close of the year was £28 6s. 10½d.

The following return will show the annual progress of the Government Savings Bank system, from 1st January, 1884, to 31st December, 1893:—

Year.	Number of Deposits.	Interest added to Depositors' Accounts.		Amount of Deposits.		Number of Withdrawals.	Amount of Withdrawals.		Balance at Credit of Depositors.	
		£	s. d.	£	s. d.		£	s. d.	£	s. d.
1884.....	156,578	43,198	2 6	1,033,701	3 5	71,532	969,487	3 0	1,290,931	6 8
1885.....	170,750	49,193	6 8	1,152,583	0 8	75,600	1,020,813	12 1	1,471,894	1 11
1886.....	167,161	52,356	11 6	1,071,609	19 5	87,169	1,172,555	5 4	1,423,305	7 6
1887.....	172,823	50,717	4 10	1,026,269	15 7	84,110	998,838	13 8	1,501,453	14 3
1888.....	196,120	58,483	7 9	1,219,000	12 5	89,961	1,041,233	19 11	1,737,703	14 6
1889.....	208,174	61,871	13 0	1,115,863	4 1	104,522	1,185,547	16 3	1,729,890	15 4
1890.....	223,428	63,225	7 9	1,198,293	17 6	109,940	1,115,505	6 0	1,875,904	14 7
1891.....	265,659	72,280	10 4	1,509,376	16 3	125,298	1,304,099	0 3	2,153,463	0 11
1892.....	278,578	81,781	0 3	1,630,197	16 9	156,157	1,511,355	16 5	2,354,086	1 6
1893.....	296,077	99,566	0 3	2,816,084	13 9	182,003	2,038,561	3 4	3,233,288	16 10

The following return will show the business of the Government Savings Bank for the year 1893, compared with the transactions of the year 1892:—

Year.	Number of Government Savings Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st Dec.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors on 31st Dec.
					Number.	Amount.	Number.	Amount.	
1892	450	39,721	32,573	101,668	278,578	1,711,978 17 0	156,157	1,511,355 16 5	2,354,086 1 6
1893	465	47,145	34,743	114,070	296,077	2,915,650 14 0	182,003	2,038,561 3 4	3,233,288 16 10
Increase...	15	7,424	2,170	12,402	17,499	1,203,671 17 0	25,846	527,205 6 11	879,202 15 4

The foregoing returns show large increases both in the deposits and withdrawals, which may be considered as one of the effects of the late panic that affected the monetary institutions of the Colony.

In the information contained in Appendix A is given a detailed statement showing the business transacted at each Branch in the Colony. A statement of the Liabilities and Assets, with the Auditor-General's certificate thereon, will be found in the Appendix.

ELECTRIC

Appendix G.

ELECTRIC TELEGRAPHS.

The following return shows the lines of Electric Telegraph constructed and the cost of construction, also the lines dismantled, during the year 1893:—

Line.	Dismantled.		Constructed.		Cost of Construction.
	Line.		Line.	Additional Wire.	
	m.	chs.	m.	chs.	£ s. d.
Pilliga to Bugilbone			8	60	281 6 5
Stroud to Booral				5 0	71 17 5
Coff's Harbour to Jetty			0	20	19 14 6
Ulladulla to Lighthouse			1	40	38 6 2
Hexham to East Maitland				8 40	84 16 1
Bowna to Jingellic			49	23	1,298 17 2
Wollomombi to Guy Fawkes			20	47	664 7 4
Dubbo to Minore				9 0	117 4 1
Temporary premises to new Office, Wollombi			0	10	16 1 4
Molong to Forbes			73	60	4,254 18 9
Broke to Bulga			10	57	327 4 4
Kiama to Nowra			21	40	984 3 6
Denison Town to Leadville				3 40	26 12 9
Picton to Moss Vale				32 67	117 2 11
Murwillumbah to Dumbible Creek				5 0	33 17 2
Penrith to Eskbank				62 25	481 3 11
Delegate to Craigie			5	74	207 19 8
Pambula to Pipeclay Creek			2	20	62 3 9
Loop Line to Nambucca Heads				3 0	11 12 4
City and other Extensions (Telegraph and Telephone)			72	57	9,504 11 7
Goulburn to Tarago	23	0			
Girilambone to Copper-mine	2	40			
Old Coorabong to Wallsend Line	20	0			
Murwillumbah to Tweed Heads, north side	22	0			
Old Bracket Line to Nambucca Heads	8	0			
Line dismantled	75	40			
Line erected			267	28	
Additional wire erected				690	21
Additional line (wire) erected				267	28
Total extent of wire erected during year				957	49
Less wire dismantled				75	40
Actual increase				882	9
					£ 18,904 1 2

The total cost of the whole extent of Telegraphic communication in the Colony on the 31st December, 1893—27,326 miles 4 chains—was £820,821 14s. 7d.

The only Telegraph line in course of construction, but not completed, during the year 1893, was that between Gunnedah and Mullaley, a distance of 22½ miles.

The number and value of telegrams which passed over the lines of the Colony, and the amount of revenue due to New South Wales on each class of business during the year 1893, are shown in the following return:—

Received.			Transmitted.			Net Revenue due to New South Wales.	
	Number of Messages.	Value.		Number of Messages.	Value.	£	s. d.
Inland	2,015,623	£ 112,133 19 8	Inland	2,015,623	£ 112,133 19 8	£ 112,133	19 8
From New Zealand	14,463	3,637 11 3	To New Zealand	15,243	3,305 1 5	1,329	19 9
From Queensland	118,695	12,533 15 11	To Queensland	79,981	9,865 19 11	11,199	17 11
From South Australia	47,758	5,395 1 8	To South Australia	44,422	5,718 19 9	5,385	19 3
From Tasmania	9,181	1,466 2 1	To Tasmania	8,844	1,419 14 7	660	3 8
From Victoria	179,910	15,134 15 11	To Victoria	191,861	16,244 16 6	15,689	16 2
From Western Australia	4,582	886 4 1	To Western Australia	3,633	714 19 4	533	14 6
From New Caledonia	190	114 16 6	To New Caledonia	162	107 14 2	23	7 0
From other Countries	13,409	42,354 0 7	To other Countries	15,587	50,625 8 0	3,292	9 11
Total	2,403,811	193,656 8 8	Total	2,375,358	200,136 13 4	150,249	7 10
			Messages which passed over N.S.W. lines from and to places outside the Colony (comprising New Zealand, New Caledonia, and Queensland business with places beyond N.S.W.)	90,145	.....	6,490	7 10
				2,465,503	.....	156,739	15 8

A Telegraph Office was opened at Brocklesby (Railway Station).

The offices at Denison Town and Mullengudgery were closed.

The names of the Telephone offices opened are given under the heading of Telephone Branch.

The total number of offices in existence at the close of the year (including Telephone offices) was 724.

On the 1st October the system of prepayment of telegrams by postage stamps was introduced. The system applies to all telegrams for transmission within New South Wales, or to any of the other Australasian Colonies except New Zealand.

In connection with this system, telegram forms impressed with 6d. or 1s. stamps are now in use.

The following amended Regulation in regard to cypher telegrams was brought into operation on the 1st January :—

Every message consisting, wholly or in part, of words in secret language, or of words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and every cypher word in such message shall be counted as two words, and the extra charge be added to the minimum rate for a message, provided that such extra charge shall not in any case exceed 50 per centum on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.

The fee for registration of cypher addresses for cablegrams was reduced from £1 to 10s. 6d. per annum from the 1st April.

By a Regulation brought into force on the 15th May, receipts are given for telegrams lodged at any Telegraph office for transmission over the Telegraph lines of the Colony, showing the amount paid for such telegrams. Forms of receipt are to be filled in by senders, and handed with the messages for the initials of the Receiving clerk, and impression of the office date stamp thereon. A charge of 1d. is made for each receipt.

CABLE SUBSIDIES AND GUARANTEES.

Under an agreement made between the respective Governments of the Colonies of New South Wales and Victoria and the Eastern Extension, Australasia, and China Telegraph Company (Limited), dated the 6th May, 1879, a subsidy of £32,400 a year became payable by the Colonies to the Company from the date of the establishment of communication by the duplicate cable between Port Darwin and Banjoewangie (1st November, 1879), for a period of twenty years.

The question of a reduction of the rates charged for the transmission of messages under this agreement having been considered at the Postal and Telegraph Conference held in Sydney in February and March, 1891, it was resolved to accept the offer made by the Company to reduce the rates for European messages (those for other countries being proportionately reduced) from—

s.	d.	s.	d.	
9	4	to	4	0 per word for ordinary messages ;
7	1	„	3	6 „ Government messages ;
and	2	8	„	1 10 „ Press „

in consideration of the Australian Colonies agreeing to contribute one moiety of the sum by which the receipts of the Company in respect of the Australasian traffic under the reduced tariff should fall short of the receipts for the year 1889, which amounted to £237,736.

The Colonies of New South Wales, Victoria, South Australia, Tasmania, and Western Australia joined in this guarantee, and the reduced rates were brought into operation on 1st May, 1891. An agreement was subsequently entered into between the Colonies named under which the population according to the latest census was made the basis for calculating the proportion of the guarantee to be paid by each Colony.

This

This agreement also provided—

That each of the contracting Colonies shall contribute towards such sum (if any) as shall in each year be required to bring the revenue derived by the Province of South Australia on international telegrams up to the sum of thirty-seven thousand five hundred and fifty-two pounds in the event of the revenue of the said Province derived from such international telegrams in any year not reaching that amount;

and that the whole of such Colonies should, from the 1st May, 1891, become joint contributors to the annual subsidies of £32,400 payable to the Company under the agreement of the 6th May, 1879, before alluded to, and £4,200 payable under an agreement dated 14th March, 1889, between the Company and the Government of Tasmania.

As the result of the first year's business at the reduced rates involved the Colonies in a heavy loss, a conference of delegates from New South Wales, South Australia, and Victoria met at Melbourne in August, 1892, when it was agreed, subject to the concurrence of the Company and the approval of the respective Governments, to increase the rate for ordinary messages from 4s. to 4s. 9d. per word, the extra cost being apportioned as follows, viz. :—

To Cable Company	...	...	...	7d.
To South Australia	...	...	...	2d.

At this Conference the following proposal, submitted by New Zealand, was also agreed to, viz., that in consideration of the Company reducing the rates between Australia and New Zealand to 3d. per word for international, and 2s. for the first ten words and 3d. for each additional word for intercolonial messages, and sharing with New Zealand one-half of the loss based on the average traffic of the previous three years (£26,258), and of the other Colonies sharing with New Zealand the remaining half of such loss, New Zealand would become a contributor on the same terms as the other Colonies towards the guarantees to the Company and South Australia in connection with the reduction in the international rates.

This arrangement came into operation on the 1st January, 1893, concurrently with the 4s. 9d. per word rate to Europe; and a copy of the agreement in connection therewith will be found in the Appendix.

Appendix H.

Returns showing the amounts payable by each of the Colonies under the foregoing arrangements for the year ended 30th April, 1894, are given below :—

Colony.	Population on 5 April, 1891	Contribution to—					Total Contribution.
		Duplicate Cable Subsidy between Port Darwin and Banjowangie.	Tasmanian Cable Subsidy.	Cable Company's Guarantee in connection with reduced rates.	South Australian Guarantee.	New Zealand Guarantee.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	1,140,405	13,245 13 11	1,717 0 8	2,071 1 3	274 12 1	2,431 19 2	19,740 7 1
New South Wales	2,132,234	13,150 15 10	1,704 14 8	2,056 4 6	272 12 8	2,414 10 8	19,598 18 4
New Zealand	620,030	.....	.....	1,126 0 5	149 6 0	4,958 4 10	6,233 11 3
South Australia	320,431	3,721 15 6	482 9 1	581 18 6	77 3 2	683 6 8	5,546 12 11
Tasmania	146,667	1,703 10 6	220 16 6	266 7 2	35 6 4	312 15 5	2,538 15 11
Western Australia	49,782	578 4 3	74 19 1	90 8 2	11 19 9	106 3 3	861 14 6
Totals	3,409,549	32,400 0 0	4,200 0 0	6,192 0 0	821 0 0	10,907 0 0	54,520 0 0

The following statement shows the Australasian Telegraph business transacted with Europe and the East during the year 1893 :—

Colony.	Forwarded.		Received.		Total.	
	Messages.	Amount.	Messages.	Amount.	Messages.	Amount.
		£ s. d.		£ s. d.		£ s. d.
New South Wales.....	15,587	50,625 8 0	13,409	42,354 0 7	28,996	92,979 8 7
New Zealand	6,115	20,908 17 3	5,438	16,731 18 11	11,553	37,640 16 2
Queensland	1,035	3,729 13 10	951	2,315 1 1	1,986	8,044 14 11
South Australia.....	5,464	13,045 16 10	9,461	27,138 17 3	14,925	40,184 14 1
Tasmania	688	1,596 14 9	562	1,244 19 8	1,250	2,841 14 5
Victoria	15,195	72,264 16 5	14,621	57,173 12 11	29,816	129,438 9 4
Western Australia	1,452	2,899 8 11	1,122	2,621 0 3	2,574	5,520 9 2
Total	45,586	165,070 16 0	45,564	151,579 10 8	91,100	316,650 6 8

CABLE RATES TO NEW ZEALAND.

In accordance with the agreement before alluded to, the following reduced rates for the transmission of cablegrams to New Zealand were brought into operation on the 1st January, 1893 :—

GOVERNMENT AND ORDINARY MESSAGES.		s.	d.
For the first ten words (address and signature included) ...	...	3	0
For every additional word ...	...	0	5
<i>PRESS MESSAGES.</i>			
<i>New South Wales Charges.</i>			
For ten words or under ...	...	0	6
Every additional word up to thirty-four words ...	...	0	0½
Over thirty-four and up to 100 words ...	...	1	6
Every additional fifty words or portion thereof ...	...	0	6
<i>New Zealand Charges.</i>			
For every 100 words or portion thereof ...	...	0	6
<i>Cable Company's Charge.</i>			
For every word ...	...	0	1

NEW CALEDONIA CABLE.

An agreement was entered into in April, 1892, between this Colony and the Societe Francaise des Telegraphes Sous-marins, under which the latter undertook to lay down a submarine cable for the purpose of establishing telegraphic communication between Queensland and New Caledonia, in consideration of the payment by New South Wales (Queensland having agreed to contribute a like amount) of an annual sum for a period of thirty years, at the rate of £2,000 a year, or such smaller sum as shall, together with one-sixth of the net sum received by the Company for messages passing over the cable during the year, after deducting working expenses, which are not to exceed £2,400 a year, amount to £2,000. It was provided that the Government should have the free use of the cable for Government messages up to a maximum value of £2,000 in each year.

Communication with New Caledonia was established on the 19th October, the following being the rates charged, viz. :—

<i>For Ordinary Messages.</i>		s.	d.
To Gomen.			
For the first ten words (including address and signature) ...	...	8	0
For each additional word ...	...	0	8
To Noumea.			
2d. per word in addition to the above rates.			
<i>For Press Messages.</i>			
To Gomen.			
For a message of ten words or under, including address and signature	...	5	0
For each additional word up to sixteen words ...	...	0	5
Over sixteen and up to one hundred words ...	...	3	0
(In addition to the Cable Company's charge of 3d. per word.)			
Each additional hundred words or portion thereof ...	...	3	0
(In addition to the Cable Company's charge of 3d. per word.)			
To Noumea.			
2d. per word in addition to the above rates.			

The Company is credited with 6s. for the first ten words and 6d. for each additional word in respect of ordinary, and half these rates in respect of Press messages, the balance (except in the case of messages for Noumea, the extra charge of 2d. per word for which is credited to New Caledonia) being divided equally between New South Wales and Queensland.

TELEPHONE BRANCH.

Amended regulations in connection with the telephone system were introduced on the 1st March, and a large increase in the number of subscribers has been the result. Formerly, under what was called the "purchase" system, the cost of the line and instruments had to be paid by the subscriber, together with an annual fee for

for maintenance. Under the new system, all lines (except private lines) are erected at the cost of the Department, and the following fees are payable for the use of the lines, including instruments and service at the Exchange:—

For connection with the Central Exchange.

For a line of 1 mile or under	... ..	£12 per annum.
For each additional $\frac{1}{4}$ mile	... ..	1 „

For local connection with Suburban or Country Exchanges.

For a line of 1 mile or under:—		
For a business establishment	... ..	£10 per annum.
For a private house	... ..	6 „
For each additional $\frac{1}{4}$ mile	... ..	1 „

An additional fee of 10s. per mile per annum (with a minimum fee of £2) is charged for use of trunk wires connecting suburban exchanges with the Central Exchange, and service at the latter.

During the year there were added to the number of subscribers,—

To the Central Exchange...	... ..	259
Do Branch Suburban Exchanges	... ..	192
Do Country Exchanges	... ..	37
Total	... ..	488

The following return shows the number of lines connected with the telephone system at the close of the year:—

<i>Exchanges, &c.</i>	No. of Lines.
Central, Sydney	1,630
Branch, Suburban	288
Country	220
Telephone Bureaux	9
Extension Lines, City and Suburbs	380
„ Country	27
Public Telephone Lines	159
Private Telephone Lines, City and Suburbs	145
„ „ Country	99
Total	2,957

The length of lines opened during the year was 539 miles 52 chains, the cost of construction being £9,607 6s. 11d.

Exchanges are now open in the following suburbs, viz.:—Ashfield, Balmain, Burwood, Edgecliff, Hunter's Hill, Newtown, North Sydney, Parramatta, Petersham, Randwick, and Waverley, and in the country at Broken Hill, Goulburn, Newcastle, Wagga Wagga, and West Maitland.

Telephone bureaux for the use of the public on payment of a small fee have been established at the General Post Office, Sydney, and at Ashfield, Balmain, Burwood, Edgecliff, Hunter's Hill, Newtown, North Sydney, and Waverley.

Public telephone offices were established during the year at Bayview, Booral, Bugilbone, Chatswood (Railway Station), Coff's Harbour Jetty, Craigie, Dumbille Creek, Glenoak, Gordon (Railway Station), Guy Fawkes, Hexham, Jingellic, Mortlake, Mount Kembla, Narellan, Pipeclay Creek, Riley's Hill, The Bulga, Wagra, and Warden's Head (Lighthouse).

The office at North Bourke was closed.

ELECTRIC LIGHT BRANCH.

The Electric Lighting plant at the Circular Quay, Parliament House, Cowper Wharf, and the General Post Office has given entire satisfaction during the year, the lights having been maintained throughout with scarcely any interruption.

At the General Post Office the steam plant alluded to in my report for the year 1892 was brought into operation on 15th December last, upon which date the contract with the Electrical Material Company for supplying current to the lamps in Martin-place and the Tower Clock expired.

The engine and boilers, which were manufactured in the Colony, have been constructed and erected in a thoroughly complete manner, in a substantial building (designed and built under the supervision of the Government Architect) at the rear of

of the General Post Office. The engine is of fifty indicated horse-power, compound non-condensing type, fitted with modern valve gear and governor, and is coupled direct to the dynamo, thereby obviating the use of belting, and economising space in the engine-room.

The boilers (2) are of fifty horse-power each, fitted with "Acme feed heater and purifier," also necessary steam pumps and injectors, and are complete in every particular.

The dynamo (built by the Oerlikon Works, Zurich) is of 30,000 Watts capacity, and the main leads from it to the switchboard will be laid underground in a suitable conduit. The switchboard, for the supply of which, including switches, voltmeters, and all other appurtenances, the tender of the Electrical Material Company has been accepted, will be manufactured of marble, and will meet all requirements.

During the year the electric light has been extended to many of the principal rooms in the General Post Office, and the Department has also provided lights at Government House on different occasions. The whole of the lighting of the grounds of the Royal Agricultural Society, Moore Park, for the military tournament held in the month of October, with the object of raising funds in aid of the hospitals, was carried out by the Electric Light Staff of the Telegraph Branch.

Jenolan Caves.

The electric lighting of the Caves has been satisfactory during the year, and further extensions, which will necessitate additions to the existing plant, are being arranged for.

Hydraulic Lifts.

These lifts, since connection was made with the Sydney and Suburban Hydraulic Power Company's high-pressure water supply, have worked well, and are in good condition.

PNEUMATIC TUBES AND AIR COMPRESSOR, &c.

These have been maintained in good order throughout the year. An electric ventilating-fan has been placed in the despatch-room of the Telegraph Branch to improve the defective ventilation, and maintain an even temperature in that portion of the building, which is occupied by a large staff of messengers.

In my Report for the year 1892 I had occasion to allude to the financial depression that had affected New South Wales in common with almost every part of the civilised world. It is to be regretted that the effects of this depression continued to be manifested in the year 1893, as is apparent in the slight decrease of postal revenue and the larger diminution in the electric telegraph receipts. The increased telephonic business and the success of the new features that have only recently been added, such as the parcels post and postal note systems, may be indications of a betterment of conditions of national prosperity being at hand, and I trust that the next Annual Report of the Postmaster-General will contain a full realisation of this anticipation.

I have the honor to be,

Sir,

Your Excellency's most obedient servant,

JOHN KIDD,

Postmaster-General.

Postal and Electric Telegraph Department,
General Post Office, Sydney, 10th July, 1894.

APPENDIX A.

RETURN showing names of Post Offices and Telegraph Stations, Salaries paid, number of Letters posted, Telegrams transmitted, Money Orders issued and paid, Savings Bank Deposits and Withdrawals, Revenue received from each Office, and arrangements regarding premises during the year 1893.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.	
	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
Abattoirs	£ 140	£ ..	£ ..	£ ..	£ ..	£ 52	£ ..	£ ..	£ 3	...	2,100	1,554	...	£ ..	£ ..	£ ..	£ ..	£ ..	£ 22	£ ..	£ 45	Govt. building. Postmaster allowed £26 per annum in lieu of quarters.			
Aberdeen	120	...	52	...	...	39	...	...	2	...	37,020	3,443	1,412	4,561	158	539	580	3,641	177	1,714	541	46	224	Rented at £52.
Acacia Creek.....	14	...	...	...	...	...	...	...	...	...	3,060	...	...	...	...	...	...	...	...	40	...	...	...	...
Adamniby	180	20	...	...	...	...	...	...	2/10/-	...	16,130	810	710	2,219	75	254	86	760	51	623	252	22	47	Govt. building.
Adamstown	110	25	...	78	...	39	...	...	39/10/-	...	31,120	524	322	781	287	806	257	1,829	270	1,917	161	12	23	Rented at £39.
Adelong	254	52	...	...	...	52	...	...	4	...	67,820	2,420	1,239	3,353	355	1,074	369	3,566	132	1,775	568	38	141	Govt. building.
Adelong Crossing Place.	30	...	...	...	...	...	...	...	...	...	7,680	36	...	...	...	...	...	...	...	42	...	...	...	2
Albion Park	140	20	...	...	...	26	...	...	2	...	36,150	1,233	600	1,285	159	321	237	1,056	49	422	282	17	63	Rented at £37 10s.
Albury	362	218	200	160	65	52	150	75	231/10/0	...	465,920	21,711	3,637	10,750	3,845	8,179	2,342	20,021	1,056	15,336	3,420	133	1,375	Govt. building.	
Albury Railway Station.	317	190	160	135	...	52	...	Battery-man. 6/10/-	...	(a)	At Railway Station.
Alectown	110	...	...	...	...	39	...	...	3	...	18,120	545	260	715	76	178	48	625	60	452	77	7	32	Rented at £32 10s.
Alexandria	130	...	85	160	...	52	...	...	164/5/-	...	90,920	2,654	719	2,222	956	2,137	2,375	10,186	1,172	8,233	568	28	105	Rented at £75. Postmaster allowed £30 per annum in lieu of quarters.
Alison	10	1,500	At Railway Station.
Allandale	18	7,340	...	74	130	33	176	At Railway Station.
Allynbrook	16	(1)	4,420	...	26	54	2	7	At Railway Station.
Alstonville	110	...	...	...	...	...	...	...	2	(2)	9,880	630	274	716	42	179	19	125	3	19	95	9	37	Rented at £26.
Angledool	26	62	At Railway Station.
Annandale	160	...	39	78	...	52	...	...	79/10/-	...	37,560	2,750	397	1,058	799	1,975	1,449	5,443	591	4,171	429	15	103	Rented at £120.
Appin	52	65	7,250	324	270	590	93	280	At Railway Station.
Arakoon	110	20	...	...	...	...	...	...	3	...	8,150	1,146	413	1,303	23	81	96	1,141	5	134	64	13	90	Rented at £52.
Araluen	227	52	...	...	...	...	...	...	2	...	19,970	909	713	1,989	248	700	161	3,739	50	750	243	22	49	Govt. building.
Ardglen	16	3,560	98	At Railway Station.
Arding	10	790	At Railway Station.
Argent's Hill.....	10	890	At Railway Station.
Argoon	14	2,180	At Railway Station.
Arkstone	10	2,420	At Railway Station.
Armidale	335	160	236	115	...	39	150	...	192/10/-	...	611,290	17,107	4,421	13,261	2,817	9,545	2,153	17,413	861	10,022	3,138	142	1,250	do.	
Armidale Railway Station.	...	65	150	65+	...	39	1,396	At Railway Station.

Arncliffe	120	...	...	78	52	52	...	...	73	...	50,090	1,416	226	612	189	596	326	1,043	185	939	235	8	50	At Railway Station. Post-master allowed £30 per annum in lieu of quarters.	
Arthurville	10	...	...	...	...	...	...	...	...	...	1,070	...	...	...	...	...	...	...	...	...	7	...	...	...
Ashfield	200	...	140	120	92	52	...	52	192/10/-	...	280,770	6,619	1,025	3,563	1,353	4,000	1,911	12,991	931	8,004	1,309	46	247	Govt. building.	
			130	120	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				115	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				105	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ashford	18	...	...	...	...	...	...	...	...	...	3,837	...	...	...	...	...	...	...	...	...	...	...	...	...
Ash Island	10	...	...	...	...	...	...	...	9	...	750	...	...	...	...	...	...	...	...	...	...	...	...	...
Attunga	24	...	...	...	...	...	...	...	...	...	5,470	...	...	...	...	...	...	...	...	...	...	...	...	...
Attunga Springs	10	...	...	...	...	...	...	...	...	...	2,420	...	...	...	...	...	...	...	...	...	...	...	...	...
Auburn	110	26	...	78	...	52	...	...	75/10/-	...	66,730	3,164	647	1,554	596	1,814	710	2,283	387	2,279	405	22	119	At Railway Station. Post-master allowed £26 per annum in lieu of quarters.	
				52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Audley	12/10/-	...	...	...	...	...	...	...	...	...	970	...	...	...	...	...	...	...	...	...	...	13	...	...	At Railway Station.
Austiumer	16	...	...	...	...	...	...	...	...	...	7,680	...	...	...	...	...	...	...	...	...	...	32	...	...	...
"Australia Hotel"	110	...	...	...	...	...	...	...	...	...	...	8,157	...	...	...	...	...	...	...	...	...	...	...	455	...
Avisford	14	...	...	...	...	...	...	...	...	...	1,770	...	...	...	...	...	...	...	...	...	...	4	...	...	do
Avoca	10	...	...	...	...	...	...	...	(3)	...	2,330	...	...	...	...	...	...	...	...	...	...	53	...	...	...
Awaba	11	...	...	...	...	...	...	...	...	...	3,020	...	...	...	...	...	...	...	...	...	...	33	...	...	...
Baan Baa	19	...	...	...	...	...	...	...	...	...	5,200	296	...	...	...	...	...	...	...	...	...	71	...	17	do
Baerami	15	...	...	...	...	...	...	...	...	...	6,920	...	...	...	...	...	...	...	...	...	...	75	...	...	...
Baker's Swamp	10	...	...	...	...	...	...	...	...	...	2,080	...	...	...	...	...	...	...	...	...	...	15	...	...	...
Balala	15	...	...	...	...	...	...	...	...	...	1,340	...	...	...	...	...	...	...	...	...	...	26	...	...	...
Balderodgery	10	...	...	...	...	...	...	...	(4)	...	3,260	...	...	...	...	...	...	...	...	...	...	23	...	...	...
Bald Nob	15	...	...	...	...	...	...	...	...	...	6,980	...	...	...	...	...	...	...	...	...	...	8	...	...	...
Balgowlah	10	...	...	...	...	...	...	...	...	...	1,050	...	...	...	...	...	...	...	...	...	...	6	...	...	...
Balgownie	40	...	...	...	...	...	...	...	...	...	5,100	25	121	292	59	72	78	134	36	90	...	4	1	...	...
Ballalaba	21	...	...	...	...	...	...	...	...	...	4,910	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ballina	254	30	100	65	...	30	...	...	80	...	131,000	8,849	2,160	6,759	528	1,736	538	4,369	223	2,734	723	70	625	Govt. building.	
			75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Balmain	236	160	150	150	65	52	...	20	332/10/-	...	428,460	6,823	1,761	5,997	4,037	10,164	4,741	20,646	1,981	13,775	1,460	88	289	do	
			78	100	140	52	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					140	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					140	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					140	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					125	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					125	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
					110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Balmoral	12	10	...	...	...	...	...	...	...	...	4,700	73	...	...	...	...	...	...	...	...	...	94	...	4	At Railway Station.
Bahrwald	200	150	...	...	...	52	...	...	54/12/6	...	81,310	4,200	1,018	3,013	253	899	361	3,012	85	1,550	1,052	35	230	Govt. building.	
		100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bandon Grove	22	...	...	...	...	...	...	...	...	...	2,700	...	...	...	...	...	...	...	...	...	...	17	...	...	...
Bankstown	47	...	...	...	...	...	...	...	...	...	6,570	68	...	...	...	...	...	...	...	...	...	91	...	2	...
Bannaby	13	...	...	...	...	...	...	...	...	...	1,530	...	...	...	...	...	...	...	...	...	...	26	...	...	...
Baradine	120	15	...	...	...	...	...	...	3	...	4,480	767	255	720	23	86	...	...	...	...	112	8	46	Rented at £52.	
Barber's Creek	16	...	...	...	...	...	...	...	...	...	5,190	...	...	...	...	...	...	...	...	...	...	60	...	...	At Railway Station.
Bargo	10	...	...	...	...	...	...	...	...	...	1,220	...	...	...	...	...	...	...	...	...	...	16	...	...	...
Barmedman	100	...	...	...	...	39	...	...	3	...	23,360	2,569	625	1,617	118	491	61	334	27	113	285	19	177	Rented at £39.	
Barraba	218	...	100	...	...	52	...	...	4	...	45,340	2,127	937	2,476	130	553	103	547	64	769	474	28	141	Govt. building.	
Barragan	12	...	...	...	...	...	...	...	...	...	3,160	...	...	...	...	...	...	...	...	...	...	9	...	...	...
Barranjoey	52	...	...	...	...	...	...	...	1	...	1,620	261	...	...	...	...	...	...	...	...	...	27	...	15	At Pilot Station.
Barrengarry	16	...	...	...	...	...	...	...	...	...	14,330	...	...	...	...	...	...	...	...	...	...	129	...	...	...
Barrington	20	...	...	...	...	...	...	...	...	...	2,700	...	...	...	...	...	...	...	...	...	...	21	...	...	...
Barrington	130	65	...	...	...	...	...	...	72/10/6	...	34,060	2,451	556	2,669	94	544	70	1,919	49	670	179	23	162	Rented at £78.	
Barry	10	...	...	...	...	...	...	...	...	...	2,140	...	...	...	...	...	...	...	...	...	...	10	...	...	...
Barwang	10	...	...	...	...	...	...	...	...	...	1,630	...	...	...	...	...	...	...	...	...	...	36	...	...	...
Bateman's Bay	130	15	...	...	...	...	...	...	8	...	6,330	1,494	407	1,128	171	902	70	676	37	306	124	12	76	Rented at £15.	

Telegraph returns included in (c)—Albury. NOTE.—For other references see page 69.

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total all salaries, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Bathurst.....	£ 380 335	£ 190 180	£ 218 190	£ 110 100	£ 65 26	£ 52 39	£ 150	£ ...	£ 182	...	584,240	18,590	6,302	£ 18,716	8,440	£ 27,793	3,072	£ 35,405	1,488	£ 23,231	£ 4,975	£ 212	£ 1,353	Govt. building.
Batlow	44	...	...	...	...	...	...	...	...	...	8,730	73	223	£ 398	43	£ 115	19	£ 197	5	£ 80	116	£ 6	£ 4	
Baulkham Hills...	35	...	...	...	...	...	...	...	15	(5)	5,540	74	...	...	...	...	...	...	...	...	57	...	...
Bayview	31	...	...	...	...	...	...	...	1	...	5,360	...	...	...	...	...	...	...	...	...	58	...	£ 4	
Beachport	62	...	...	...	...	...	...	...	...	...	1,230	342	130	£ 233	2	£ 7	15	£ 111	2	£ 2	11	£ 3	£ 14	At Pilot Station.
Bear Hill	20	...	...	...	...	...	...	...	...	...	2,000	...	...	...	...	...	...	...	...	...	31	...	...
Beaufort	10	...	...	...	...	...	...	...	...	...	1,410	...	...	...	...	...	...	...	...	...	10	...	...
Bective	10	...	...	...	...	...	...	...	...	...	900	...	...	...	...	...	...	...	...	...	9	...	...
Bedgerebong	12	...	...	...	...	...	...	...	...	...	1,820	...	...	...	...	...	...	...	...	...	24	...	...
Beechwood	36	...	...	...	...	...	...	...	...	...	3,590	237	...	...	...	...	...	...	...	...	21	...	£ 13	
Bega	236	200	140	100	...	52	150	...	78	...	130,090	9,047	2,798	£ 9,006	844	£ 2,442	704	£ 10,592	222	£ 4,181	£ 1,118	£ 88	£ 604	Govt. building.
Belarbigill	10	78	...	...	...	...	...	...	...	...	1,590	...	...	...	...	...	...	...	...	...	...	...	...
Belford	14	...	...	...	...	...	...	...	10	...	2,930	...	...	...	...	...	...	...	...	...	44	...	...
Belgravia	10	...	...	...	...	...	...	...	...	...	810	...	...	...	...	...	...	...	...	...	11	...	...
Bell	21	...	...	...	...	...	...	...	...	...	5,030	143	...	...	...	...	...	...	...	...	57	...	£ 8	At Railway Station.
Bellambi	17	...	...	...	...	...	...	...	...	...	14,690	...	152	£ 310	32	£ 107	...	...	...	...	82	£ 5	...	do
Bellbrook	190	10	...	...	...	...	...	...	...	40/10/-	3,370	462	...	...	...	...	...	...	...	...	51	...	£ 31	Rented at £35.
Bellingen	78	...	...	...	...	...	...	...	1	...	23,360	1,814	513	£ 1,427	240	£ 1,137	...	...	...	...	176	£ 15	£ 106	Rented at £26.
Bellinger Heads..	18	...	26	...	...	...	...	...	...	...	27,210	140	...	...	...	...	...	...	...	...	25	...	£ 8	At Pilot Station.
Bell's Creek	16	...	...	...	...	...	...	...	...	...	5,370	...	...	...	...	...	...	...	...	...	12	...	...
Belltrees .....	...	...	...	...	...	...	...	...	...	...	739	...	...	...	...	...	...	...	...	...	...	...	£ 50	
Belmont	75	...	91	...	...	...	...	...	3	...	12,920	1,155	193	£ 510	595	£ 1,465	18	£ 49	35	£ 215	91	£ 6	£ 62	Postmistress allowed £20 16s. as rent.
Ben Bullen	20	...	...	...	...	...	...	...	...	...	8,790	...	...	...	...	...	...	...	...	...	60	...	...
Bendemeer	80	...	...	...	...	...	...	...	...	...	8,900	417	284	£ 712	29	£ 95	...	...	...	...	103	£ 8	£ 30	Postmistress allowed £15 12s. as rent.
Bendolba	29	...	...	...	...	...	...	...	...	...	3,460	...	...	...	...	...	...	...	...	...	21	...	...
Ben Lomond Railway Station.	18	...	...	...	...	...	...	...	...	...	7,280	59	...	...	...	...	...	...	...	...	80	...	£ 3	At Railway Station.
Bergalia	13	...	...	...	...	...	...	...	...	...	4,830	...	...	...	...	...	...	...	...	...	55	...	...
Bernagui	46	...	...	...	...	...	...	...	8	...	7,100	526	194	£ 592	27	£ 98	...	...	...	...	46	£ 6	£ 36	
Berridale	130	...	...	...	...	39	...	...	2/10/-	...	19,930	1,180	363	£ 882	54	£ 195	61	£ 1,138	12	£ 244	163	£ 10	£ 68	Rented at £26.
Berrigan	130	...	...	...	...	...	...	...	2/9/-	...	10,960	2,416	551	£ 1,531	85	£ 316	...	...	...	...	262	£ 20	£ 152	Rented at £30.
Berrima	160	15	...	...	...	...	...	...	4	...	23,940	708	417	£ 1,179	138	£ 464	146	£ 1,134	34	£ 380	183	£ 14	£ 47	Govt. building.
Berry	236	100	...	78	...	...	...	...	96/5/-	...	77,040	3,424	1,379	£ 3,411	247	£ 761	461	£ 2,850	183	£ 2,225	654	£ 39	£ 204	do
Bethungra	42	...	...	...	...	...	...	...	...	...	12,590	343	519	£ 1,285	71	£ 269	67	£ 331	14	£ 189	174	£ 15	£ 20	At Railway Station.
Beverdale	10	...	...	...	...	...	...	...	...	...	1,120	...	...	...	...	...	...	...	...	...	8	...	...	do
Bexhill	47	...	...	...	...	...	...	...	...	...	2,980	187	...	...	...	...	...	...	...	...	60	...	£ 11	
Bexley	10	...	...	...	...	...	...	...	...	...	8,660	...	...	...	...	...	...	...	...	...	17	...	...
Bibbenluke	48	...	...	...	...	...	...	...	...	...	12,190	397	...	...	...	...	...	...	...	...	40	...	£ 22	Rented at £5.
Bigga	25	...	...	...	...	...	...	...	...	...	5,080	...	...	...	...	...	...	...	...	...	55	...	...
Big Hill	19	...	...	...	...	...	...	...	...	...	2,310	...	...	...	...	...	...	...	...	...	27	...	...
Billeroy	10	...	...	...	...	...	...	...	...	...	2,610	...	...	...	...	...	...	...	...	...	16	...	...
Bimbi	10	...	...	...	...	...	...	...	...	...	2,750	...	...	...	...	...	...	...	...	...	35	...	...
Binalong	64	12	...	...	...	...	...	...	...	...	26,770	914	644	£ 1,411	104	£ 337	72	£ 695	26	£ 554	244	£ 17	£ 49	At Railway Station.
Binda	56	...	...	...	...	...	...	...	...	...	15,330	337	402	£ 963	52	£ 183	...	...	...	...	122	£ 12	£ 19	
Bingara	180	26	100	52	...	39	...	...	43/10/-	...	89,560	3,426	1,091	£ 2,852	283	£ 1,363	245	£ 2,476	101	£ 1,729	593	£ 32	£ 239	Govt. building.

Binnaway	21	...	...	...	...	...	...	...	...	4,680	...	...	...	...	...	...	...	50	...	...	At Railway Station.		
Bishop's Bridge	14	...	...	...	...	...	...	...	...	1,360	...	...	...	...	...	...	...	4	...	...	Postmaster allowed £30 per annum in lieu of quarters.		
Blackheath	160	5	...	78	...	...	...	40/10/-	...	46,320	2,367	670	1,894	244	822	193	923	84	709	426	21	133	
Blackman's Point	10	...	...	...	...	...	...	...	...	870	...	...	...	...	...	...	...	8	...	...	...	...
Black Mountain	28	...	...	...	...	...	...	...	...	4,270	136	162	486	55	176	...	...	110	...	5	...	8	At Railway Station.
Black Range	10	...	...	...	...	...	...	...	...	850	...	...	...	...	...	...	...	7	...	...	...	...
Black Springs	15	...	...	...	...	...	...	...	...	3,660	...	131	237	6	31	...	...	19	...	3	...	...
Blacktown	55	...	...	...	...	...	...	...	...	28,820	406	139	356	107	304	...	...	83	...	4	...	22	do
Blackville	120	...	...	...	...	...	...	1/10/-	(6)	4,910	436	269	514	23	77	14	201	1	2	83	7	25	do
Blackwall	30	39	...	...	...	...	...	1	...	4,520	454	249	525	83	118	15	107	6	69	52	7	26	do
Blakehurst	10	...	...	...	...	...	...	...	...	1,300	...	...	...	...	...	...	...	20	...	...	...	...	do
Blandford	29	65	...	...	...	...	...	...	...	12,330	351	...	...	...	...	...	...	23	...	...	...	...	do
Blayney	254	120	150	105	...	52	...	49/10/-	...	88,940	3,249	1,544	3,770	749	2,297	301	2,441	160	1,846	804	45	195	Govt. building.	
Blowering	11	...	...	...	...	...	...	...	...	2,870	...	...	...	...	...	...	...	5	...	...	...	...	...
Bluey	10	...	...	...	...	...	...	(7)	...	1,490	...	...	...	...	...	...	...	23	...	...	...	...	...
Bobundarah	16	...	...	...	...	...	...	...	...	1,660	...	...	...	...	...	...	...	...	...	...	...	...	...
Bodalla	140	26	...	...	...	...	...	84	...	17,190	1,865	448	1,461	110	424	147	1,398	48	447	187	14	116	Rented at £36.
Boggabilla	150	...	...	...	...	...	...	23	...	10,710	1,121	199	617	11	30	62	535	17	217	171	6	76	Rented at £52.
Boggabri	213	130	...	...	39	...	...	3	...	43,770	2,402	956	2,461	210	748	168	988	48	643	477	23	144	Govt. building.
Boggy Creek	10	...	...	...	...	...	...	...	...	8,060	...	...	...	...	...	...	...	152	...	...	...	...	...
Boggy Flat	12	...	...	...	...	...	...	...	...	1,200	...	...	...	...	...	...	...	21	...	...	...	...	...
Bolivia	34	...	...	...	...	...	...	...	...	7,610	82	205	554	6	8	6	30	6	34	80	6	4	At Railway Station.
Boloko	10	...	...	...	...	...	...	...	...	2,970	...	...	...	...	...	...	...	12	...	...	...	...	...
Bomaderry	13	...	...	...	...	...	...	(8)	...	970	...	...	...	...	...	...	...	2	...	...	...	...	...
Bombala	254	100	140	52	...	...	...	20	...	81,840	6,162	1,526	4,699	551	1,892	290	3,693	116	1,723	992	54	448	Govt. building.
Bombo	10	...	...	...	...	...	...	10	...	3,270	...	...	...	...	...	...	...	29	...	...	...	...	...
Bomen	18	...	...	...	...	...	...	...	...	2,990	49	41	136	16	30	11	26	...	...	7	1	3	At Railway Station.
Bondi	50	...	100	65	...	52	...	77	...	54,980	2,386	277	747	290	665	501	1,581	213	1,395	195	12	91	Rented at £32 10s.	
Bongongolong	10	...	...	...	...	...	...	...	...	770	...	...	...	...	...	...	...	5	...	...	...	...	...
Bonnyrigg	10	...	...	...	...	...	...	...	...	2,380	...	...	...	...	...	...	...	8	...	...	...	...	...
Bonshaw	25	...	...	...	...	...	...	...	...	4,780	...	...	...	...	...	...	...	44	...	...	...	...	...
Bookhan	26	...	...	...	...	...	...	...	...	7,350	...	157	476	19	62	...	...	103	...	5	...	...	...
Boolambayte	15	...	...	...	...	...	...	...	...	670	...	...	...	...	...	...	...	9	...	...	...	...	...
Booligal	236	140	...	...	...	...	...	26	(9)	46,050	1,840	400	1,358	68	269	5	7	2	26	383	15	123	Govt. building.
Boomey	10	...	...	...	...	...	...	...	...	2,630	...	...	...	...	...	...	...	7	...	...	...	...	...
Booral	54	...	...	...	...	...	...	(10)	...	8,000	245	...	...	...	...	...	...	62	...	...	...	13	...
Boorooban	30	...	...	...	...	...	...	...	...	37,980	...	...	...	...	...	...	...	5	...	...	...	...	...
Borenore	36	...	...	...	...	...	...	...	...	9,980	409	145	400	55	247	57	491	12	288	94	4	22	At Railway Station.
Boro	30	...	...	...	...	...	...	...	...	9,890	...	...	...	...	...	...	...	22	...	...	...	...	...
Botany	65	...	...	120	...	...	...	36/10/-	...	17,760	...	...	...	...	...	...	...	88	...	...	...	...	Rented at £31 4s.
Bourbah	14	...	...	...	...	...	...	...	...	1,130	...	...	...	...	...	...	...	7	...	...	...	...	...
Bourke	371	150	140	65	...	52	150	199/17/8	...	510,640	29,282	4,495	17,659	1,952	8,860	1,746	21,703	810	10,065	3,236	164	2,221	Govt. building.	
		110	120	26	75
		100	100	26
		...	100
		...	100
Bowan Park	11	...	...	...	...	...	...	...	...	1,850	...	...	...	...	...	...	...	8	...	...	...	...	...
Bowenfels	56	...	...	...	...	...	...	...	...	21,210	167	210	512	158	495	93	1,166	34	654	114	6	9	At Railway Station.
Bowling Alley Pt.	19	...	...	...	...	...	...	...	...	4,210	...	...	...	...	...	...	...	111	...	...	...	...	...
Bowns	130	...	...	...	...	...	...	3	...	19,230	403	97	219	24	100	5	54	3	15	46	3	22	Postmistress allowed £20 per annum as rent.
Bowning	60	20	...	...	...	...	...	...	...	17,510	372	654	1,771	125	383	28	620	23	373	137	19	20	At Railway Station.
Bowral	218	52	100	115	...	39	...	109/10/-	...	159,110	5,515	2,306	5,872	951	3,415	1,158	8,368	517	5,647	1,602	74	313	Govt. building.	
		78	...	39
Bowraville	100	...	...	...	...	39	...	2/10/-	...	12,640	1,571	460	1,164	96	709	...	...	...	...	131	13	96	Rented at £31 4s.
Box Ridge	11	...	...	...	...	...	...	...	...	1,200	...	...	...	...	...	...	...	12	...	...	...	...	...
Braidwood	299	150	...	...	...	39	...	66/10/-	...	126,050	4,514	2,112	5,667	1,022	3,003	362	5,275	176	2,032	1,026	63	297	Govt. building.
		100
		65

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other employes.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Branxton	£ 180	£ 75	...	...	...	...	...	£ 4	44,060	1,125	804	£ 2,127	331	£ 1,487	268	£ 4,294	106	£ 1,802	£ 315	£ 24	£ 65	Rented at £65.	
Brawlin	10	...	...	...	...	...	...	10	3,750	...	...	...	...	...	...	...	...	...	22	...	...	...
Breadalbane	45	20	...	...	...	...	...	...	8,570	228	180	£ 429	77	£ 191	31	£ 352	10	£ 163	£ 72	£ 5	£ 13	At Railway Station.	
Breeza	54	...	...	...	...	...	...	...	8,590	911	465	£ 1,144	28	£ 150	46	£ 236	20	£ 183	£ 166	£ 12	£ 51	do	
Brewarrina	263	...	130	...	...	26	...	42/10/-	103,510	7,967	1,263	£ 4,503	322	£ 1,508	240	£ 1,744	83	£ 660	£ 859	£ 41	£ 554	Govt. building.	
Brewongle	53	...	100	...	...	...	...	...	11,920	218	107	£ 238	51	£ 146	...	...	...	...	£ 50	£ 3	£ 12	At Railway Station.	
Bridgeman	14	...	...	...	...	...	...	...	1,730	...	...	...	...	...	...	...	...	...	£ 11	...	...	...
Brindabella	10	...	...	...	...	...	...	...	1,370	...	...	...	...	...	...	...	...	...	£ 11	...	...	...
Bringagee	10	...	...	...	...	...	...	...	6,710	916	...	...	...	...	...	...	...	...	£ 55	...	£ 56	do	
Bringelly	20	...	...	...	...	...	...	...	10,080	...	192	£ 823	35	£ 134	...	...	...	...	£ 70	£ 7	...	...
Broadwater	160	...	65	...	...	...	...	8/10/-	28,380	3,343	1,386	£ 4,703	156	£ 455	557	£ 4,247	151	£ 1,507	£ 318	£ 47	£ 200	Rented at £39.	
Brocklehurst	10	...	...	...	...	...	...	...	1,520	...	...	...	...	...	...	...	...	...	£ 18	...	...	...
Brocklesby	60	...	...	...	...	...	...	...	2,600	136	...	...	...	...	...	...	...	...	...	...	£ 7	...	
Brodie's Plains	10	...	...	...	...	...	...	...	1,340	...	...	...	...	...	...	...	...	...	£ 17	...	...	...
Brogo	22	...	...	...	...	...	...	...	3,770	...	...	...	...	...	...	...	...	...	£ 19	...	...	...
Broke	130	...	...	...	...	...	...	2	6,590	356	221	£ 632	34	£ 128	...	...	...	...	£ 60	£ 6	£ 20	Rented at £25.	
Broken Hill	308	236	200	120	...	52	150	200	1,186/5/-	591,660	42,370	£ 14,237	46,671	3,622	£ 12,787	11,949	£ 90,435	2,955	£ 53,330	£ 5,667	£ 623	£ 3,571	Govt. building.	
Broken Hill Rail- way Station.	299	140	190	110	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	140	190	91	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	140	190	78	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	130	180	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	130	150	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	78	140	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	78	140	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	52	140	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Broken Hill Rail- way Station.	120	...	...	78	...	52	...	...	...	29,030	1,764	£ 1,549	£ 3,782	122	£ 335	940	£ 5,444	200	£ 2,712	£ 11	£ 59	£ 116	Rented at £52. Post- master allowed £30 per annum in lieu of quarters.
Brookfield	15	...	...	...	...	...	...	...	2,920	...	...	...	...	...	...	...	...	...	£ 13	...	...	...	...
Brooklyn	27	...	...	...	...	...	...	14	8,110	945	383	£ 1,119	674	£ 1,271	35	£ 311	28	£ 230	£ 62	£ 12	£ 50	At Railway Station.	
Brooman	10	...	...	...	...	...	...	...	1,280	...	...	...	...	...	...	...	...	...	£ 5	...	...	...	...
Broughton Vale	10	...	...	...	...	...	...	...	940	...	...	...	...	...	...	...	...	...	£ 11	...	...	...	...
Broughton Village	10	...	...	...	...	...	...	...	1,310	...	...	...	...	...	...	...	...	...	£ 7	...	...	...	...
Brownlow Hill	15	...	...	...	...	...	...	...	3,890	...	...	...	...	...	...	...	...	...	£ 39	...	...	...	...
Brown's Creek	12	...	...	...	...	...	...	...	3,010	...	...	...	...	...	...	...	...	...	£ 10	...	...	...	...
Brownsville	23	...	...	...	...	...	...	...	6,250	...	...	...	...	...	...	...	...	...	£ 34	...	...	...	...
Brundah Creek	10	...	...	...	...	...	...	...	930	...	...	...	...	...	...	...	...	...	£ 43	...	...	...	...
Brungle	13	...	...	...	...	...	...	...	2,430	...	...	...	...	...	...	...	...	...	£ 10	...	...	...	...
Brunswick	140	26	...	...	...	52	...	4	17,050	2,799	756	£ 3,891	123	£ 511	169	£ 2,736	107	£ 1,272	£ 177	£ 34	£ 183	Rented at £36 8s.	
Brush	10	...	...	...	...	...	...	10	750	...	...	...	...	...	...	...	...	...	£ 6	...	...	...	...
Brushgrove	120	...	...	...	...	52	...	55/10	9,990	1,191	294	£ 803	73	£ 192	34	£ 282	19	£ 232	£ 153	£ 8	£ 63	Rented at £31 4s.	
Brushy Hill	10	...	...	...	...	...	...	...	630	...	...	...	...	...	...	...	...	...	£ 20	...	...	...	...
Bryan's Gap	10	...	...	...	...	...	...	...	470	...	...	...	...	...	...	...	...	...	£ 4	...	...	...	...
Buchanan	13	...	...	...	...	...	...	...	2,270	...	...	...	...	...	...	...	...	...	£ 42	...	...	...	...
Buckendoon	10	...	...	...	...	...	...	...	1,320	...	...	...	...	...	...	...	...	...	£ 9	...	...	...	...
Buckley's Cross- ing Place.	76	...	...	...	...	...	...	...	7,240	670	...	...	...	...	...	...	...	...	£ 180	...	...	£ 43	...
Budgee Budgee	17	...	...	...	...	...	...	...	1,870	...	...	...	...	...	...	...	...	...	£ 5	...	...	...	...
Bugilbone	38	...	...	...	...	...	...	...	3,370	607	...	...	...	...	...	...	...	...	...	...	...	£ 37	...

Bukkulla	15	...	...	...	...	...	...	3	1,780	1,099	457	1,279	116	672	77	564	38	308	137	13	66	Rented at £40.
Bulahdelah	160	...	120	...	...	...	...	...	3,630	...	...	...	...	...	...	...	...	...	24	...	...	...
Bulgandramine	23	...	...	...	...	...	...	...	18,040	85	203	490	322	722	136	1,004	75	492	142	6	4	...
Bulli	77	...	...	...	...	...	...	...	36,190	2,639	572	1,417	58	148	181	2,175	149	1,769	287	17	130	At Railway Station. Post-master allowed £40 per annum in lieu of quarters.
Bulli Railway Station.	200	...	100	52	...	52	...	...	2,690	...	...	...	...	...	...	...	...	...	20	...	...	...
Bull Plain	10	...	...	...	...	...	...	...	4,100	...	...	...	...	...	...	...	...	...	15	...	...	...
Bumberry	20	...	...	...	...	...	...	...	3,500	...	...	...	...	...	...	...	...	...	26	...	...	...
Bumble	15	...	...	...	...	...	...	...	17,650	352	514	1,385	152	501	128	377	80	400	260	15	19	At Railway Station.
Bundanoon	31	...	...	...	...	...	...	...	20,510	1,331	468	1,457	61	203	106	652	33	394	188	14	79	Govt. building.
Bundarra	236	...	65	...	...	...	...	...	4,260	453	...	...	...	...	...	...	...	...	38	...	...	...
Bundella	45	...	...	...	...	...	...	...	2,120	...	...	...	...	...	...	...	...	...	50	...	...	...
Bungawalbin	10	...	...	...	...	...	...	...	94,430	2,057	1,002	2,278	313	855	179	1,221	83	1,521	606	28	118	Rented at £65.
Bungendore	180	30	...	78+	...	...	...	...	8,140	...	113	257	20	63	...	...	...	...	75	3	...	...
Bungonia	38	...	...	...	...	...	...	...	1,080	...	...	...	...	...	...	...	...	...	13	...	...	...
Bungowannah	14	...	...	...	...	...	...	...	9,260	590	264	788	39	169	48	369	27	307	81	8	39	Rented at £16.
Bungwall Flat	120	...	...	...	...	...	...	...	2,440	...	...	...	...	...	...	...	...	...	35	...	...	...
Bunnan	11	...	...	...	...	...	...	...	3,939	...	...	...	...	...	...	...	...	...	...	...	...	...
Burns, Philp. & Co	...	...	...	...	...	...	...	...	26,490	687	...	...	...	...	...	...	...	...	127	...	...	487
Burradoo	51	...	...	...	...	39	...	...	13,550	662	488	1,516	187	932	70	898	45	513	97	15	37	Rented at £26.
Burraga	110	...	...	...	...	...	...	...	4,580	...	...	...	...	...	...	...	...	...	43	...	...	...
Burraborang	16	...	...	...	...	...	...	...	13,980	445	285	853	84	199	81	466	28	403	136	8	25	Rented at £52.
Burrawang	160	30	...	...	...	...	6/10/-	4	4,880	...	...	...	...	...	...	...	...	...	32	...	...	...
Burrendong	13	...	...	...	...	...	...	...	1,160	...	...	...	...	...	...	...	...	...	3	...	...	...
Burrier	12	...	...	...	...	...	...	...	10,640	328	...	...	...	...	...	...	...	...	92	...	...	21
Burringbar	36	...	...	...	...	...	...	...	81,680	2,345	1,376	3,093	330	1,247	140	1,653	87	1,353	699	37	154	Govt. building.
Burrowa	227	78	...	65	...	...	...	39/10/-	3,740	...	...	...	...	...	...	...	...	...	22	...	...	...
Burrumbatook	12	...	...	...	...	...	...	...	269,910	7,331	1,020	3,219	1,079	2,929	2,053	11,447	956	6,742	1,503	45	276	do
Burwood	227	180	100	125	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		65	100	125	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				120	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Byangum	36	...	...	...	...	...	...	2/12/-	2,040	26	...	...	...	...	...	...	...	...	19	...	...	1
Bylong	13	...	...	...	...	...	...	...	4,320	...	...	...	...	...	...	...	...	...	38	...	...	...
Byng	15	...	...	...	...	...	...	...	2,640	...	...	...	...	...	...	...	...	...	24	...	...	...
Byrock	227	78	...	39	...	...	...	...	71,130	3,115	910	3,127	267	1,039	130	1,756	64	558	459	29	184	do
Byron Bay	100	...	...	...	...	39	...	...	16,260	4,290	1,176	5,185	173	685	377	3,986	130	1,580	241	46	276	Rented at £20.
Byron Creek	12	...	...	...	...	...	...	...	4,150	...	...	...	...	...	...	...	...	...	38	...	...	...
Cabramatta	11	...	...	...	...	...	...	...	2,090	...	...	...	...	...	...	...	...	...	2	...	...	...
Cadia	14	...	...	...	...	...	...	...	3,050	...	98	208	29	141	...	...	...	...	33	3	...	...
Caloola	16	...	...	...	...	...	...	...	1,580	...	...	...	...	...	...	...	...	...	21	...	...	...
Camberwell	10	...	...	...	...	...	...	25/18/-	2,490	...	...	...	...	...	...	...	...	...	33	...	...	...
Cambewarra	76	...	...	...	...	...	...	1/10/- (13)	14,800	399	286	706	71	255	8	24	...	...	149	8	21	Rented at £25.
Camden	209	110	...	105	...	...	...	...	100,150	3,530	1,264	3,295	602	1,589	606	6,434	240	3,741	672	39	184	Govt. building.
Camden Haven Heads.	26	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	2/-	...
Campbelltown	290	78	100	115	...	...	...	46/10/-	83,940	3,291	1,018	2,557	600	1,778	367	4,358	194	2,858	658	32	180	Govt. building.
			52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Camperdown	27	110	91	...	...	52	...	36/10/-	97,130	3,471	538	1,896	912	2,407	1,664	4,726	941	4,814	500	22	137	Rented at £156.
				...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canadian Lead	20	...	...	...	...	...	...	...	2,760	...	76	225	6	16	...	...	...	...	35	2	...	...
Canberra	15	...	...	...	...	...	...	...	3,540	...	...	...	...	...	...	...	...	...	40	...	...	...
Candelo	150	110	...	...	...	52	...	...	29,960	3,381	846	2,487	191	531	118	1,495	26	317	362	25	207	Govt. building.
Canley Vale	19	...	...	...	...	...	...	...	4,970	88	...	...	...	...	...	...	...	...	15	...	4	...
Canonbar	90	...	...	...	...	...	...	...	5,270	742	120	429	31	115	28	189	12	315	67	4	48	At Railway Station.
Canoblas	10	...	...	...	...	...	...	...	800	...	...	...	...	...	...	...	...	...	8	...	...	...
Canowindra	200	110	...	78	...	...	...	...	31,530	1,473	841	2,019	129	440	99	886	36	209	363	24	84	Rented at £40.

NOTE.—For references see page 50

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£			£	£	£	£	£	£	£	£	£	£	£		
Canterbury	90			78		26			73		32,690	1,036	186	552	261	793	374	1,082	196	1,197	129	6	34	
Canyon Leigh	10			52						(14)	830													
Capertee	50										12,530	468	392	1,194	87	279					135	12	27	At Railway Station.
Cape St. George	75										397												14	
Captain's Flat	88					39			2		18,760	1,807	1,293	4,192	98	466	279	2,341	153	1,708	281	40	106	Rented at £26.
Carcoar	236		180			52			4		73,170	3,090	926	2,344	985	2,630	243	2,744	100	951	580	27	200	Govt. building.
Cardiff	12										1,820										42			
Cargo	218	40				52			3		14,240	989	580	1,423	124	612	42	488	24	208	209	16	61	do
Carinda	15										3,980										117			
Carlingford	48										8,440	308	90	169	53	148					45	2	12	At Railway Station.
Carlingford Railway Station.											377												12	
Carlton	10										7,720										28			
Carnsdale	13										4,070										10			
Carrathool	110					52			23		26,800	3,011	747	2,105	269	1,102	86	645	32	347	344	23	171	
Carrick	17										4,010										37			
Carrington	160	100		26		52					54,010	969	535	1,573	171	471	340	1,394	174	1,478	580	20	48	Rented at £65.
Carroll	82			26							8,160	636	271	526	30	136	24	130	12	150	79	7	41	
Casino	254	55	170			52			29		90,310	5,201	973	3,039	453	1,846	210	1,867	93	1,363	619	32	389	Govt. building.
			91																					
			91																					
Cassilis	209	25				52			4		23,560	2,195	644	1,814	252	1,073	80	1,111	30	393	367	20	137	do
Castle Hill	56										11,910	70									93		4	
Castle Mountain	11										1,480										9			
Castlerag	36										1,440	12									11		1	
Castlereagh	12										3,350										12			
Cathcart	46										4,040	323									67		18	
Catherine Hill Bay	44										11,170	174	665	3,662	55	152	138	700	43	502	70	27	10	
Cavan	10										1,160										7			
Cedar Party Creek	10										2,140										9			
Central Colo	10										700										17			
Central M'Donald	14										2,240										49			
Cessnock	52										11,140	142	138	354	58	198					72	4	8	At Court-house. Rented at £13.
Chandler's Creek	10									24/10/-	1,570										17			
Charlestown	130			52		52			3		14,930	564	268	641	154	350	119	1,144	108	1,011	82	9	22	Rented at £30.
Chatsbury	15										1,760										20			
Chatswood	10									(15)	3,190	66									3		2	At Railway Station.
Chatsworth Island	110	52								16/10/-	14,100	1,215	421	1,082	50	153	174	768	55	536	185	13	66	Govt. building.
Cheeseman's Creek	21										2,250										23			
Clarence Town	218	26				52			4/10/-		21,480	1,505	445	1,294	164	417	107	786	32	388	237	13	88	do
Clarence Tunnel	10										3,800	36									26		2	At Railway Station.
Clarkson's Crossing	14										5,130		226	376	15	138					67	6		
Clear Creek	10										1,780										4			
Clifton	100					26			15		18,010	779	497	1,176	103	248	172	704	81	620	201	15	39	
Clunes	110										7,610	689	249	733	37	219	52	365	20	364	3	9	39	Rented at £31 4s.
Clybucca	10										2,350										63			
Cobar	326	130	160	52		52			57		69,140	8,049	2,368	7,679	551	2,498	409	4,977	193	2,167	1,219	76	574	Govt. building.
		52																						
Cobargo	160		140			52			40		41,690	2,527	735	2,122	303	1,217	282	3,801	73	1,287	375	22	160	do
Cobbadah	33										5,030										63			
Cobbitty	16										3,660										64			

Cobbora	150	52							3	13,060	831	390	1,083	61	187	28	153	8	96	168	12	48	Rented at £20. Postmaster allowed £28 per annum in lieu of quarters.	
Cobham Lake	10									3,490										6			10	At Railway Station.
Cockle Creek	20									4,830	153									35				
Codrington	15									2,520										38				
Coff's Harbour	100								2	5,370	918	363	1,098	51	264	32	122	10	98	56	11	55	Rented at £20.	
Coff's Harbour Jetty.	12								(16)		48											3		
Colane	10									1,060										6				
Coldstream	10									1,070										3				
Colinton	10								26	4,770										61				
Collarenebri	130	65							3	14,060	3,285	509	2,310	82	346	121	1,255	59	567	242	19	219	Rented at £52.	
Collector	26									10,550		233	561	47	143					106	6			
Collie	20									15,170										47				
Colly Blue	11									1,400		126	264	8	42					2	3			
Colo Vale	17	5								5,200	100									44		5		At Railway Station.
Colyton	10									1,990										13				
Come-by-Chance	130	15							24	9,220	1,435	208	1,037	22	109					115	8	91		
Comerong	10									1,270										8				
Comleroy Road	10									4,340										56				
Como	10									480										1				do
Comobella	10									1,890										4				
Conargo	91								22	13,750	962	30	50	3	12					149	1	61		
Concord	130			115		52			73	31,580	1,451	204	514	145	453	326	1,531	112	867	187	8	71	Postmaster allowed £30 in lieu of quarters.	
				78																				
Condobolin	254	100	120	78		39			58	136,700	6,377	1,493	5,289	368	1,369	375	3,042	137	1,708	927	53	414	Govt. building.	
Conjola	28									7,340										28				
Cookardinia	15									4,900										8				
Coolabah	29									26,210	884	577	1,327	43	210	78	475	39	246	233	16	51	At Railway Station.	
Coolac	33									11,040	563	322	848	65	283					142	9	34	do	
Coolah	200					52			5	19,310	1,682	445	1,366	73	277	66	637	6	17	293	15	100	Govt. building.	
Coolaman	130	100				52			2/10/-	96,470	2,575	1,032	2,551	239	854	138	1,247	78	779	728	31	151	At Railway Station. Postmaster allowed £30 in lieu of quarters.	
Coolangatta	16									7,220		117	253	9	24	36	291	9	78	59	3			
Coolongook	12									2,210										49				
Cooma	299	209	120	100		39	150		104	170,220	7,509	2,131	6,562	1,018	3,147	500	5,603	205	1,984	1,393	67	530	Govt. building.	
		160				39																		
Cooma Railway Station.									(a)															At Railway Station.
Coonabarabran	254	20	130						23	44,140	3,295	1,055	3,338	246	827	207	1,655	81	1,026	506	33	208	Govt. building.	
Coonamble	263		120	65		52				134,740	9,800	2,469	8,904	786	3,218	426	4,332	167	1,483	1,164	79	649	do	
			110																					
Cooperook	65									18,390	149	368	794	43	154					138	10	9		
Coorabell Creek	41									4,490	102									43		6		
Cooranbong	100					52			2/8/-	9,540	288	364	1,086	95	285	62	772	38	349	141	12	17	do	
Cootamundra	326	150	130	26		39	150		88/10/-	227,040	11,982	4,029	12,288	1,463	4,702	1,127	9,755	583	6,005	2,079	127	740	do	
		150				26																		
		91																						
Cooyal	11									4,980										20				
Copeland North	140	52							38/10/-	8,270	347	533	3,076	275	563	21	220	38	406	127	21	31	do	
Copmanhurst	36									2,330	66									27		4		Rented at £28.
Coraki, Richmond River.	209	30	75			39			15	49,040	3,528	826	2,186	234	616	132	817	46	245	326	24	219	Govt. building.	
Coramba	10									2,109										37				
Corindi - Clarence	19									1,380										3				
Corowa	236	78	91	145		52			6/10/- 41/10/-	205,370	6,225	1,266	3,334	424	1,251	419	3,324	241	2,734	1,204	44	376	do	
Corrimal	10									10,570										26				At Railway Station.
Corrowong	15									6,820										26				
Corunna	10									2,430										26				
Cott's Crossing	10									2,800										21				
Cow Flat	32									3,150		59	113	17	68	2	15	4	18	8				
Cowlong	10									680										21	2			

Telegraph returns included in (a) Cooma. Note.--For other references see page 59.

Name of Office.	Staff and Salaries.									Refer- ence to foot- note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assist- ants.	Opera- tors.	Letter Carriers	Mail Boys.	Messen- gers.	Line Re- pairers.	Other Em- ployees.	Total al- lowances, exclusive of Rent, shown in last column.		Letters Posted.	Telegrams Trans- mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele- graphic.	
Cowra	£ 254	£ ..	£ 209	£ 100	£ ..	£ 26	£ ..	£ ..	£ 40/10/-	...	153,290	7,289	2,587	£ 6,959	894	£ 2,676	493	£ 5,659	229	£ 2,132	£ 1,520	£ 77	£ 445	Govt. building.
Cox's River	11	..	..	..	..	..	..	..	..	..	1,050	..	..	..	..	..	..	..	..	11	..	..	..	..
Craigie	44	..	..	..	..	..	..	..	..	(20)	7,100	..	169	589	21	180	..	..	..	..	47	6	4	..
Cranbury	12	..	..	..	..	..	..	..	..	..	1,960	..	..	..	..	..	..	..	..	16	..	..	..	..
Croki, Manning River	180	..	39	..	..	..	..	..	3/10/-	..	11,130	1,541	312	854	75	292	69	126	20	232	90	9	86	Rented at £26.
Crookhaven Heads	26	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	At Pilot Station.
Crookwell	218	..	100	..	..	52	..	..	3	..	48,800	2,568	1,168	2,825	372	1,288	228	3,529	76	781	625	33	163	Govt. building.
Croome	10	..	..	..	..	..	..	..	..	..	1,480	..	..	..	..	..	..	..	..	..	8	..	..	..
Cross Roads	12	..	..	..	..	..	..	..	..	..	2,740	..	..	..	..	..	..	..	..	..	15	..	..	..
Crowdy Head	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	At Pilot Station.
Croydon	140	78	..	105	..	52	..	..	115/10/-	..	106,830	2,739	534	1,715	654	2,072	812	3,505	455	2,660	563	22	101	At Railway Station.
Crudine	19	..	..	..	..	..	..	..	..	..	1,670	..	..	..	..	..	..	..	..	..	19	..	..	..
Cudal	180	78	..	..	..	..	..	..	3	..	28,970	1,481	758	1,678	183	730	199	1,497	65	988	329	22	95	Govt. building.
Cudgegong Creek	10	..	..	..	..	..	..	..	15	..	600	..	..	..	..	..	..	..	..	..	18	..	..	..
Cudgegong	19	..	..	..	..	..	..	..	..	..	5,070	..	161	389	27	79	..	..	..	..	68	4	..	..
Cudgen Scrub	100	..	..	..	..	39	..	..	2	..	6,500	1,747	478	1,334	80	456	99	833	66	429	114	17	139	do
Cudgen Wharf	30	..	..	..	..	..	..	..	..	..	172	..	..	..	..	..	..	..	..	..	..	11	..	..
Culcairn	70	..	..	..	..	..	..	..	..	..	14,230	1,159	422	1,187	41	135	61	279	33	516	206	13	65	At Railway Station.
Cullenbone	12	..	..	..	..	..	..	..	..	..	1,230	..	..	..	..	..	..	..	..	..	6	..	..	..
Cullen Bullen	42	..	..	..	..	..	..	..	..	..	8,460	..	..	..	..	..	..	..	..	..	179	..	..	..
Cullinga	14	..	..	..	..	..	..	..	..	..	3,700	..	..	..	..	..	..	..	..	..	54	..	..	..
Cumnock	19	..	26	..	..	..	..	..	..	..	19,430	275	390	861	48	140	..	..	..	..	235	11	17	..
Cundletown	209	52	..	..	..	..	..	..	8/10/-	..	18,740	997	526	1,113	115	404	98	612	33	242	240	15	56	Govt. building.
Cunningham	26	..	..	..	..	..	..	..	..	..	8,680	..	..	..	..	..	..	..	..	..	84	..	..	..
Curlewis	33	..	..	..	..	..	..	..	..	..	9,660	296	218	407	33	106	49	214	11	86	110	6	16	At Railway Station.
Currabubula	27	..	..	..	..	..	..	..	..	..	14,682	382	418	889	45	121	..	..	..	..	172	11	21	do
Currawang	17	..	..	..	..	..	..	..	..	..	2,433	..	143	208	21	66	..	..	..	..	20	4	..	..
Curraweela	15	..	..	..	..	..	..	..	..	..	2,370	..	..	..	..	..	..	..	..	..	14	..	..	..
Cuttabri	12	..	..	..	..	..	..	..	..	..	2,220	..	..	..	..	..	..	..	..	..	6	..	..	..
Dalmorton	120	26	..	..	..	..	..	..	3	..	16,780	1,452	439	1,454	137	854	48	555	24	251	138	15	94	Rented at £26.
Dalton	100	..	..	..	..	..	..	..	6/10/-	1/10/-	14,790	331	337	639	81	180	50	226	9	67	121	9	15	Rented at £13.
Dalwood	10	..	..	..	..	..	..	..	..	..	2,960	..	..	..	..	..	..	..	..	..	26	..	..	..
Dandaloo	130	..	..	..	..	..	..	..	2	..	35,080	1,647	501	1,322	54	208	100	820	14	111	371	15	102	Rented at £26.
Dapto	78	..	..	..	..	..	..	..	1	..	17,460	832	370	748	217	482	..	..	..	..	155	10	45	..
Darby's Falls	11	..	..	..	..	..	..	..	..	..	820	..	..	..	..	..	..	..	..	..	6	..	..	..
Darke's Forest	10	..	..	..	..	..	..	..	..	..	650	..	..	..	..	..	..	..	..	..	14	..	..	..
Darlington	160	110/11	..	..	..	52	..	..	..	..	101,780	2,682	829	2,217	765	1,773	1,855	6,512	920	4,572	431	31	104	Rented at £104.
Darlington Point	150	..	..	..	..	..	..	..	2/10/-	..	27,650	915	498	1,443	63	155	..	..	..	..	238	16	53	..
Darlington Rail- way Station.	24	..	..	..	..	..	..	..	..	..	4,170	220	..	..	..	..	..	..	..	..	26	..	12	At Railway Station.
Davies' Creek	10	..	..	..	..	..	..	..	..	..	1,660	..	..	..	..	..	..	..	..	..	5	..	..	..
Daviesville	10	..	..	..	..	..	..	..	..	(21)	10,520	..	..	..	..	..	..	..	..	..	63	..	..	..
Davis Town	10	..	..	..	..	..	..	..	..	..	3,440	..	..	..	..	..	..	..	..	..	49	..	..	..
Day Dream	17	..	..	..	..	..	..	..	..	..	1,590	..	..	..	..	..	..	..	..	..	24	..	..	..
Daysdale	25	..	..	..	..	..	..	..	..	..	8,140	..	..	..	..	..	..	..	..	..	38	..	..	..
Deep Creek	14	..	..	..	..	..	..	..	..	..	2,870	..	..	..	..	..	..	..	..	..	35	..	..	..
Deepwater	180	10	120	..	..	39	..	..	3	..	69,570	1,900	608	1,655	177	616	68	773	54	490	259	17	126	Rented at £50.
Delegate	150	78	..	..	..	..	..	..	3	(22)	26,210	2,303	728	2,070	126	675	1	13	..	..	293	23	154	Rented at £14. Post- master allowed £38 per ann. in lieu of quarters.

Demondrille	10	1,480	21	3	At Railway Station.
Deniliquin	254	140	236	78	52	52	150	...	301,800	10,708	2,099	6,431	728	2,103	927	5,825	298	3,729	2,052	80	735	Govt. building.	
	335	100	180	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	170	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	160	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	160	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	140	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denman	150	100	...	...	...	...	...	4	30,810	1,199	368	1,145	73	242	110	661	31	462	254	12	71	Rented at £50.
Devlin's Siding	15	...	...	...	...	...	...	...	5,770	...	...	...	...	...	...	...	...	...	12	...	...	...
Doree	15	...	...	...	...	...	...	(23)	4,410	...	197	448	679	1,950	4	12	...	...	55	5	5	...
Douglas	22	...	...	...	...	...	...	...	11,890	198	...	...	...	...	...	...	...	...	21	...	10	At Railway Station.
Douglas Gap	10	...	...	...	...	...	...	30	860	...	...	...	...	...	...	...	...	...	17	...	...	...
Downside	10	...	...	...	...	...	...	...	740	...	...	...	...	...	...	...	...	...	...	...	...	...
Drake	150	...	65	...	...	...	...	7	54,270	1,477	526	1,335	162	738	148	961	77	929	270	15	89	Rented at £52.
Driptstone	23	...	...	...	...	...	...	...	4,570	91	...	...	...	...	...	...	...	...	40	...	5	At Railway Station.
Drummoyno	130	...	...	78	...	52	...	49/10/-	30,470	1,182	141	416	215	593	309	1,381	153	1,152	293	5	38	Rented at £39.
Dry Plain	10	...	...	...	...	...	...	...	910	...	...	...	...	...	...	...	...	...	22	...	...	...
Dubbo	353	180	170	135	...	39	150	150/20/-	494,260	18,173	5,236	15,839	3,694	11,978	1,551	15,232	901	8,775	2,633	161	1,131	Govt. building.	
	...	150	130	65	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	78	91	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Duckmaloi	10	...	...	...	...	...	...	...	1,220	...	...	...	...	...	...	...	...	...	8	...	...	...
Dudauman	10	...	...	...	...	...	...	...	2,120	...	...	...	...	...	...	...	...	...	28	...	...	...
Dudley	12	...	...	...	...	...	...	...	6,780	...	...	...	...	...	...	...	...	...	60	...	...	...
Dulwich Hill	36	...	100	100	...	52	...	73	79,020	3,358	553	1,352	405	1,062	1,020	3,245	415	2,425	380	21	123	Postmaster allowed £26 per annum in lieu of quarters.	
Dumaresq	26	...	...	...	...	...	...	...	8,830	49	106	212	7	45	20	172	6	42	56	3	3	At Railway Station.
Dumbar's Creek	10	...	...	...	...	...	...	...	820	...	...	...	...	...	...	...	...	...	11	...	...	...
Dunbible Creek	23	...	...	...	...	...	...	(24)	5,680	176	...	...	...	...	...	...	...	...	59	...	16	...
Dundas	25	...	...	...	...	...	...	...	10,700	...	...	...	...	...	...	...	...	...	78	...	...	...
Dundee	18	...	...	...	...	...	...	...	4,790	...	201	321	24	90	...	...	...	...	35	5	...	...
Dundee Railway Station	13	...	...	...	...	...	...	...	5,070	169	...	...	...	...	...	...	...	...	23	...	10	At Railway Station.
Dangog	227	78	...	78	...	...	175	29/10/-	81,820	3,373	647	2,189	326	1,033	186	1,789	81	957	694	24	226	Govt. building.
Dungowan	20	...	...	...	...	...	...	...	3,660	...	...	...	...	...	...	...	...	...	68	...	...	...
Dunkeld	12	...	...	...	...	...	...	...	1,260	...	...	...	...	...	...	...	...	...	12	...	...	...
Dunmore	10	...	...	...	...	...	...	...	7,740	...	...	...	...	...	...	...	...	...	22	...	...	At Railway Station.
Dunoon	10	...	...	...	...	...	...	...	2,240	...	...	...	...	...	...	...	...	...	11	...	...	...
Dural	100	...	...	...	...	26	...	1/10/-	8,990	357	72	145	23	60	37	51	26	149	80	2	24	Rented at £26.
Duranana	10	...	...	...	...	...	...	...	370	...	...	...	...	...	...	...	...	...	7	...	...	...
Duri	10	...	...	...	...	...	...	...	1,030	...	...	...	...	...	...	...	...	...	11	...	...	...
East Balmain	160	78	...	...	...	52	...	...	18,990	1,823	323	878	105	312	499	1,864	217	1,204	216	12	64	Rented at £80.
East Carlingford	15	...	...	...	...	...	...	...	4,980	...	...	...	...	...	...	...	...	...	93	...	...	...
Eastern Creek	14	...	...	...	...	...	...	...	2,520	...	...	...	...	...	...	...	...	...	12	...	...	...
East Kangaroo	18	...	...	...	...	...	...	...	3,210	...	...	...	...	...	...	...	...	...	64	...	...	...
East Kempsey	25	...	...	...	...	...	...	...	6,520	...	154	362	20	54	...	...	...	...	45	4	...	...
East Maitland	231	140	52	78	...	26	...	10	433,000	4,945	1,135	3,089	807	2,091	494	6,586	218	1,827	919	35	304	Govt. building.	
	...	120	...	65	...	...	...	Receiver, Cleaver.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Raleigh	10	...	...	...	...	...	...	...	1,800	...	...	...	...	...	...	...	...	...	16	...	...	...
East Wardell	16	...	...	...	...	...	...	...	1,370	...	...	...	...	...	...	...	...	...	25	...	...	...
Eastwood	13	...	...	...	...	...	...	...	5,710	...	...	...	...	...	...	...	...	...	22	...	...	At Railway Station.
Eatonsville	10	...	...	...	...	...	...	...	1,160	...	...	...	...	...	...	...	...	...	5	...	...	...
Eranablong	218	...	75	...	...	...	...	23	15,780	1,163	329	1,007	30	114	41	410	28	211	157	12	75	Rented at £40.
Ebenezer	14	...	...	...	...	...	...	...	2,290	...	...	...	...	...	...	...	...	...	33	...	...	...
Eccleston	18	...	...	...	...	...	...	...	2,390	...	...	...	...	...	...	...	...	...	35	...	...	...
Eckersley	10	...	...	...	...	...	...	...	750	...	...	...	...	...	...	...	...	...	12	...	...	...
Eden	180	...	110	...	...	39	...	3	19,910	3,076	817	2,269	229	1,047	59	623	26	405	272	24	195	Govt. building.

NOTE.—For references see page 19.

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.	
	Officers in Charge	Assistants.	Operators.	Letter Carriers	Mail Boys.	Messengers.	Line Repairers.	Other Employees	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele-graphic		
																									£
Edgecliff	130	91	150	170	64	52	...	6/10/-	152	...	79,300	6,027	751	1,967	210	443	706	3,343	317	2,298	955	36	270	Govt. building.	
		78		170		52		52																	
				160		39		52																	
				135				52																	
				125				52																	
				120																					
				115																					
Eglinton	14										2,600											15			
Elderslie	13										890											8			
Elizabeth-street South.	160		100			52					150,790	3,535	711	2,373	441	2,388	1,734	7,941	748	5,437	638	39	154	Rented at £78.	
						39																			
Ellalong	13										5,300											100			
Ellenborough	19										3,880											28			
Elsmore	14										3,380											61			
Emerald Hill	10										2,020											27			
Emmaville	200	20	100			52			7		50,690	2,422	1,384	3,834	350	1,084	315	3,638	163	1,973	567	44	161	Govt. building.	
Emu	36									(25)	5,030		58	154	35	78						44	2		
Emu Plains	40	10				52					9,000	392	138	225	425	964							4	22	At Railway Station.
Enfield	140			91		52					32,390	966	216	652	185	588	284	666	119	757	169	9	32	Rented at £65.	
				78																					
Enfield, North	15										38,510											5			
Enngonia	100								23		10,200	1,813	237	916	35	178	29	322	10	201	172	8	119	Rented at £39.	
Ennis	21										3,700											10			
Erina	10										2,210											7			
Ermington	57			78					46/10/-		7,200	407										53		13	
Erskineville	160		110			52					47,110	1,312	385	1,184	330	736	1,291	3,265	584	2,808	245	15	58	Rented at £61.	
Eskbank										(a)															At Railway Station.
Eskdale	10										570											14			
Esrom	43								20		11,480											25			
Essington	11										2,060											15			
Eagowrie	180	15				52			3/10/-		17,650	938	544	1,547	96	367	21	183	16	355	221	16	53	Govt. building.	
Eulourie	15										1,700											18			
Eureka	10										1,410											6			
Euriowie	110								53		6,080	858										140		55	Rented at £20 16s.
Eurobodalla	56										6,560	337	123	315	15	82						43	3	22	
Eurongilly	18										8,170											56			
Eurunderee	18										3,300											20			
Euston	190		180						44		21,380	1,664	588	2,504	42	184	87	3,254	20	267	169	24	105	Govt. building.	
Evans' Plains	12										2,210											27			
Exeter	10										5,870	144										72		8	At Railway Station.
Failford	10										3,480											42			
Fairfield	22										11,540	382										38		21	do
Fairview	10										600											6			
Fairy Meadow	25										2,310														
Fall's Creek	16										3,660											14			
Farley	10										3,790	65										9		4	do
Fassifern	11										980											16			do
Faulconbridge	10										2,340											20			
Fernmount	180	78	52						3/10/-		19,020	2,366	735	2,189	207	924	111	1,069	25	317	196	22	160	Rented at £40.	
Ferrier's	10										2,940											11			
Fig-tree	35										6,890											19			
Fingal Heads												23												1	At Pilot Station.
Finley	18										7,990											23			
Fish River Creek	13										1,400											19			

Name of Office.	Staff and Salaries.									Refer- ence to foot- note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Clerks in Charge.	Assist- ants.	Opera- tors.	Letter Carriers.	Mail Boys.	Messen- gers.	Line Re- pairers.	Other Em- ployees.	Total al- lowances exclusive of Rent shown in last column.		Letters Posted.	Telegrams Trans- mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele- graphic.	
Glen Morrison	12	...	...	...	...	...	...	...	...	3,180	.....	...	£	...	...	...	...	...	...	51	...	...
Glennie's Creek	25	...	...	...	...	...	...	...	...	11,060	.....	...	...	...	...	...	...	...	...	83	...	...
Glenoak	30	...	...	...	...	...	...	...	(28)	5,320	16	...	...	...	...	...	...	...	...	51	...	1	
Glenquarry	12	...	...	...	...	...	...	...	...	3,130	.....	...	...	...	...	...	...	...	...	23	...	...
Glenthorne	10	...	...	...	...	...	...	...	...	1,310	.....	...	...	...	...	...	...	...	...	18	...	...
Glen William	13	...	...	...	...	...	...	...	...	1,580	.....	...	...	...	...	...	...	...	...	12	...	...
Gloucester	150	...	130	...	...	...	...	29	...	7,380	794	300	1,275	22	74	22	45	7	95	122	10	45	Rented at £39.
Goenp	13	...	...	...	...	...	...	...	...	2,090	.....	...	...	...	...	...	...	...	...	31	...	...
Golspie	15	...	...	...	...	...	...	...	...	4,470	.....	...	...	...	...	...	...	...	...	97	...	...
Gongolgon	180	...	...	...	...	...	...	4	...	5,900	892	155	759	16	47	17	223	4	275	56	5	52	do
Goolooga	200	120	...	...	...	...	...	24	...	36,430	5,008	834	3,565	102	460	...	...	...	...	287	30	345	Govt. building.
Goolagong	110	...	...	...	...	...	...	(29)	...	15,120	656	232	554	28	76	8	105	5	32	120	7	38	Rented at £26.
Goolma	15	...	...	...	...	...	...	...	...	7,130	.....	...	...	...	...	...	...	...	...	47	...	...
Goolmangar	10	...	...	...	...	...	...	...	...	1,020	.....	...	...	...	...	...	...	...	...	1	...	...
Goombargona	13	...	...	...	...	...	...	...	...	1,770	.....	...	...	...	...	...	...	...	...	14	...	...
Goomoorah	15	...	...	...	...	...	...	...	...	3,930	.....	...	...	...	...	...	...	...	...	24	...	...
Goonoo Goonoo	30	...	...	...	...	...	...	...	...	5,330	.....	121	269	12	52	76	372	16	303	81	3	...	
Goorangoola	15	...	...	...	...	...	...	...	...	2,130	.....	...	...	...	...	...	...	...	...	51	...	...
Goran Lake	10	...	...	...	...	...	...	...	...	1,330	.....	...	...	...	...	...	...	...	...	12	...	...
Gordon	27	...	...	...	...	...	...	15	(30)	7,060	5	75	168	69	218	...	...	...	...	51	3	3/-	
Gosford	227	120	52	...	91	...	...	32	...	67,660	2,722	1,179	2,877	739	2,122	242	1,989	165	1,781	567	33	162	Govt. building.
Gosford Railway Stn.	...	...	...	...	...	...	...	...	(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Gosforth	10	...	...	...	...	...	...	...	...	2,550	.....	...	...	...	...	...	...	...	...	3	...	...
Goulburn	380	190	190	140	39	52	150	194	...	919,980	20,040	7,384	21,905	7,431	20,694	3,581	38,839	1,662	22,693	5,505	240	1,338	Govt. building.	
	333	190	170	140	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	180	170	125	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	140	140	105	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	120	120	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	110	91	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	91	91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gouldsville	12	...	...	...	...	...	...	...	...	1,420	.....	...	...	...	...	...	...	...	...	7	...	...
Grabben Gullen	13	...	...	...	...	...	...	...	...	2,880	.....	...	...	...	...	...	...	...	...	47	...	...
Grafton	353	160	190	145	78	52	150	213/10/-	...	327,530	15,942	2,893	9,660	1,334	6,102	662	8,608	224	2,569	1,801	95	1,195	do	
	...	110	180	125	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	140	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grahamstown	10	...	...	...	...	...	...	...	...	2,570	.....	...	...	...	...	...	...	...	...	44	...	...
Graham's Valley	10	...	...	...	...	...	...	...	...	840	.....	...	...	...	...	...	...	...	...	14	...	...
Graman	21	...	...	...	...	...	...	...	...	7,920	.....	...	...	...	...	...	...	...	...	84	...	...
Granville	26	...	...	...	...	...	...	...	...	...	131	...	...	...	...	...	...	...	...	...	...	7	
Granville	199	150	100	125	...	52	...	229/2/-	...	309,380	5,531	993	2,803	1,166	2,877	1,867	7,909	949	6,489	720	40	216	do	
	...	120	...	115	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	65	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Green Cape	130	...	...	...	...	...	...	2	...	2,030	163	...	...	...	...	...	...	...	...	4/-	...	10	At Pilot Station.
Greendale	16	...	...	...	...	...	...	...	...	5,460	.....	...	...	...	...	...	...	...	...	41	...	...
Greenfield Farm	11	...	...	...	...	...	...	...	...	1,750	.....	...	...	...	...	...	...	...	...	6	...	...
Greenhill	20	...	...	...	...	...	...	...	...	7,100	.....	98	351	38	248	...	...	...	...	25	3	...	
Greenmantle	10	...	...	...	...	...	...	...	...	670	.....	...	...	...	...	...	...	...	...	8	...	...
Greenridge	10	...	...	...	...	...	...	...	...	2,790	.....	...	...	...	...	...	...	...	...	12	...	...
Green Valley	10	...	...	...	...	...	...	...	...	1,620	.....	...	...	...	...	...	...	...	...	12	...	...

Greenwell Point	30								1	4,880	582	373	904	284	679	109	821	61	400	58	10	33	
Greenwich	26								20	3,900	287									63		9	
Grenfell	290	50	120	100		52			31	105,120	4,157	1,710	4,322	534	1,731	288	2,466	114	1,215	1,022	50	261	Govt. building.
Gresford	120								2	11,020	223	254	619	27	151	28	360	9	80	187	8	14	Rented at £40.
Greta	160	52	65	115					41	73,940	1,579	832	1,726	550	1,313	336	4,203	243	4,031	317	24	77	Rented at £75.
Grogan	10									3,530										24			
Grong Grong R'wy. St.	23									15,540	784	382	804	103	344					193	11	39	At Railway Station.
Grose Vale	10									6,430										59			
"Grosvenor Hotel"	65										2,271											142	
Guildford	15								20	2,640										46			
Guildford Railway St.	10									3,400													do
Gulargambone	150								2	15,880	1,150	478	1,334	37	158	114	538	9	26	261	14	71	Rented at £40.
Gulgong	180	140		78					4	88,290	3,425	1,611	4,043	508	1,626	329	3,486	200	1,908	777	46	223	Govt. building.
		78																					
Gullen	10									2,680										14			
Gum Flat	14									3,520										18			
Gunbar	31									13,800		181	663	30	165					199	6		
Gundagai	290	25	160	78		52	150		106	149,510	5,583	1,873	5,169	417	1,235	291	3,499	152	1,615	680	57	370	do
Gundaroo	150	39							2	28,890	478	366	989	258	738	65	1,395	36	1,034	206	12	30	Postmaster allowed £10
Gundurimba	46									3,150	219									55		11	per annum as rent.
Gundy	45									7,940	448									146		27	
Gungal	18									3,470										19			
Gunnedah	236	140	160	91		52			78/10/-	121,370	8,876	1,928	5,412	895	2,453	325	3,289	177	2,604	1,264	57	637	Govt. building.
			160																				
Gunning	200	110							4	41,530	1,482	838	1,774	365	1,183	231	1,074	85	640	521	23	84	do
Guntawang	19									3,470										32			
Guy Fawkes	15										212											13	
Guyong	10								(32)	3,530		12	26	1	2					9	1		
Guyra	59					52				29,920	1,327	589	1,286	206	793	42	388	25	294	289	16	76	At Railway Station.
Hall	12									4,170										70			
Hamilton	140	65		115		52			103	243,590	1,779	1,114	3,052	878	2,610	710	4,267	415	3,067	597	36	88	
				105																			
				39																			
Hampton	24									6,030	243									24		13	
Hanging Rock	16									3,950										65			
Harden	130	110							3	28,460	1,592	1,334	3,263	321	825	310	2,276	120	1,321	390	38	84	Govt. building.
Harefield	18									6,210	123									14		7	At Railway Station.
Hargraves	65									12,150	392	402	1,233	48	230	35	540	27	343	100	13	24	
Harnleigh	20									31,250										185			
Harrington	96								3	2,410	720									100		27	At Pilot Station.
Harris-street	25									31,510		470	1,470	81	234	1,566	3,775	644	3,546	283	21		
Hartley	30									7,970		224	582	31	84					49	6		
Hartley Vale	100	13							3	15,720	766	1,112	3,577	148	342	368	2,180	184	1,987	9	37	44	Rented at £26.
Harwood Island	120	78							16	19,580	1,770	721	2,235	70	209	482	3,572	117	1,726	192	25	97	Govt. building.
Hatfield	15									6,200										38			
Hay	362	190	200	130		52	150		105/12/6	488,930	17,202	3,311	10,361	1,547	4,981	1,225	10,707	594	7,768	3,122	119	1,177	do
		150	100	125		52																	
			52			39																	
Haydonton	80					52				33,450	1,570	787	1,818	183	473					323	21	85	At Railway Station.
Haymarket	380	254	180		65	52			5	2,159,950	33,437	5,486	19,593	18,204	43,423	9,145	83,028	5,160	54,478	2,500	253	1,645	Postmistress allowed
		160	150		39	52																	
		140	100			52																	
			100																				
Hazelgrove	19									3,820										5			
Heathcote	10									2,010	25									13		1	At Railway Station
Helensburgh	90	13		52					58	27,390	1,103	832	2,195	168	429	489	2,571	190	1,409	238	27	62	Rented at £52.
Henty	10									8,650	343									139		19	At Railway Station.
Hermidale	21								10	4,960													
Hexham	52								(33)	8,960	170	245	697	84	180	94	236	26	146	19	7	9	do
Hickey's Creek	10									3,290										31			
Hill End	190	40		105					40	25,640	1,484	914	2,207	370	1,315	199	2,742	131	1,606	338	27	88	Govt. building.

Telegraph returns included in—(a) Gosford.

NOTE.—For other references see page 69.

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Hillgrove	£ 190	£ 26	£ 100	£ 52	£	£ 26	£	£ 5	...	118,250	5,015	2,309	£ 6,246	404	£ 1,338	993	£ 7,483	434	£ 4,848	£ 571	£ 73	£ 317	Govt. building. Rented at £20.	
Hillgrove West...	120	...	...	...	...	...	...	2	...	9,670	995	483	1,473	32	103	215	1,365	76	717	103	18	64
Hillston	254	120	...	78	...	39	150	50/12/6	...	104,660	5,583	1,401	5,472	400	1,445	317	3,341	111	1,316	733	41	393	Govt. building. At Railway Station. Rented at £39.	
Hilltop	11	5	...	...	...	...	...	...	...	2,520	27	...	...	...	...	...	...	...	...	42	...	1
Hinton	91	...	...	...	...	...	...	3	...	17,320	483	162	426	124	274	69	153	31	179	134	5	23
Hobby's Yards...	24	...	...	...	...	...	...	...	...	4,120	...	...	...	...	...	...	...	...	...	94	...	...
Holdsworthy.....	10	...	...	...	...	...	...	...	...	510	...	...	...	...	...	...	...	...	...	3	...	...
Holt's Flat.....	40	...	26	...	...	...	...	...	...	7,880	254	...	...	...	...	...	...	...	...	51	...	15
Homebush.....	209	78	140	100	...	52	...	111/10/-	...	54,510	13,370	238	1,106	207	536	342	2,052	184	1,408	261	9	714	At Railway Station; Postmaster allowed £40 per annum in lieu of quarters.	
Homebush Cattle Yd.	...	...	...	78	...	...	...	...	(a)	...	...	...	...	...	...	...	...	...	...	...	...	...
Home Rule	52	...	...	...	...	...	...	...	...	5,300	...	130	263	73	238	24	293	22	228	55	4	...
Hornsby	40	...	...	...	...	...	...	...	...	3,740	...	...	...	...	...	...	...	...	...	43	...	...
Hornsby Junction	40	...	...	...	...	...	...	...	...	5,990	1,389	201	521	146	471	...	...	...	...	97	6	46
Hoskin's Town ...	15	...	...	...	...	...	...	...	...	3,340	...	133	218	12	46	...	...	...	...	44	4	...
Howe's Valley ...	11	...	...	...	...	...	...	...	...	2,020	...	...	...	...	...	...	...	...	...	30	...	...
Howlong	190	26	52	...	6/10/-	3	29,000	1,312	240	634	57	157	101	741	40	822	223	8	77	Rented at £52.	
Hoxton Park.....	12	...	...	...	...	...	...	...	...	3,550	...	...	...	...	...	...	...	...	...	12	...	...
Humula	11	...	...	...	...	...	...	...	...	3,260	...	...	...	...	...	...	...	...	...	36	...	...
Hungerford	160	...	...	...	...	...	...	27	(34)	18,270	1,571	66	190	1	1	3	88	...	...	153	2	110
Hunter's Hill....	160*	52	100	105	...	52	...	52	122/10/-	60,500	2,721	286	787	377	1,287	213	1,092	104	891	392	11	104	Govt. building.	
...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Huntingdon	16	...	...	...	...	...	...	...	...	2,020	...	...	...	...	...	...	...	...	...	31	...	...
Hurstville	160	20	...	110	...	26	...	81	...	140,369	1,979	359	907	497	1,175	461	1,639	296	1,697	300	12	68	Rented at £81 10s.	
...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Huskisson	10	...	...	...	...	...	...	...	...	1,190	...	...	...	...	...	...	...	...	...	24	...	...
Idaville	10	...	...	...	...	...	...	...	...	1,060	...	...	...	...	...	...	...	...	...	19	...	...
Iford	46	...	...	...	...	...	...	...	...	8,830	...	356	671	47	113	...	...	...	...	79	9	...
Ilabo	30	5,260	124	201	361	22	60	90	5	6	At Railway Station.	
Iluka	23	...	...	...	...	...	...	...	...	3,750	...	...	...	...	...	...	...	...	...	23	...	...
Ingleburn	22	...	...	...	...	...	...	...	...	25,640	278	...	...	...	...	...	...	...	...	109	...	15
Inverell	218	150	180	96	...	52	...	51/10/-	...	206,890	8,732	2,642	8,125	897	3,153	715	6,434	302	4,015	1,842	87	648	Govt. building.	
...	...	75	75	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iron Cove Bridge.	35	...	...	...	...	...	...	...	...	4,850	...	...	...	...	...	...	...	...	...	85	...	...
Irvington	36	...	...	...	...	...	...	10	...	1,340	43	...	...	...	...	...	...	...	...	22	...	2
Islington	15	...	...	...	...	...	...	...	(35)	18,810	...	...	...	...	...	...	...	...	...	118	...	...
Ivanhoe	160	23/10/-	...	13,350	1,250	172	701	22	107	27	684	12	115	138	6	90	Rented at £25.	
Jamberoo	76	...	...	...	...	...	...	1	...	30,820	880	460	1,075	77	225	140	732	47	475	211	13	48
Jamison Town ...	10	...	...	...	...	...	...	...	...	1,230	...	...	...	...	...	...	...	...	...	11	...	...
Jasper's Brush ...	10	...	...	...	...	...	...	12/10/-	...	5,140	...	...	...	...	...	...	...	...	...	3	...	...
Jeir	18	...	...	...	...	...	...	...	...	5,750	...	...	...	...	...	...	...	...	...	70	...	...
Jembaicumbene ..	30	...	...	...	...	...	...	...	...	2,920	...	...	...	...	...	...	...	...	...	14	...	...
Jennings .....	...	...	...	...	...	...	...	...	...	62	...	...	...	...	...	...	...	...	...	58	...	4
Jenolan Caves ...	96	5,250	659	264	809	48	175	63	8	37	Rented at £13.	
Jerangle	10	...	...	...	...	...	...	...	...	2,088	...	...	...	...	...	...	...	...	...	13	...	...
Jerilderie	254	120	52	...	7/10/-	...	61,770	4,362	864	2,576	221	608	252	3,131	83	1,112	848	29	288	Govt. building.	
...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jerrara	10	...	...	...	...	...	...	...	...	1,740	...	...	...	...	...	...	...	...	...	21	...	...
Jerrawa	21	2,520	57	24	...	3	At Railway Station.	
Jerrong	11	...	...	...	...	...	...	...	...	710	...	...	...	...	...	...	...	...	...	14	...	...
Jerry's Plains ...	100	52	...	4	...	30,050	1,078	249	676	72	308	41	191	23	178	124	7	65	Govt. building.	
Jerseyville	36	...	...	...	...	...	...	...	...	6,880	106	...	...	...	...	...	...	...	...	26	...	7
Jiggi	10	...	...	...	...	...	...	...	...	340	...	...	...	...	...	...	...	...	...	5	...	...

Jimenbuan	10								2,110										45		4	
Jindabyne	14		26						6,520	57	120	321	25	196					81		4	
Jindalee	10								2,630													
Jindera	52								9,070	339	144	354	28	120	30	89	22	230	57		5	19
Jingellie	36							(36)	3,980	187									47			12
Joadja Creek	25								12,670		551	1,536	68	210	409	2,829	130	2,136	137		18	
Judd's Creek	11								2,840										21			
Jugiong	28								6,020	457	224	522	20	52					79		6	26
Junce	254	100	160	52		26		62/10/-	102,230	6,805	2,689	7,053	752	2,100	857	6,192	317	2,845	1,311		82	386
Kangaloon	18								6,480		212	411	33	98					36		6	
Kangaroo Creek	15								1,440										26			
Kangaroo Valley	110							1	29,140	964	411	1,490	113	372	95	753	50	581	268		17	56
Kar's Springs	10								1,700										16			
Karuah	13								3,410										50			
Katoomba	209	26	91	91		52		53/10/-	81,290	4,634	1,819	4,511	723	2,139	392	2,175	207	1,175	1,071		56	272
Kayuga	11								1,110										7			
Keepit	13								2,240										13			
Keiraville	10								2,470										3			
Kelly's Plains	12								4,320										19			
Kellyville	10								4,040										54			
Kelso	150	40						2	26,310	727	336	991	219	475	87	408	42	452	187		11	41
Kembla Heights	15							14	5,130		279	555	25	69	96	438	66	821	76		10	
Kempsey	254		200	65		52	150	116	99,040	7,165	1,541	4,627	731	2,812	421	4,370	74	493	623		47	465
Kendall	52		75					1	6,640		181	469	33	94					67		5	
Kenthurst	12								2,780										8			
Kentucky	37								9,210	155	145	278	7	31					123		4	9
Kerrabee	25								6,630										25			
Kerr's Creek	17								2,020	76									55			4
Kew	48								2,270	453									2			30
Khancoban	10								1,100										14			
Kiah	10								590										5			
Kialla	12								2,990										6			
Kiama	299		180	91		52	150	124/10/-	144,110	6,253	2,073	5,163	907	2,333	984	7,118	412	3,917	1,128		63	340
			180	78																		
			52																			
Kiandra	91					26		3	6,780	672	309	968	76	533	27	496	23	345	78		9	46
Kilgin	10								640										12			
Kiillarwarra	10								1,880										11			
Kimbriki	11								1,640										11			
Kinchela Creek	75							15	4,680	389	202	589	59	293	41	139	12	126	43		6	24
Kincumber	13								3,520										60			
Kingstown	10								2,180										10			
King-street	326	100	180					5	1,453,930	31,649	2,300	11,190	301	899	1,048	9,151	469	4,620	3,188		112	1,486
			65																			
Kingswood	15								3,310										16			
Kiora	11								813										18			
Knorrit Flat	10								2,020										25			
Kogarah	130	25		130	52	52		91/4/-	91,150	3,357	567	2,005	527	1,354	906	6,796	524	5,076	407		22	120
				78		26																
				39																		
				26																		
Kookaboobra	20								4,340		107	244	28	94	16	56	6	107	24		3	
Koorawatha	15								9,470	333												19
Krambach	78								3,480	280	202	395	20	51					52		6	17
Krawaree	15								1,800										20			
Kunopia	130							23	2,530	589	65	180	3	6	26	207	4	31	70		2	38
Kurrajong	52							2 (37)	6,940	86	142	336	43	161	38	343	5	31	71		4	5

Govt. building.

Postmistress allowed £20 per annum as rent.

Rented at £100.

Rented at £40.

Govt. building.

At Railway Station.

do

Govt. building.

Rented at £13.

Rented at £450.

Govt. building.

At Railway Station.

Rented at £15. Postmaster allowed £30 per annum in lieu of quarters.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total Allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Kurrajong Heights ..	45								1		7,849	100								56		6	Govt. building.	
Kyamba	165††	16						47/12/6		6,970	209									36		12		
Kyle	14									1,500										15				
Laggan	61									16,830	66									126		4		
Laguna	17									5,880										63				
Lake Albert	10									810														
Lake Bathurst	17								13	9,230										98				
Lake Cudgellicoe ..	218	78							4	22,540	1,985	758	2,302	91	410	95	957	23	177	376	23	125	Rented at £54. Govt. building	
Lambton	218	30	52	145				73		101,050	1,247	748	1,934	628	1,727	300	3,457	224	3,056	326	24	53		
Landsdown	11			39						970										12				
Langworthy's	20									4,520										42				
Lansdale	10								(38)	960										10				
La Perouse	8									4,760	1,187									31		43	do	
Largs	56									6,900	170	68	181	46	59					51	2	10		
Laurieton	150	52						4		9,170	1,227	320	835	133	534	74	567	44	405	136	9	74		
Lawrence	190	20				26		52		36,440	1,662	576	1,391	135	544	50	322	26	145	186	16	90	do	
Lawson	130	91						8		42,430	1,349	393	1,089	181	709	109	865	57	992	296	13	71	Rented at £60.	
Leadville	140	39						2		30,500	1,481	742	2,166	112	579	161	1,048	77	1,248	175	22	87		
Leet's Vale	10									1,740										31				
Leichhardt	180**		120	125	65	39		78		1,361,450	5,136	1,115	3,454	1,895	5,557	3,003	12,265	1,462	8,862	1,439	43	194	Govt. building.	
			100	120	52	26																		
				100		26																		
				52																				
				52																				
				39																				
Lewis Ponds	46									7,020	336	154	487	36	87	56	1,309	24	492	95	5	19		
Liddell	10								7	1,590										19				
Lidsdale	31								30	4,220		86	160	38	190	33	127	20	105	40	2			
Lilyfield	15									7,650										32				
Limeburner's Creek ..	23									3,210										4/-				
Limekilns	11									1,850										9				
Limestone	10									1,380														
Linburn	10									2,790										27				
Lincoln	14									1,550										21				
Linden											83									2		5	At Railway Station.	
Lionsville	16									2,240										52				
Lismore	254	140	170	78	78	52	150	130	130	137,130	14,087	2,702	9,172	1,385	4,380	921	11,527	360	5,997	1,244	95	969	Govt. building.	
			130	39		52																		
			120																					
Lithgow	254	120		78		52		5	78	161,550	3,673	2,889	7,534	1,654	4,517	1,310	10,100	652	8,994	1,186	89	198	do	
		52		78		52																		
Little Billabong ..	41									3,230										33				
Little Hartley	25									6,210		159	393	31	72					63	6			
Little Plain	15									3,160										23				
Liverpool	204	120††		52	78			5	109/10/-	233,300	3,304	1,106	2,531	1,261	4,403	876	5,058	500	4,463	594	35	180	do	
		65		39																				
Llandilo	10									990										11				
Liangoblin	15								25	9,050										71				
Lochinvar	91					52				21,440	734	253	726	163	492	91	506	30	526	153	8	40	Telegraph Office at Railway Station.	
Locksley	12									4,070	84									50		3	At Railway Station.	

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances exclusive of tent shown in 1st column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Mathoara	55									13,660	650	199	£ 414	24	£ 69						86	7	39	At Railway Station.
Maude	52									8,340											8			
Mayfield	10									2,000											16			
May's Hill	10									1,560											5			
Meadow Flat	28									3,500											89			
Medlow	10									4,040											17			
Megalong	16									5,300											5			
Menangle	45									9,930	190	248	510	63	173						86	7	11	do do
Menindie	227		120			52	150		81/12/6	33,850	3,410	582	1,889	117	537	50	517	18	279		442	21	244	Govt. building.
Meranburn	30									4,350			283	756	43	114	110	1,135	36	399	78	9		
Merewether	140	65		105					39/10/-	19,720	823	612	1,601	516	1,166	434	1,925	320	2,533	288	22	42	Rented at £23 Ss.	
				52																				
Morigal	13									2,570											34			
Merimbula	100								2	(41)	7,220	893	174	428	33	96	113	547	25	729	67	5	50	Rented at £40.
Merindie	14									1,950											14			
Meroe	20									11,150											38			
Merrilla	16									1,300											16			
Merriwa	100	160				52			3/10/-	62,880	2,114	670	2,145	96	365	91	1,262	26	142		446	21	126	Govt. building.
Merrygoen	25									7,680											87			
Merrylands	11			65					36/10/-	10,670	141										44		6	At Railway Station.
Mewburn	11									1,470											11			
Michelago	40									7,100	583	544	1,182	49	132	21	173	3	13		92	15	38	do do
Middle Arm	13									3,680											12			
Middledale	10									688											15			
Middleton-street.	39									37,210											689			
Military Road	26										181													
Millamurra	11									410											8			
Miller's Forest	25		26							3,920	10	88	195	65	180						42	2	10/-	
Miller's Point	130	25				52				100,900	2,931	959	3,456	174	375	1,164	7,224	730	5,831		252	44	131	Rented at £156.
Millfield	42									3,650	23										51		1	
Millie	160	26						3.		35,550	1,543	277	873	36	159						173	8	96	Rented at £50.
Millthorpe	130	26						23		45,200	1,405	650	1,497	236	815	155	633	57	534		227	18	80	Rented at £22 4s.
Milperinka	180		75						33/10/-	11,930	1,408	330	1,044	41	291	80	581	4	83		213	11	111	Rented at £40.
Milson's Point	130		100			52				40,430	4,373	326	846	143	469						214	11	162	Rented at £39. Post-master allowed £80 per annum in lieu of quarters.
						52																		
Milton	218		100	65			150		102	106,690	2,155	1,101	2,826	295	864	246	1,752	81	751		547	33	132	Govt. building.
Mingelo	10									2,250											33			
Minmi	160	52		91					28	50,210	1,142	917	2,306	280	762	715	7,880	493	7,405		287	33	48	Rented at £50 Post-master allowed £26 per annum in lieu of quarters.
Minto	20									10,970											83			At Railway Station.
Mitchell's Flat	10								(42)	620											3			
Mitchell's Island.	10									1,270											10			
Mittagong	218		52	78		39	150		93	75,920	2,402	1,296	3,227	684	1,915	501	3,754	283	3,517		683	39	140	Govt. building.
Mitta Mitta	10									3,470											17			
Moama	190	78		52	39				8	37,690	1,671	286	790	195	840	100	1,530	46	1,377		322	9	105	do
Moatesfield	20									2,720											47			
Mogilla	20									2,340											21			
Mogil Mogil	130	65							6	7,680	1,940	336	1,343	38	243	64	620	17	294		92	11	136	Rented at £37.
Mogo	44								1	4,570	479	218	785	40	208						46	7	28	
Moira	22									5,270											22			
Molong	218		170	78					40/10/-	172,080	6,147	2,558	6,705	812	2,766	881	7,179	299	3,251		984	76	373	Govt. building.
Molonglo	68								1	9,300	267	162	415	21	100	93	525	30	150		61	6	16	

Money Order Office	...	...	...	...	...	...	...	...	...	6,894	...	...	...	...	...	...	...	...	...	411	Govt. building.		
Mongarlowe	12	...	...	...	...	...	...	...	...	3,600	169	392	26	81	...	...	...	...	35	5	...		
Monkerai	11	...	...	...	...	...	...	...	...	1,280	...	...	...	...	...	...	...	...	40	...	...	
Monteagle	15	...	...	...	...	...	...	...	...	4,420	...	...	...	...	...	...	...	...	85	...	...	
Montefiores	27	...	...	...	...	...	...	...	...	5,320	...	...	...	...	...	...	...	...	34	...	...	
Moonan Brook	44	...	...	...	...	...	...	...	...	6,390	413	185	457	38	170	35	134	17	173	130	5	24	
Moonbah	10	...	...	...	...	...	...	...	...	1,890	...	...	...	...	...	...	...	...	46	...	...	
Moonbi Railway Sta.	30	...	...	...	...	...	...	...	...	10,540	289	323	648	45	135	41	162	21	154	72	9	21	At Railway Station
Moor Creek	10	...	...	...	...	...	...	...	...	3,630	...	...	...	...	...	...	...	...	16	...	...	...
Moorilda	26	...	...	...	...	...	...	...	...	4,660	...	...	...	...	...	...	...	...	43	...	...	...
Moorland	50	...	...	...	...	...	...	...	...	2,480	15	...	...	...	...	...	...	...	47	...	...	1	
Moorwatha	10	...	...	...	...	...	...	...	...	1,600	...	...	...	...	...	...	...	...	26	...	...	...
Morangareil	140	...	...	...	...	...	...	...	...	9,990	660	177	650	13	33	30	207	6	67	86	6	41	Govt. building.
Moree	200	200	65	26	...	...	76/10/-	...	...	167,180	10,785	2,262	8,649	575	2,065	414	4,807	191	2,197	1,855	76	769	Rented at £39.
	...	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	40	...	...	...	...	...	...	...	...	34	...	...	...	...	...	...	...	...	...	...	2	At Railway Station.
Morisset	...	...	...	...	...	...	...	...	...	1,580	...	...	...	...	...	...	...	...	19	...	...	...	...
Morongla Creek	15	...	...	...	...	...	...	...	...	81,820	2,688	571	1,456	297	734	312	5,626	146	2,464	446	17	141	Govt. building.
Morpeth	236	100	150	52	...	...	26/5/-	...	...	1,860	...	...	...	...	...	...	...	...	52	...	...	...	...
Mortdale	10	...	...	...	...	...	...	...	...	7,810	33	...	...	...	...	...	...	...	21	...	...	1	do
Mortlake	49	...	...	...	...	...	(43)	...	...	83,620	4,228	1,397	3,902	727	3,007	210	3,479	90	1,185	623	41	249	do
Moruya	218	78	100	65	150	...	127/12/6	...	...	64	...	...	...	...	...	...	...	...	...	...	...	4	do
Moruya Heads	52	...	...	...	...	...	...	...	...	8,420	...	...	...	...	...	...	...	...	...	45	...	...	...
Morven	16	...	...	...	...	...	...	...	...	40,690	1,657	241	467	118	292	406	1,319	127	786	150	8	57	Rented at £40 per annum. Postmaster allowed £28 per annum in lieu of quarters.
Mosman	120	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mossiel	180	40	...	...	...	...	3/10/-	...	...	25,760	1,542	259	855	33	137	65	746	25	381	368	10	114	Rented at £52.
Moss Vale	200	150	91	78	39	...	96	...	...	143,810	5,840	1,722	4,458	825	2,400	638	3,820	233	3,008	1,150	53	328	Govt. building.
	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	78	...	...	...	...	49/12/6	...	...	50,450	1,739	405	1,288	60	271	39	513	6	114	250	15	110	do
Moulamein	227	...	...	...	...	...	...	...	...	570	...	...	...	...	...	...	...	...	...	3	...	...	...
Mount Adrah	10	...	...	...	...	...	...	...	...	750	...	...	...	...	...	...	...	...	...	5	...	...	...
Mount Browne	10	...	...	...	...	...	...	...	...	4,080	...	...	...	...	...	...	...	...	...	52	...	...	...
Mount Costigan	10	...	...	...	...	...	...	...	...	4,240	130	...	...	...	...	...	...	...	...	2	...	7	At Railway Station.
Mount Drnitt	10	...	...	...	...	...	...	...	...	3,350	...	...	...	...	...	...	...	...	...	19	...	...	...
Mount Elliott	15	...	...	...	...	...	...	...	...	11,960	...	...	...	...	...	...	...	...	...	40	...	...	...
Mount Harris	25	...	...	...	...	...	...	...	...	7,950	1,847	504	1,678	48	195	106	1,004	33	645	189	16	108	Rented at £52.
Mount Hope	140	30	...	...	...	...	3	...	...	3,300	...	...	...	...	...	...	...	...	...	26	...	...	...
Mount Hunter	11	...	...	...	...	...	...	...	...	3,400	...	...	...	...	...	...	...	...	...	43	...	...	...
Mount Ida	10	...	...	...	...	...	...	...	...	3,560	...	...	...	...	...	...	...	...	...	29	...	...	...
Mount Keira	10	...	...	...	...	...	...	...	...	16,950	278	147	272	43	111	109	198	42	176	55	5	15	...
Mount Kembla	28	9	...	...	...	...	(44)	...	...	13,280	668	531	1,419	98	324	38	89	17	39	190	15	43	Rented at £24.
Mount M'Donald	78	...	...	...	...	...	3	...	...	1,410	...	...	...	...	...	...	...	...	...	48	...	...	...
Mount Mitchell	10	...	...	...	...	...	...	...	...	38,440	2,332	803	1,860	279	966	299	996	81	538	464	24	127	Govt. building.
Mount Victoria	254	25	120	...	...	...	4	...	...	4,190	117	...	313	23	94	...	...	...	...	44	3	...	...
Mount Vincent	16	...	...	...	...	...	...	...	...	322,890	9,410	3,951	10,514	2,622	7,761	899	12,942	410	4,536	2,402	120	665	do
Mudgee	239	140	150	125	52	150	152/10/-	...	...	18,760	573	221	566	68	199	51	312	22	130	127	7	35	do
	...	78	140	65	26	...	...	...	...	5,750	61	...	...	...	...	...	...	...	...	31	...	3	At Railway Station.
	...	26	120	...	...	...	...	...	...	7,040	...	...	...	...	...	...	...	...	...	13	...	...	...
Mulgoa	110	20	...	...	...	...	3	...	...	6,860	...	...	...	...	...	...	...	...	...	16	...	...	...
Mulgrave	21	...	...	...	...	...	...	...	...	4,840	239	...	...	...	...	...	...	...	...	60	...	14	do
Mullaley	22	...	...	...	...	...	...	...	...	5,670	151	...	...	...	...	...	...	...	...	34	...	9	do
Mullengandra	15	...	...	...	...	...	...	...	...	880	...	...	...	...	...	...	...	...	...	13	...	...	...
Mullengudgerly	16	...	...	...	...	...	(45)	...	...	2,990	268	...	...	...	...	...	...	...	...	34	...	17	...
Mullion Creek	11	...	...	...	...	...	...	...	...	22,540	1,230	341	819	63	260	63	404	39	526	248	11	81	Govt. building.
Mulloon	12	...	...	...	...	...	...	...	...	4,580	85	...	...	...	...	...	...	...	...	11	...	5	At Railway Station.
Mullumbimby	10	26	...	...	...	...	...	...	...	4,060	...	...	...	...	...	...	...	...	...	5	...	...	...
Mulwala	190	...	...	...	...	...	3	...	...	23,520	949	369	950	61	183	25	108	17	101	236	11	56	Rented at £45
Mumbil	11	...	...	...	...	...	...	...	...	12,460	2,833	508	2,026	80	328	45	598	30	304	189	18	193	Rented at £35.
Mummell	40
Mundooran	150	52	2
Mungindi	160	10	6

NOTE.—For references see page 59.

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.	
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
Mungunyah	26										2,230											13			
Murga	23										6,620											28			
Murrumbateman	16										3,940											36			
Murrumbidgee	21										9,000	212	241	456	67	223						95	7	12	At Railway Station.
Murrumburrah	200	110	52					23			82,730	3,051	1,422	3,947	515	1,769	361	4,075	150	2,073	805	46	188	Govt. building.	
Murrungundy	11										3,050											26			
Murrurundi	254	120	218				39	6			85,000	1,768	1,227	3,068	515	1,498	485	5,823	188	3,797	402	42	129	do	
Murudah	30										5,610	857										157		52	At Railway Station.
Murwillumbah	251	180				52	150	50/12/6			64,180	8,104	2,111	8,294	405	1,732	575	7,315	191	2,683	660	88	552	Rented at ££2.	
Muscle Creek	10										1,800											13			
Muswellbrook	236	130	100	78		52		47/10/-			222,790	9,537	2,047	8,942	777	2,481	612	6,703	274	3,557	1,626	62	621	Govt. building.	
Muttama	12							13			6,590		100	221	19	62						34	3		
Myra Vale	18							(46)			8,940		108	208	9	25						53	3		
Myrtle Creek	85							(47)			4,330	359	41	155	4	38						16	1	22	
Myrtleville	15										2,960											11			
Nadjingomar	10										4,280											51			
Nambucca Heads	130		52					2/10/-			6,820	1,436	440	1,235	81	256	72	474	26	138	83	13	76	Rented at £20.	
Nambucca Heads Pilot Station	26											32											1		At Pilot Station.
Nana Glen	10										2,420											30			
Nangar	10										4,400											3			
Narara	10										2,510											18			
Narellan	42							(48)			15,870	13										207		1	
Narooma	38										3,070	343	136	263	38	95						34	4	18	
Narrabri	281	160	180	135		39	150	88			205,180	15,132	2,941	10,349	1,089	4,156	955	8,687	417	4,081	1,882	93	985	Govt. building.	
Narrabri West	120	75	110					2			211,270	5,035	821	3,279	182	826	173	1,169	85	782	308	27	254	At Railway Station. Post-master allowed £26 per ann. in lieu of quarters.	
Narramine	200					39					47,360	2,953	892	2,572	162	695	92	1,162	66	1,015	519	27	170	Rented at £6 10s. Post-master allowed £40 in lieu of quarters.	
Narrandera	254	180	170	110		39		154/16			304,980	12,581	3,061	9,456	1,281	4,163	923	7,753	435	4,420	2,066	100	782	Govt. building.	
Narrawa	14	140				39																61			
Nashan	10							5			3,230											8			
Nelligen	200					39					9,110	970	519	1,393	140	689	64	547	26	308	147	15	59	Rented at £35.	
Nelson's Bay	100							9			5,870	625	186	434	486	615	129	200	20	222	54	5	34		
Nelson's Plains	12										1,330											20			
Nerriga	20										5,120		128	364	25	67						46	4		
Nerrigundah	18										5,100		152	579	28	223						78	5		
Neurea	20										3,880											22			
Neutral Bay	96					52					30,630	1,024	153	445	132	427	231	480	108	315	104	6	37	Rented at £65.	
Never Never	12										3,060											21			
Nevertire	130					39					36,320	4,111	1,063	3,019	152	487	100	1,051	49	444	400	31	237	At Railway Station. Post-master allowed £30 per ann. in lieu of quarters.	
Neville	45										8,330	80										138		4	
New Angledool	160	65						24			22,400	2,718	560	2,780	59	274	49	963	25	335	201	21	182	Rented at £40.	
Newbridge	140	16						4	(49)		27,940	868	506	1,226	168	527	45	430	24	155	256	14	45	Rented at £30.	

Newcastle	380	254	200	155	39	52	150	78	Stampers and sorter.	385/10/-	1,002,750	44,687	6,553	24,329	7,932	24,762	4,258	62,330	2,180	37,561	6,972	246	3,245	Govt. building.	
	335	160	200	115	26	52	150	78	Stampers and sorter.																
		140	190	110		39		78	Stampers and sorter.																
			120	190	105			26	200																
			65	150	91			26	200																
				150	78			26	200																
				140				26	200																
				130				26	200																
				100					200																
Newcastle West.	140		100			52			Stampers and sorter.		95,390	4,639	1,898	5,263	291	691	1,180	8,024	518	6,124	744	63	272	Rented at £104.	
New Italy	10								Stampers and sorter.		2,310										5				
New Lambton	98					39			Stampers and sorter.	2	16,890	380	221	435	97	241	97	856	104	960	64	6	20	Govt. building.	
Newport	100								Stampers and sorter.		3,540	298									34		17	Rented at £30.	
Newrybar	10								Stampers and sorter.		1,850										15				
Newton Boyd	150								Stampers and sorter.	36/10/-		151											9	Govt. building.	
Newtown	299	200	180	170	88	52			Stampers and sorter.	156	1,526,680	13,280	3,175	9,604	5,133	13,145	11,026	61,171	5,735	46,739	4,122	148	547	do	
		180		170	78	52			Stampers and sorter.																
		100		155	65	52			Stampers and sorter.																
				145		52			Stampers and sorter.																
				140		52			Stampers and sorter.																
				130					Stampers and sorter.																
				130					Stampers and sorter.																
				115					Stampers and sorter.																
				110					Stampers and sorter.																
				105					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				65					Stampers and sorter.																
				65					Stampers and sorter.																
				65					Stampers and sorter.																
				65					Stampers and sorter.																
				52					Stampers and sorter.																
Niangala	16								Stampers and sorter.		6,540		93	188	45	261					46	3			
Nimbin	10								Stampers and sorter.		520										5				
Nimitybelle	110		52						Stampers and sorter.	4	13,850	1,316	543	1,268	72	314	31	255	16	245	164	15	79	do	
Nine-mile	36								Stampers and sorter.		6,960	104									50		4		
No. 1	10								Stampers and sorter.		1,320										14				
North Berry Jerry	20								Stampers and sorter.		12,600										101				
North Botany	120				78	52			Stampers and sorter.	13	44,700	781	258	718	129	424	549	1,638	213	947	118	10	28	Rented at £48.	
North Gobarralong	10								Stampers and sorter.		340										10				
North Parramatta	110	65			52				Stampers and sorter.		33,740	1,792	318	1,009	67	158	335	793	146	976	442	10	69	Rented at £39.	
North Pimlico	15								Stampers and sorter.	10	2,055										65				
North Richmond	53								Stampers and sorter.		8,810	122									133		7		
North Ryde	39				52				Stampers and sorter.		6,060	65									58		2		
North Springwood	10								Stampers and sorter.	12	1,056										23				
North Sydney	312/10	140	218	155	78	52			Stampers and sorter.	703/10	646,040	9,877	2,381	8,173	2,333	6,826	4,189	22,431	2,101	17,729	3,034	98	421	Govt. building.	
		110	170	145	26	52			Stampers and sorter.																
			75	135	26	52			Stampers and sorter.																
				130		52			Stampers and sorter.																
				125		52			Stampers and sorter.																
				125		26			Stampers and sorter.																
				115		26			Stampers and sorter.																
				105		26			Stampers and sorter.																
				105					Stampers and sorter.																
				91					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				78					Stampers and sorter.																
				65					Stampers and sorter.																
				65					Stampers and sorter.																
				65					Stampers and sorter.																
				65					Stampers and sorter.																
				52					Stampers and sorter.																

NOTE.—For references see page 59.

47

1173

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Mail-boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances, exclusive of Rent, shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele-graphic.	
North Sydney ... (continued.)	£	£	£	£	£	£	£	£	£	...	...	...	£	...	£	...	£	£	£	£	£	£	...
North Tumbulgum...	19	...	...	...	...	...	...	...	...	...	...	2,690	...	...	...	...	...	...	...	...	...	...	...
Nowendoc	13	...	...	...	...	...	...	...	...	...	...	1,370	...	...	...	...	...	...	...	...	...	...	...
Nowra	209	110	91	78	...	39	...	43	...	128,850	6,091	2,280	5,964	742	2,224	608	5,780	295	4,193	1,093	66	363	Govt. building.	
Nubba	11	50	...	...	...	...	...	...	...	...	...	4,190	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Nullamanna	10	...	...	...	...	...	...	...	...	...	...	1,290	...	...	...	...	...	...	...	...	...	...	...
Numba	27	...	...	...	...	...	...	...	...	...	134	325	20	64	36	379	23	231	46	4	...	...	...
Numbugga	18	...	...	...	...	...	...	...	...	...	...	2,180	...	...	...	...	...	...	...	...	...	...	...
Numeralla	23	...	...	...	...	...	...	...	...	...	...	1,500	...	...	...	...	...	...	...	...	...	...	...
Nundle	140	10	...	...	...	52	...	5	...	21,720	770	530	1,649	118	422	109	1,884	65	774	189	17	51	Rented at £52.
Nunnagoyt	10	...	...	...	...	...	...	...	(50)	1,740	...	...	...	...	...	...	...	...	...	...	...	...	...
Nymagee	227	...	180	...	...	26	...	3	...	33,710	2,423	979	3,303	366	1,351	212	2,250	95	1,269	541	32	154	Govt. building.
Nymboida	10	...	...	...	...	...	...	...	...	1,450	...	...	...	...	...	...	...	...	...	...	...	...	...
Nyngan	299	110	120	78	...	52	...	61/10/-	...	135,840	6,794	2,478	8,051	967	2,886	477	6,957	245	3,746	783	79	410	do	
Oaklands	16	...	...	...	...	...	...	...	...	3,100	...	...	...	...	...	...	...	...	...	...	...	...	...
Oaks	36	...	...	...	...	...	...	...	...	12,780	89	326	644	46	151	...	...	...	...	...	87	9	5
Oakwood	13	...	...	...	...	...	...	...	...	3,830	...	...	...	...	...	...	...	...	...	...	...	...	...
Oban	13	...	...	...	...	...	...	...	...	1,040	...	...	...	...	...	...	...	...	...	...	...	...	...
Oberon	190	25	52	...	...	...	...	4	...	30,610	989	872	2,489	308	1,331	198	1,272	54	622	404	26	57	do
Obley	120	...	...	...	...	...	...	2	(51)	12,430	707	225	482	14	24	88	164	7	23	47	6	44	Rented at £25.
O'Connell	55	12,050	240	350	789	132	602	118	10	14	At Railway Station.
Old Junee	30	...	...	...	...	...	...	...	...	11,660	248	223	495	23	116	19	188	11	172	96	6	14	do
Omega	10	...	...	...	...	...	...	...	...	1,420	...	...	...	...	...	...	...	...	...	...	...	...	...
Ophir	10	...	...	...	...	...	...	...	...	600	...	...	...	...	...	...	...	...	...	...	...	...	...
Orange	353	218	218	125	65	52	150	6/10/-	149/10/-	624,500	15,484	4,448	13,369	3,478	10,297	1,947	23,159	896	10,229	3,090	143	1,031	Govt. building.	
Orton Park	10	...	...	...	...	...	...	...	...	2,570	...	...	...	...	...	...	...	...	...	...	...	...	...
Orundumbi	10	...	...	...	...	...	...	...	...	880	...	...	...	...	...	...	...	...	...	...	...	...	...
Oxford	20	...	...	...	...	...	...	...	...	3,830	83	...	...	...	...	...	...	...	...	...	...	...	...
Oarimbah	22	...	...	...	...	...	...	...	...	7,230	272	...	...	...	...	...	...	...	...	...	...	...	...
Overton	10	...	...	...	...	...	...	...	...	3,390	...	...	...	...	...	...	...	...	...	...	...	...	...
Oxford Hotel	120	...	...	...	...	...	...	...	...	14,181	...	...	...	...	...	...	...	...	...	...	...	...	...
Oxford-street	290	180	170	...	...	52	...	6/10/-	5	685,400	20,522	2,970	7,993	4,156	8,461	9,033	43,841	4,638	34,350	1,355	125	866	Rented at £260.
Oxley	180	...	...	...	...	52	...	...	...	11,400	1,200	205	730	40	166	84	254	19	66	192	7	77	Rented at £39.
Oxley Island	13	...	...	...	...	...	...	...	...	1,490	...	...	...	...	...	...	...	...	...	...	...	...	...
Paddington	236	78	180	...	...	52	...	6/10/-	5	220,730	12,936	1,553	5,213	3,820	9,481	4,226	28,464	2,217	21,925	1,801	63	571	Govt. building.
Pallamallawa	14	...	...	...	...	...	...	...	...	5,870	...	...	...	...	...	...	...	...	...	...	...	...	...
Palmer's Island	100	52	...	...	...	...	...	...	16/10/-	9,570	1,213	435	1,265	127	380	144	946	72	725	104	17	60	Rented at £15.
Palmer's Oakey	11	...	...	...	...	...	...	...	...	1,080	...	...	...	...	...	...	...	...	...	...	...	...	...
Pambula	180	40	91	...	...	26	...	...	29/10/-	34,270	3,525	1,024	2,943	331	1,121	179	1,769	76	1,098	450	31	222	Rented at £75.
Pampoolah	13	...	...	...	...	...	...	...	...	1,620	...	...	...	...	...	...	...	...	...	...	...	...	...

Parkes	254	200	100	100	...	39	...	41/10/-	184,530	10,809	3,248	9,639	1,006	3,733	889	11,188	444	5,896	1,546	103	686	Govt. building.
Park-street	317	200	120	...	...	52	...	15	1,234,540	27,615	4,051	13,128	2,190	5,044	3,747	24,305	1,950	17,931	1,998	169	1,135	Rented at £400. Postmaster allowed £75 per annum in lieu of quarters.
Parkville	18	180	65	...	...	39	...	...	4,730	...	...	...	...	...	...	...	...	...	53	...	...	Govt. Building.
Parliament House	353	209	170	155	65	52	...	26	1,159,260	17,412	2,882	7,906	4,558	12,962	3,327	27,853	1,836	18,204	2,201	100	698	do
Parramatta	...	160	170	150	39	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	150	...	145	...	52	...	Switch-board attendants.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	125	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	120	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	115	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Paterson	180	...	150	...	...	...	...	4/10/-	23,590	1,865	286	787	175	518	124	485	46	671	241	9	113	do
Peak Hill	160	...	91	...	...	26	...	5	44,520	4,091	1,564	5,547	257	823	447	5,800	279	3,249	451	51	249	Rented at £52.
Peakhurst	12	...	...	...	...	...	...	30	2,090	...	...	...	...	...	...	...	...	...	40	...	...	...
Pearce's Creek	10	...	...	...	...	...	...	...	980	...	...	...	...	...	...	...	...	...	8	...	...	...
Peel	40	...	...	...	...	...	...	...	8,180	...	...	...	...	...	...	...	...	...	36	...	...	...
Peelwood	20	...	...	...	...	...	...	...	10,050	...	199	512	37	113	...	...	...	...	62	6	...	...
Pejar	13	...	...	...	...	...	...	...	1,520	...	...	...	...	...	...	...	...	...	19	...	...	...
Pelican Island	10	...	...	...	...	...	...	...	1,620	...	...	...	...	...	...	...	...	...	5	...	...	...
Pennant Hills	33	...	...	...	...	...	...	12	5,530	173	...	...	...	...	...	...	...	...	31	...	5	...
Penrith	263	50	170	65	...	52	...	36/10/-	127,530	4,471	2,278	5,878	1,548	3,795	1,202	10,566	508	5,642	1,182	69	258	Govt. Building.
Penrith Rly Station	...	...	100	...	...	...	...	...	...	106	...	...	...	...	...	...	...	...	...	...	6	At Railway Station.
Pericoe	10	...	...	...	...	...	...	...	2,440	...	...	...	...	...	...	...	...	...	29	...	...	...
Perricoota	12	...	...	...	...	...	...	...	2,810	...	...	...	...	...	...	...	...	...	19	...	...	...
Perth	32	...	...	...	...	...	...	...	15,460	...	...	...	...	...	...	...	...	...	134	...	...	do
Petersham	299	180	100	170	78	52	...	26	346,770	7,898	1,106	3,479	1,911	5,893	1,670	8,775	788	6,716	1,197	43	313	At Railway Station
...	...	...	...	135	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	Postmaster allowed £50 per annum in lieu of quarters.
...	...	...	...	125	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	120	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	120	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	115	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Picton	209	...	100	170	39	26	...	46/10/-	103,210	2,685	1,585	3,939	641	1,809	643	5,359	282	4,542	693	46	158	Govt. building.
Picton Lakes	10	...	...	...	...	...	...	...	1,750	28	...	...	...	...	...	...	...	...	22	...	1	At Railway Station.
Pilliga	190	26	52	...	...	...	...	5	35,800	1,381	371	1,205	80	306	56	729	38	298	278	11	91	Govt. building.
Pine Ridge	75	...	...	...	...	...	...	1/10/-	2,090	527	...	...	...	...	...	...	...	...	71	...	33	...
Pinnacles	25	...	...	...	...	...	...	...	5,830	...	109	209	44	129	...	...	...	...	...	3	...	...
Pipeclay Creek	31	...	...	...	...	...	...	...	296	...	...	...	...	...	...	...	...	...	...	...	18	...
Piper's Flat	21	10	...	...	...	...	...	20	3,620	109	...	...	...	...	...	...	...	...	51	...	6	At Railway Station.
Pitt Town	23	...	...	...	...	...	...	...	8,120	...	...	...	...	...	...	...	...	...	53	...	...	...
Pleasant Hills	13	...	...	...	...	...	...	...	2,270	...	...	...	...	...	...	...	...	...	43	...	...	...
Plumpton	26	...	...	...	...	...	...	25	10,610	...	157	331	39	116	27	96	27	162	97	4	...	...
Pokolbin	10	...	...	...	...	...	...	...	6,100	...	...	...	...	...	...	...	...	...	26	...	...	...
Ponto	11	...	...	...	...	...	...	...	2,300	...	...	...	...	...	...	...	...	...	32	...	...	...
Pooncarie	180	...	...	...	...	...	...	49/12/6	11,030	1,005	180	678	7	26	...	...	...	...	201	7	76	Government building. Postmaster allowed £15 12s. per annum in lieu of quarters.
Portland	10	...	...	...	...	...	...	5	6,720	...	...	...	...	...	...	...	...	...	128	...	...	...
Port Macquarie	227	120	...	65	...	...	...	7/10/-	107,810	5,287	1,267	3,026	436	1,535	253	1,573	70	1,692	146	35	333	Govt. building.
Port Macquarie Heads	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Pilot Station.
Port Stephens	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	do
Preston's	10	...	...	...	...	...	...	...	940	...	...	...	...	...	...	...	...	...	3	...	...	...
Prospect	18	...	...	...	...	...	...	...	4,460	...	...	...	...	...	...	...	...	...	21	...	...	...

NOTE.—For references see page 59.

Name of Office.	Staff and Salaries.									Reference to footnote.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangement as regards Premises and Rent per annum.	
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other employees.	Total allowances, exclusive of item shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
Prospect Reservoir ..	£ 10	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	(52)	4,050	.....	15	£ 30	10	£ 31	5	£ 17	6	£ 15	£ 12	£ 1	£ ..	Rented at £26.
Purnamoota	160	..	..	..	..	..	..	..	..	..	6,860	493	..	..	..	..	..	..	..	..	24	..	32	At Railway Station.
Putty	11	..	..	..	..	..	..	..	..	..	2,740	..	..	..	..	..	..	..	..	..	19	..	..	..
Pymble	10	..	..	..	..	..	..	..	..	..	12,380	..	..	..	..	..	..	..	..	..	..	..	..	..
Pyree	19	..	..	..	..	..	..	..	..	..	4,800	..	..	..	..	..	..	..	..	..	..	..	..	..
Pymont	218	..	110	..	..	26	..	..	..	..	44,370	5,248	1,368	4,119	1,046	2,967	1,636	8,542	783	5,239	337	59	260	Rented at £90.
Quaama	47	..	52	..	..	..	..	..	..	(53)	6,990	345	44	106	4	16	..	..	..	..	79	1	20	..
Quambone	28	..	..	..	..	..	..	..	..	..	16,970	..	..	..	..	..	..	..	..	..	179	..	..	..
Queanbeyan	299	120||	..	105	..	52	..	..	3	..	162,620	3,628	2,238	4,715	678	1,889	487	4,960	185	2,372	893	64	236	Govt. building.
Quipolly	20	..	..	..	..	..	..	..	..	..	770	..	..	..	..	..	..	..	..	..	10	..	..	..
Quipolly Creek ..	17	..	..	..	..	..	..	..	12	..	2,920	..	..	..	..	..	..	..	..	..	6	..	..	..
Quirindi	254	140	100	..	..	52	150	..	98	..	108,640	5,333	2,079	5,332	729	2,047	494	3,787	185	1,667	1,120	61	351	do
Raglan	31	..	..	..	..	..	..	..	..	..	4,550	43	..	..	..	..	..	..	..	..	28	..	2	At Railway Station.
Rainbow Reach...	11	..	..	..	..	..	..	..	..	..	600	..	..	..	..	..	..	..	..	..	3	..	..	..
Ramornie	10	..	..	..	..	..	..	..	..	..	4,320	..	..	..	..	..	..	..	..	..	8	..	..	..
Randwick	209	..	120	110	39	52	..	6/10/-	182/10/-	..	180,410	8,502	623	1,984	1,075	2,822	877	4,062	309	2,436	848	25	347	Rented at £90.	
Rankin's Springs	35	5,250
Ravensthorpe ..	22	..	..	..	..	..	..	..	..	..	5,170	273	..	..	..	..	..	..	..	..	..	..	15	At Railway Station.
Rawden Vale	11	..	..	..	..	..	..	..	..	..	2,730	..	..	..	..	..	..	..	..	..	18	..	..	..
Rawdon Island ..	10	..	..	..	..	..	..	..	..	..	1,950	..	..	..	..	..	..	..	..	..	13	..	..	..
Raymond Terrace	254	52	120	78	..	39	..	..	32	..	76,670	2,413	676	1,580	362	1,081	241	2,080	127	1,416	464	19	127	Govt. building.
Reddestone	12	..	..	..	..	..	..	..	..	..	1,330	..	..	..	..	..	..	..	..	..	17	..	..	..
Redfern	218	146/10/-	150	160	65	52	..	78	156	..	489,230	7,956	3,468	9,751	5,101	16,729	6,421	36,329	3,377	31,264	2,711	135	345	do	
Redfern Railway Station.	..	100	140	145	65	26	..	Stamp & notes
Red Range	15	1,940
Reidsdale	12	2,520
Reid's Flat	19	2,340
Richmond	180	110||	75	96	..	39	..	..	69	..	182,560	5,079	1,215	3,026	735	2,297	597	4,674	255	3,281	841	37	280	do
Riley's Hill	10	50	(54)
Riverstone	140	52	..	..	..	..	..	..	3	..	32,090	1,331	720	1,471	344	991	338	1,734	187	1,507	273	20	72	At Railway Station. Postmaster allowed £20 per annum in lieu quarters.
Rix's Creek	10	880	10

Robertson	150	20	91	..	..	..	..	..	..	4	..	32,100	1,429	579	1,425	90	276	125	763	43	687	272	17	71	Government Building. Postmaster allowed £59 per annum in lieu of quarters.
Rob Roy	14	...	...	...	...	...	...	...	...	...	...	1,710	...	...	...	...	...	...	...	...	...	14	...	...	At Railway Station.
Rockdale	140	...	91	78	...	...	52	...	...	148	...	115,790	3,336	482	1,385	594	1,805	953	4,712	432	2,904	414	17	113	
Rock Flat	12	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rockley	190	20	...	...	...	...	...	6/10/-	4	...	...	2,940	...	...	...	...	...	...	...	...	...	3	...	...
Rockwell	10	...	...	...	...	...	...	...	...	...	...	36,610	1,136	742	1,809	185	923	49	767	34	225	291	21	64	Govt. building.
Rocky Glen	23	...	...	...	...	...	...	...	...	...	...	1,370	...	...	...	...	...	...	...	...	...	11	...	...
Rocky Hall	10	...	...	...	...	...	...	...	...	...	...	3,530	...	...	...	...	...	...	...	...	...	12	...	...
Rocky Plain	10	...	...	...	...	...	...	...	...	...	...	4,400	...	...	...	...	...	...	...	...	...	9	...	...
Rocky River	19	...	...	...	...	...	...	...	...	...	...	2,330	...	...	...	...	...	...	...	...	...	11	...	...
Rolland's Plains..	56	...	...	...	...	...	...	...	...	...	...	3,260	...	...	...	...	...	...	...	...	...	87	...	...
Rookwood	160	...	...	65	...	...	52	...	...	36/10/-	...	4,730	278	44	80	10	11	...	...	...	...	104	1	17	Rented at £26. Post- master allowed £30 per annum in lieu of quarters.
												61,690	1,595	279	666	456	1,398	714	2,124	338	1,824	268	10	56	At Railway Station.	
Rooty Hill	29	...	...	...	...	...	...	...	...	...	...	25,380	716	194	379	205	619	...	...	...	...	54	5	40	Postmaster allowed £30 per annum in lieu of quarters.
Rose Bank	10	...	...	...	...	...	...	...	...	...	...	890	...	...	...	...	...	...	...	...	...	5	...	...	At Railway Station.
Rosedale	10	...	...	...	...	...	...	...	...	...	...	2,210	...	...	...	...	...	...	...	...	...	23	...	...
Rose Valley	10	...	...	...	...	...	...	...	...	...	...	920	...	...	...	...	...	...	...	...	...	21	...	...
Rosewood	16	...	...	...	...	...	...	...	...	...	...	5,790	...	...	...	...	...	...	...	...	...	24	...	...
Rothbury	12	...	...	...	...	...	...	...	...	...	...	3,670	...	...	...	...	...	...	...	...	...	50	...	...
Rouchell Brook..	12	...	...	...	...	...	...	...	...	...	...	4,120	...	...	...	...	...	...	...	...	...	5	...	...
Round Hill	30	...	...	...	...	...	...	...	...	...	...	3,410	...	...	...	...	...	...	...	...	...	8	...	...
Rous	20	...	...	...	...	...	...	...	...	...	...	2,990	835	...	...	...	...	...	...	...	...	15	...	62	
Rouse Hill	22	...	...	...	...	...	...	...	...	...	...	6,330	...	...	...	...	...	...	...	...	...	76	...	...
Rous Mill	56	...	...	...	...	...	...	...	...	...	...	7,630	...	328	802	40	219	...	...	...	...	86	10	...	
"Royal Hotel" ..	180	...	...	...	...	...	...	...	...	...	...	4,665	...	...	...	...	...	...	...	...	...	...	...	227	
Rozelle	130	120/|	...	...	...	...	52	...	...	73	...	459,920	2,930	793	2,348	356	1,343	2,486	8,618	930	6,355	749	34	138	Rented at £100.
		78	26	
Rydal	75	10	...	...	...	...	...	...	...	...	...	18,760	268	357	716	127	344	45	420	43	989	142	10	15	At Railway Station.
Rydalmere	41	...	...	...	...	...	...	...	...	...	...	7,940	365	...	...	...	...	...	...	...	...	42	...	...
Ryde	50	...	...	135	...	...	52	...	...	...	...	112,899	3,038	387	1,126	452	1,119	400	1,846	209	1,368	270	12	120	Rented at £35.
	180	65	
Rye Park	18	...	...	...	...	...	...	...	...	...	...	7,360	...	277	494	44	120	...	...	...	...	81	7	...	
Rylstone	180	52	...	...	...	...	39	...	...	2	...	55,820	1,792	864	2,239	428	1,283	214	2,743	84	1,204	599	25	119	Govt. building.
Sackville Reach ..	16	...	...	...	...	...	...	...	...	...	...	5,570	...	...	...	...	...	...	...	...	...	81	...	...
St. Alban's	42	...	...	...	...	...	...	...	...	...	...	4,290	294	357	1,007	49	398	...	...	...	...	64	10	16	
St. Clair	11	...	...	...	...	...	...	...	...	...	...	830	...	...	...	...	...	...	...	...	...	11	...	...
St. Ives	10	...	...	...	...	...	...	...	...	...	...	1,800	...	...	...	...	...	...	...	...	...	52	...	...
St. John's Park ..	10	...	...	...	...	...	...	...	...	...	...	2,440	...	...	...	...	...	...	...	...	...	27	...	...
St. Leonard's Creek..	30	...	...	...	...	...	...	...	...	...	...	720	...	...	...	...	...	...	...	...	...	17	...	...
St. Marys	160	13	...	78	...	...	...	...	...	...	...	41,630	1,359	720	1,519	417	1,125	519	2,677	263	1,633	409	20	66	do
St. Peters	180	110/|	...	115	...	...	52	...	...	...	...	44,370	1,570	412	1,243	547	1,484	922	3,334	506	2,692	252	15	54	Rented at £65.
				100	
Salisbury Plains..	10	...	...	...	...	...	...	...	...	...	...	800	...	...	...	...	...	...	...	...	...	22	...	...
Saltash	10	...	...	...	...	...	...	...	...	...	...	620	...	...	...	...	...	...	...	...	...	11	...	...
Sandy Flat	13	...	...	...	...	...	...	...	...	...	...	3,940	...	...	...	...	...	...	...	...	...	12	...	...	At Railway Station.
Sandy Hill	17	...	...	...	...	...	...	...	...	...	...	2,680	...	...	...	...	...	...	...	...	...	10	...	...
Sans Souci	52	...	...	...	...	...	...	...	...	...	...	4,250	...	...	...	...	...	...	...	...	...	30	...	...
Scone	130	65	78	52	...	...	...	...	...	...	...	90,780	4,674	2,035	5,520	662	1,963	281	2,181	113	1,436	1,202	61	315	Govt. building.
			75	
Scott's Flat	14	...	...	...	...	...	...	...	...	...	...	1,080	...	...	...	...	...	...	...	...	...	11	...	...
Seaham	51	...	...	...	...	...	...	...	...	...	...	6,400	42	...	...	...	...	...	...	...	...	46	...	2	
Seal Rocks	52	...	...	...	...	...	...	...	...	...	...	62	...	...	...	...	...	...	...	...	...	...	...	3	At Lighthouse.
Sebastopol	10	...	...	...	...	...	...	...	...	...	...	2,160	...	...	...	...	...	...	...	...	...	5	...	...
Sedgefield	10	...	...	...	...	...	...	...	...	...	...	1,830	...	...	...	...	...	...	...	...	...	10	...	...
Seven Hills	26	...	...	...	...	...	...	...	...	...	...	8,540	259	...	...	...	...	...	...	...	...	37	...	13	At Railway Station.
Shaw	10	...	...	...	...	...	...	...	...	...	...	1,390	...	...	...	...	...	...	...	...	...	28	...	...
Shellharbour	78	...	...	...	...	...	...	...	...	...	...	17,960	1,144	424	1,078	139	413	60	578	33	178	195	12	55	
Shepard's Town..	14	...	...	...	...	...	...	...	...	...	...	5,560	...	...	...	...	...	...	...	...	...	45	...	...

NOTE.—For references see page 59.

Name of Office.	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total allowances exclusive of Rent, shown in last column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Sherbrooke.....	10	...	...	...	...	...	...	11	1,610	...	...	£	£	...	...	...	...	...	...	£	£	£	...
Sherwood.....	10	...	...	...	...	...	...	...	1,340	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shooter's Hill.....	10	...	...	...	...	...	...	...	1,650	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Silverton.....	254	...	160	52	...	39	...	40	23,240	2,687	596	1,621	271	826	167	1,737	64	1,018	292	21	172	Rented at £52.		
Singleton.....	308	180	140	130	...	52	...	108	334,830	7,769	3,572	9,938	1,640	4,791	1,400	15,199	527	10,289	2,089	107	483	Govt. building.		
Singleton Railw. Sta. ....	...	110	120	100	...	39	...	...	...	1,495	...	...	...	...	...	...	...	...	...	...	...	77	At Railway Station.
Skillion Flat.....	10	...	...	...	...	...	...	...	2,240	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Smithfield.....	61	...	...	52	...	...	...	67/10/-	17,420	131	257	587	255	592	175	617	95	703	130	8	8	Rented at £39.	
Smith Town.....	190	15	...	...	...	52	...	11/10/-	17,290	1,527	366	1,178	102	543	132	718	40	342	133	12	88	At Signal Station.	
Smoky Cape.....	26	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	2/-	Govt. building.
Sofala.....	190	40	...	...	...	...	...	3	17,590	646	476	1,127	158	468	116	2,549	55	674	175	14	39	...	
Somerton.....	26	...	...	...	...	...	...	...	4,840	...	169	391	6	25	...	...	...	...	...	44	5	...	
South Bowenfels.....	23	...	...	...	...	...	...	...	7,120	...	139	331	20	81	...	...	...	...	...	54	4	...	
South Broken Hill.....	130	...	...	78	...	52	...	52	37,190	1,600	1,846	5,276	362	929	1,496	9,118	349	5,363	369	79	95	Rented at £58 10s.	
South Clifton.....	...	...	...	...	...	...	...	...	...	120	...	...	...	...	...	...	...	...	...	...	...	6	At Railway Station.
Southgate.....	49	...	...	...	...	...	...	...	3,900	42	...	...	...	...	...	...	...	...	...	39	2	...	
South Grafton.....	227	75/50	...	39	26	...	...	42/10/-	55,520	3,237	924	2,265	377	1,451	187	1,887	116	1,043	489	28	200	Govt. building.	
South Gundagai.....	33	...	...	...	...	...	...	...	6,360	...	...	...	...	...	...	...	...	...	...	...	...	33	...
South Head.....	140	26	...	36/10/-	...	723	23	At Signal Station.
South Solitary Signal Station.	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South Woodburn.....	190	...	150	...	...	52	...	24/5/-	28,220	2,137	702	2,354	136	700	116	979	52	466	213	24	127	Rented at £50.	
Spicer's Creek.....	11	...	...	...	...	...	...	...	3,300	...	...	...	...	...	...	...	...	...	...	...	...	37	...
Springbrook.....	20	...	...	...	...	...	...	...	9,700	...	...	...	...	...	...	...	...	...	...	...	...	15	...
Spring Hill.....	30	5	...	...	...	...	...	...	6,680	170	280	598	53	143	80	375	15	102	95	8	9	At Railway Station.	
Springside.....	16	...	...	...	...	...	...	...	950	...	...	...	...	...	...	...	...	...	...	...	...	10	...
Springwood.....	110	...	...	78	...	...	...	34/4/-	20,570	1,785	548	1,086	232	702	155	567	98	647	267	17	97	Rented at £13. Postmaster allowed £30 per annum in lieu of quarters.	
Stanborough.....	10	...	...	...	...	...	...	...	880	...	...	...	...	...	...	...	...	...	...	...	...	7	...
Stanmore Road.....	180	78	...	...	...	52	...	9/2/6	66,780	4,364	506	1,488	540	1,515	1,548	6,156	731	5,137	749	19	160	Rented at £104.	
Stannifer.....	10	...	...	...	...	...	...	...	3,050	...	...	...	...	...	...	...	...	...	...	...	...	10	...
Steinbrook.....	10	...	...	...	...	...	...	...	530	...	...	...	...	...	...	...	...	...	...	...	...	12	...
Stewart's Brook.....	42	...	...	...	...	...	...	...	4,280	343	145	458	23	79	...	...	...	...	...	...	59	5	25
Stock Exchange.....	209	52	12,944	839	Rented at £75.
Stockinbingal.....	10	...	...	...	...	...	...	10	5,520	...	...	...	...	...	...	...	...	...	...	...	...	34	...
Stockton.....	236	65	...	105	...	...	...	4/10/-	35,310	1,080	694	2,025	327	935	803	5,813	336	3,853	343	26	55	Rented at £38 16s. Postmaster allowed £30 per annum in lieu of quarters.	
Stockyard Creek.....	10	...	...	...	...	...	...	...	910	...	...	...	...	...	...	...	...	...	...	...	...	8	...
Stonehenge.....	10	...	...	...	...	...	...	20	3,120	...	...	...	...	...	...	...	...	...	...	...	...	40	...
Stony Creek.....	12	...	...	...	...	...	...	...	3,180	...	...	...	...	...	...	...	...	...	...	...	...	30	...
Stony Crossing.....	10	...	...	...	...	...	...	...	2,950	...	...	...	...	...	...	...	...	...	...	...	...	18	...
Store Creek.....	13	1	At Railway Station.
Strathfield.....	130	...	52	120	...	55	...	86	163,920	5,923	463	1,244	393	1,009	...	...	...	...	...	773	18	222	Rented at £60.
Stroud.....	218	78	...	...	...	...	...	3	24,080	1,736	658	1,447	299	1,359	168	1,221	70	763	316	18	105	Govt. building.	
Stuart's Point.....	36	65	5	950	187	9	Rented at £6 10s.
Stuart Town.....	120	...	...	...	...	52	...	2	23,710	727	1,042	2,620	226	1,007	121	1,933	82	757	384	31	44	Govt. building.	

Summer Hill	120	130	155	52	100/10/-	275,920	6,551	766	2,325	1,117	3,225	1,961	8,166	824	5,943	1,141	29	244	Rented at £104.	
		100	130	52																
			78	52																
			65+	52																
				52																
Summer Island	20					23	1,640													
Sunny Corner	180	20	65	39	40/10/-	23,560	1,038	772	2,047	908	4,047	162	2,306	172	2,318	463	24	62	Govt. building.	
Sunnyside	10					720										4				
Surry Hills	180	110	65	52		58,310	6,748	1,202	4,398	2,030	5,100	2,952	11,967	1,532	9,032	358	74	266	Rented at £165.	
				52																
				52																
Sussex-street	254	100		52		658,750	14,332	902	5,515	265	853	556	4,666	204	3,462	1,393	48	787	Rented at £208. Postmaster allowed £55 per annum in lieu of quarters.	
		52																		
Sutherland	120					1	16,030	827	160	376	145	417	254	407	60	384	120	5	37	Rented at £110a. Post- master's residence rented at £40 per annum.
Sutton	10						2,240										21			
Sutton Forest	160	65			4	23,770	867	388	951	111	294	101	575	49	267	176	11	55	Govt. building.	
Swamp Oak	15					10,270		369	816	40	193					142	10			
Swan Bay	45					2,890	178	144	352	22	85					27	4	10		
Swansea	57				2	8,450	524	319	2,425	79	283	37	156	21	53	40	15	31	Rented at £20 16a.	
Swan Vale	20					1,460										32				
Sylvania	20					5,270										48				
Tabulam	180	25			83/10/-	12,650	578	177	401	14	84	8	104	9	136	158	5	34	Rented at £31 4s.	
Tacking Point	26																			
Tablee																				
Tambaroota	65					7,130		211	795	79	158					89	7		Rented at £20. Postmaster allowed £20 per annum in lieu of quarters.	
Tambar Springs	52					6,500	722	259	525	21	64					87	7	59		
Tamworth	353	160	218	150	240/15/0	677,890	16,349	3,891	12,075	3,987	10,736	2,167	17,841	898	13,031	2,690	126	1,190	Govt. building.	
		110	170	110																
		100	160	105																
			120	78																
			100																	
			91																	
			75																	
Tangmangaroo	19					2,610											20			
Tanja	10					2,590											20			
Tantawanglo	10					540											14			
Tarago	Nil	Nil		52		14,740	942	368	924	106	358	24	145	20	140	51	11	55	At Railway Station.	
Taralga	190	120			2	24,540	1,201	715	1,710	134	508					325	20	70	Rented at £45.	
Tarana	45	10		39		21,640	434	362	939	105	427					124	10	23	At Railway Station.	
Tarcutta	140	65			2/10/-	12,560	448	266	594	38	122					639	8	26		
Taree	236	110	39	39	54/10/-	83,990	4,696	1,129	3,420	472	1,313	184	1,585	60	537	571	36	325	Govt. building.	
		100																		
Tareena	180	39			79/16/6	6,770	303										16		21	do
Tarlo	20					1,310											22			
Tarro Railway Station	10					4,070											9			At Railway Station.
Tataila	10					690											17			
Tatham	16					4,430											15			
Tathra	110				1/10/-	2,750	817										34		40	Rented at £26.
"Tattersall's"	170					10,875													459	
Taylor's Arm	10					890											11			
Tea Gardens	120				(57)	6,910	687	90	279	29	100	56	606	33	179	72	3	44	Rented at £21.	
Telegraph Point	26					4,550										45				
Temora	218	130	65	39	78	92,960	7,091	1,969	6,276	605	1,862	544	6,438	306	4,240	1,235	63	471	Govt. building.	
		78																		
Tempe	36					10,270		69	94	54	183					60	2			
Tenandra	20					2,460										28				

NOTE.—For references see page 59.

Name of Office	Staff and Salaries.									Reference to foot-note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Mail Boys.	Messengers.	Line Repairers.	Other Employees.	Total all advances, exclusive of Rent, shown in 1st column.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Tenterfield.....	299	£ 200	£ 140	£ 115	£	£	£ 150	£	£ 117	...	137,270	5,477	1,927	£ 5,622	985	£ 2,809	623	£ 6,264	260	£ 3,314	£ 1,156	£ 62	£ 459	Govt. building.
Tent Hill.....	17	78	130	...	...	...	...	...	...	...	7,600	...	...	...	...	...	...	...	...	...	46	...	...	...
Teralba.....	51	...	...	52	...	...	...	...	...	...	12,420	1,096	222	528	135	308	...	...	...	...	6	6	55	At Railway Station.
Terara.....	52	...	...	...	...	...	...	...	...	...	10,830	451	199	466	42	117	138	890	52	709	61	6	26	Rented at £20.
Termeil.....	10	...	...	...	...	...	...	...	...	...	2,670	...	...	...	...	...	...	...	...	...	8	...	...	...
Thackaringa.....	149	10	...	...	...	...	...	...	2	...	6,140	710	248	730	39	147	41	642	15	450	77	9	42	Rented at £26. Postmaster allowed £99 per annum in lieu of quarters.
The Bulga.....	35	...	...	...	...	...	...	...	...	(58)	3,980	61	...	...	...	...	...	...	...	...	44	...	3	...
The Exchange.....	218	140	190	...	78	52	...	...	...	...	1,249,100	71,510	1,991	14,305	39	218	...	...	...	...	3,606	88	5,188	Post Office rented at £100. Postmaster allowed £40 per annum in lieu of quarters. Telegraph Office rented at £100.
...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
The Gulf.....	10	...	...	...	...	...	...	...	...	(59)	620	...	...	...	...	...	...	...	...	...	...	...	...	...
The Junction.....	35	...	...	...	...	...	...	...	...	...	28,910	...	...	...	...	...	...	...	...	...	...	...	...	...
The Lagoon.....	11	...	...	...	...	...	...	...	...	...	840	...	...	...	...	...	...	...	...	...	...	...	...	...
The Pocket.....	10	...	...	...	...	...	...	...	...	(60)	5,620	...	...	...	...	...	...	...	...	...	...	...	...	...
The Reefs.....	12	...	...	...	...	...	...	...	...	...	2,410	...	...	...	...	...	...	...	...	...	...	...	...	...
The Rock.....	42	...	...	...	...	...	...	...	...	...	18,580	604	181	378	24	95	...	...	...	...	156	5	34	At Railway Station.
The Valley.....	10	...	...	...	...	...	...	...	...	...	2,420	...	...	...	...	...	...	...	...	...	11	...	...	...
Thirlmere.....	24	26	10	...	...	...	...	...	...	...	22,910	314	461	1,172	153	674	...	...	...	...	159	13	16	do
Thirroul.....	15	...	...	...	...	...	...	...	...	...	8,220	...	257	536	55	108	...	...	...	...	...	...	...	...
Thornleigh.....	16	...	...	...	...	...	...	...	...	...	11,310	454	...	...	...	...	...	...	...	...	78	7	...	do
Thuddangra.....	10	...	...	...	...	...	...	...	...	...	4,270	...	...	...	...	...	...	...	...	...	91	...	15	do
Thurgoona.....	25	...	...	...	...	...	...	...	...	...	7,340	...	...	...	...	...	...	...	...	...	46	...	...	...
Tibooburra.....	110	...	100	...	...	26	...	...	44	...	15,690	1,805	383	1,351	65	252	69	569	9	90	253	13	139	Rented at £65.
Tichborne.....	11	...	...	...	...	...	...	...	10	...	3,370	...	...	...	...	...	...	...	...	...	3	...	...	...
Tighe's Hill.....	48	52	...	...	...	...	...	...	30	...	14,740	661	453	1,472	225	607	...	...	...	...	318	15	33	Postmaster allowed £15 12s. per annum as rent.
Tilba Tilba.....	52	...	...	...	...	...	...	...	10	...	15,440	706	322	1,163	39	130	68	538	13	153	219	11	41	...
Tilpa.....	130	...	...	...	...	...	...	...	3	...	6,540	1,402	254	1,074	18	63	...	...	...	...	164	9	97	Postmaster allowed £26 per annum in lieu of quarters.
Timbarra.....	15	...	...	...	...	...	...	...	...	...	3,270	...	...	...	...	...	...	...	...	...	15	...	...	...
Timberly Range.....	17	...	...	...	...	...	...	...	...	...	3,870	...	...	...	...	...	...	...	...	...	43	...	...	...
Timbilica.....	13	...	...	...	...	...	...	...	...	...	630	...	...	...	...	...	...	...	...	...	15	...	...	...
Timbriecungie.....	16	...	...	...	...	...	...	...	...	...	3,010	...	...	...	...	...	...	...	...	...	15	...	...	...
Timor.....	11	...	...	...	...	...	...	...	...	...	3,360	...	...	...	...	...	...	...	...	...	67	...	...	...
Tingha.....	227	40	...	...	...	...	...	...	5	...	18,770	1,301	1,093	4,098	260	1,031	175	1,751	75	1,346	286	36	84	Rented at £52.
Tinonee.....	190	100	...	...	...	...	...	...	3/10/-	...	15,610	693	301	722	51	137	81	903	35	549	151	8	40	Govt. building.
Tintaldra.....	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...
Tintenbar.....	120	...	...	...	...	...	...	...	1/10/-	...	7,610	539	329	781	29	241	...	...	...	...	19	10	30	...
Tintin Hill.....	10	...	...	...	...	...	...	...	...	...	1,690	...	...	...	...	...	...	...	...	...	5	...	...	...
Tocumwal.....	227	20	110	...	...	...	...	...	4	...	30,980	2,725	533	1,364	78	268	66	497	34	429	333	19	180	Rented at £52.
Tomago.....	17	...	...	...	...	...	...	...	26	...	2,040	...	...	...	...	...	...	...	...	...	9	...	...	...
Tomakin.....	31	...	...	...	...	...	...	...	...	...	...	71	...	...	...	...	...	...	...	...	...	...	3	...
Tomerong.....	56	...	...	...	...	...	...	...	...	...	7,300	78	167	415	60	126	56	1,280	21	380	63	5	4	...
Tomingley.....	52	...	...	...	...	...	...	...	...	...	6,470	279	210	465	20	55	...	...	...	...	84	6	17	...
Tongarra.....	10	...	...	...	...	...	...	...	15	...	1,140	...	...	...	...	...	...	...	...	...	15	...	...	...
Toogong.....	23	...	...	...	...	...	...	...	...	...	5,210	...	...	...	...	...	...	...	...	...	30	...	...	...
Toocoom.....	17	...	...	...	...	...	...	...	...	...	4,030	...	...	...	...	...	...	...	...	...	27	...	...	...
Tooma.....	16	...	40	...	...	...	...	...	...	...	7,060	311	...	...	...	...	...	...	...	...	64	...	18	...
Toongabbie.....	10	...	...	...	...	...	...	...	...	...	2,600	...	...	...	...	...	...	...	...	...	23	...	...	...

Name of Office	Staff and Salaries.									Refer- ence to foot- note.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assist- ants.	Opera- tors.	Letter Carriers	Mail Boys.	Messen- gers.	Line Re- pairers.	Other Em- ployees.	Total of allowances, exclusive of Rent shown in last column.		Letters Posted.	Telegrams Trans- mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele- graphic.	
Wagga Wagga ...	£ 371 290	£ 254 150	£ 200 150	£ 130 120	£ ...	£ 52 52	£ 150	£ 52 Battery man.	£ 195	...	505,080	18,151	4,787	13,745	2,735	7,544	2,193	20,223	1,226	13,602	£ 1,801 162	£ 1,272	Govt. building.	
Wagra.....	41	140	130	120	...	52	...	65 Switch- board attendant	...	(63)	7,150	113	...	...	...	...	...	...	...	...	60	6	
Walbundrie	100	91	120	...	...	52	...	...	...	(64)	7,490	1,297	177	682	14	21	10	55	1	30	113	7	83
Walcha	227	120	...	65	...	26	...	...	39/10/-	...	70,090	2,915	1,181	3,213	246	770	249	1,909	128	1,120	931	35	183
Walcha Road.....	40	...	...	...	...	...	...	...	...	...	10,530	398	279	683	46	209	76	779	40	688	101	9	24
Walgett	254	110	100	...	...	52	150	...	51/17/6	...	113,430	9,690	1,265	5,650	459	2,245	442	6,321	137	1,959	1,004	44	719
Wallabadah	36	...	100	...	...	...	...	...	...	...	13,320	...	368	664	44	149	...	...	...	...	155	10	...
Wallace	14	...	...	...	...	...	...	...	...	...	3,260	...	...	...	...	...	...	...	...	...	11	...	...
Wallangra	18	...	...	...	...	...	...	...	...	...	5,340	...	...	...	...	...	...	...	...	...	112	...	At Railway Station.
Wallarobba	14	...	...	...	...	...	...	...	...	...	3,840	...	...	...	...	...	...	...	...	...	13	...	...
Walla Walla	11	...	...	...	...	...	...	...	...	...	4,450	...	...	...	...	...	...	...	...	...	89	...	...
Wallendbeen.....	39	...	...	...	...	...	...	...	2	...	17,240	681	297	756	57	133	32	570	16	262	190	9	40
Wallerawang.....	218	25	52	...	...	...	...	...	6	...	86,040	1,212	875	2,096	256	739	259	2,748	72	1,437	337	26	65
Walli	12	...	...	...	...	...	...	...	...	...	3,130	...	...	...	...	...	...	...	...	...	45	...	...
Wallsend-Platts- burg.	272	110	...	135	...	52	...	...	73	...	246,760	3,508	1,627	4,300	929	2,682	934	12,892	578	7,194	782	54	171
Wamberal	12	...	...	...	...	...	...	...	...	...	2,810	...	...	...	...	...	...	...	...	...	25	...	...
Wanaaring	200	100	...	...	...	...	...	...	31/10/-	...	25,750	2,854	499	2,459	80	485	137	2,251	34	923	391	22	210
Wandandian	14	...	...	...	...	...	...	...	...	...	3,530	...	...	...	...	...	...	...	...	...	22	...	...
Wandella	10	...	...	...	...	...	...	...	...	...	630	...	...	...	...	...	...	...	...	...	10	...	...
Wandsworth	20	...	...	...	...	...	...	...	...	...	6,500	...	240	358	12	54	...	...	...	...	49	7	...
Wanganella	31	...	...	...	...	...	...	...	...	...	23,340	...	...	...	...	...	...	...	...	...	36	...	...
Wangat	10	...	...	...	...	...	...	...	...	...	1,350	...	...	...	...	...	...	...	...	...	14	...	...
Wanstead	11	...	...	...	...	...	...	...	...	...	7,290	...	...	...	...	...	...	...	...	...	3	...	...
Waratah.....	160**	78	...	145	...	...	...	...	73	...	83,880	1,444	406	1,161	398	747	427	2,260	208	1,563	484	14	75
Wardell	209	...	52	...	...	52	...	...	13/10/-	...	24,700	1,558	479	1,301	125	361	79	1,373	53	669	268	14	80
Warge Rock	10	...	...	...	...	...	...	...	...	...	2,870	...	...	...	...	...	...	...	...	...	15	...	...
Wariaida	227	26	100	...	...	39	150	...	42/10/-	...	59,020	3,656	723	2,051	275	808	180	2,416	42	526	553	22	272
Warkton	12	...	...	...	...	...	...	...	...	...	1,830	...	...	...	...	...	...	...	...	...	6	...	...
Warkworth	28	...	26	...	...	...	...	...	...	...	6,640	210	...	...	...	...	...	...	...	...	72	...	12
Warmatta	10	...	...	...	...	...	...	...	...	...	1,740	...	...	...	...	...	...	...	...	...	13	...	...
Warne.....	39	...	...	...	...	...	...	...	...	...	7,660	244	520	767	40	139	...	...	...	...	161	9	16
Warneton	15	...	...	...	...	...	...	...	...	...	1,640	...	...	...	...	...	...	...	...	...	15	...	...
Waroo.....	11	...	...	...	...	...	...	...	...	...	3,590	...	...	...	...	...	...	...	...	...	...	...	...
Warrah Ridge ...	10	...	...	...	...	...	...	...	...	...	860	...	...	...	...	...	...	...	...	...	12	...	...
Warren	254	140	...	39	...	39	...	...	8	...	94,710	6,631	1,909	6,172	387	1,308	419	4,064	160	1,349	1,162	59	438
Waterfall	10	78	...	...	...	...	...	...	...	...	660	56	...	...	...	...	...	...	...	...	15	...	3
Waterloo	130	...	120	...	...	52	...	...	...	...	69,160	1,754	222	739	836	2,711	694	5,275	378	3,439	284	11	82
Watson's Bay ...	130	...	...	110	...	52	...	...	48	...	17,810	1,486	202	456	80	226	224	786	59	368	110	7	54
Wattamolla	10	...	...	...	...	...	...	...	...	...	750	...	...	...	...	...	...	...	...	...	11	...	...
Wattle Flat	130	...	...	...	...	52	...	...	2	...	13,340	547	418	1,224	175	782	93	2,443	47	590	139	13	29
Wauchope.....	140	...	...	...	...	39	...	...	1	...	28,430	1,170	419	1,047	52	119	105	633	46	261	242	12	76

Govt. building.
Govt. building.
Govt. building.
At Railway Station.
do
Rented at £40.
Govt. building.
Rented at £32 10s. Post-
master allowed £40
per annum in lieu of
quarters.
At Railway Station.
Govt. building.
Rented at £15 12s.
At Railway Station.
Govt. building.
At Railway Station.
Rented at £65.
Rented at £36 8s.
Rented at £20.
Rented at £52.

Waverley	218**	78	135	135	78	52	...	6/10/-	197/10/-	...	423,430	7,941	904	2,925	1,673	4,385	2,449	11,573	1,088	8,025	1,692	37	328	Govt. building.
...	...	39	...	130	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	105	...	52	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	65	...	39	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
H-1 Weddin	10	...	...	...	...	...	...	...	...	...	2,080	...	...	...	...	...	...	...	...	...	...	...	...	...
Wee Waa	180	...	91	...	...	...	...	...	5	...	30,560	2,432	623	1,947	74	282	107	943	29	197	414	21	155	do
Welcome Beefs...	10	...	...	...	...	...	...	...	...	...	1,550	...	...	...	...	...	...	...	...	...	...	...	...	...
Wellingrove	21	...	...	...	...	...	...	...	...	...	2,600	...	...	...	...	...	...	...	...	...	...	...	...	...
Wellington	299	200	...	52	...	26	...	...	78	...	198,330	5,072	3,523	9,729	1,192	3,562	741	6,823	317	3,966	1,445	108	294	do
...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wentworth	302	160	170	...	...	52	150	...	60/12/6	...	86,500	5,806	965	3,003	327	1,554	279	2,379	82	1,334	816	38	418	do
...	...	39	120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wentworth Falls	19	65	...	...	...	...	...	...	31/4/-	...	33,250	964	298	791	118	439	43	415	17	99	203	9	51	At Railway Station.
...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wentworthville..	10	...	...	...	...	...	...	...	...	...	5,790	18	...	...	...	...	...	...	...	...	...	...	...	...
Werombi	12	...	...	...	...	...	...	...	...	...	2,190	...	...	...	...	...	...	...	...	...	...	...	...	...
Werrington	10	...	...	...	...	...	...	...	...	...	1,840	...	...	...	...	...	...	...	...	...	...	...	...	...
Werris Creek ...	100	...	...	...	...	52	...	...	1	...	38,270	2,691	864	3,925	85	201	166	915	77	750	238	30	149	do
...	...	...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Westbrook	13	...	...	...	...	...	...	...	...	...	2,070	...	...	...	...	...	...	...	...	...	...	...	...	...
West Cambewarra.	10	...	...	...	...	...	...	...	...	...	840	...	...	...	...	...	...	...	...	...	...	...	...	...
West Kempsey...	254	40	120	...	...	26	...	...	4	...	55,590	2,941	629	1,907	196	821	208	1,034	58	595	205	19	219	Govt. building.
West Maitland...	380	190	180	160	...	52	150	100	245	...	746,210	18,344	3,716	12,773	5,421	15,225	2,706	26,588	1,109	10,644	4,073	124	1,376	do
...	335	130	180	135	...	52	...	Battery-man.	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	100	170	65	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	78	160	65	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	78	149	52	...	...	...	Switch-board attendant	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Mitchell ...	18	...	...	...	...	...	...	...	...	...	2,540	...	...	...	...	...	...	...	...	...	...	...	...	...
West Tamworth..	26	...	...	...	...	...	...	...	...	...	3,380	394	183	407	96	269	19	113	6	61	...	5	22	At Railway Station.
West Wallsend...	56	...	...	...	...	...	...	...	...	...	19,190	744	597	1,888	184	417	296	1,648	152	1,386	165	19	42	Postmaster allowed £26 per annum in lieu of quarters.
Wetherill Park...	10	...	...	...	...	...	...	...	15 (65)	...	1,900	...	...	...	...	...	...	...	...	...	...	...	...	...
Whealbah	13	...	...	...	...	...	...	...	...	...	2,830	...	...	...	...	...	...	...	...	...	...	...	...	...
Wheeo	30	...	...	...	...	...	...	...	...	...	4,160	...	...	...	...	...	...	...	...	...	...	...	...	...
Wherrol Flat.....	10	...	...	...	...	...	...	...	...	...	1,210	...	...	...	...	...	...	...	...	...	...	...	...	...
Whinstone Valley	13	...	...	...	...	...	...	...	...	...	1,250	...	...	...	...	...	...	...	...	...	...	...	...	...
Whiteman Creek	13	...	...	...	...	...	...	...	...	...	670	...	...	...	...	...	...	...	...	...	...	...	...	...
White Rock	14	...	...	...	...	...	...	...	...	...	1,110	...	...	...	...	...	...	...	...	...	...	...	...	...
Whittingham	33	...	...	...	...	...	...	...	...	...	15,940	...	...	...	...	...	...	...	...	...	...	...	...	...
Whitton	130	...	100	...	...	...	...	...	2/10/-	...	45,160	2,562	662	2,031	261	1,094	80	1,343	73	1,092	553	21	151	At Railway Station. Postmaster allowed £30 per annum in lieu of quarters. Govt. building.
Wickham	190	110	...	130	...	52	...	...	44/10/-	...	180,190	1,231	793	2,565	693	1,789	952	6,200	479	5,010	357	34	67	do
Wilberforce	48	...	...	...	...	...	...	...	...	...	16,590	324	156	327	45	177	...	...	...	...	...	...	...	...
Wilcannia	299	140	130	135	...	52	150	...	122/12/6	...	143,150	11,680	1,801	7,493	523	2,540	603	5,339	185	2,312	1,847	74	942	do
...	...	...	100	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Willanthry	13	...	...	...	...	...	...	...	...	...	2,760	...	48	137	5	18	36	325	15	104	40	1	...	...
William-street ...	344	140	150	...	...	52	...	6/10/-	5	...	213,480	17,535	2,943	8,189	1,954	5,014	4,340	35,171	2,321	24,005	2,273	129	738	do
...	...	78	170	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

57

NOTE.—For references see page 59.

Wyong	130	...	...	...	...	39	...	...	1/10/-	...	22,570	1,024	577	1,143	537	1,470	66	635	34	427	246	16	49	Govt. building.
Wyong Creek	15	...	...	...	...	...	...	...	24	...	3,980	...	...	...	...	...	...	...	...	...	17	...	...	...
Wyrallah	120	...	...	...	...	39	...	...	7	...	12,000	553	177	553	35	131	...	...	...	...	94	7	30	Rented at £20,
Yalpunga	10	...	...	...	...	...	...	...	...	...	1,690	...	...	...	...	...	...	...	...	...	12	...	...	...
Yalwal	41	...	...	...	...	...	...	...	...	...	6,230	469	...	...	...	...	...	...	...	...	81	...	29	...
Yamba	180	52	...	...	...	...	...	...	16/10/-	(67)	19,900	2,358	460	1,686	61	200	136	967	7	36	131	15	137	At Pilot Station. Postmaster allowed £26 per annum in lieu of quarters.
Yambla	15	...	...	...	...	...	...	...	...	...	6,820	35	...	...	...	...	...	...	...	...	34	...	2	At Railway Station.
Yandarlo	25	...	...	...	...	...	...	...	...	...	6,120	...	...	...	...	...	...	...	...	...	25	...	...	...
Yanko	12	...	...	...	...	...	...	...	...	...	4,160	285	...	...	...	...	...	...	...	...	...	...	15	do
Yarra	21	...	...	...	...	...	...	...	...	...	10,530	...	...	...	...	...	...	...	...	...	27	...	...	do
Yarralumla	15	...	...	...	...	...	...	...	...	...	1,830	...	...	...	...	...	...	...	...	...	24	...	...	...
Yarramalong	10	...	...	...	...	...	...	...	...	...	2,480	...	...	...	...	...	...	...	...	...	14	...	...	...
Yarraman	13	...	26	...	...	...	...	...	...	...	3,120	818	...	...	...	...	...	...	...	...	60	...	47	...
Yarrangobilly Caves	...	...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	1	...
Yarras	15	...	...	...	...	...	...	...	...	...	2,060	...	...	...	...	...	...	...	...	...	19	...	...	...
Yarrowyck	10	...	...	...	...	...	...	...	...	...	1,580	...	...	...	...	...	...	...	...	...	5	...	...	...
Yass	299	...	160	...	...	52	150	...	114	...	151,429	4,968	2,159	5,463	1,189	2,714	626	4,957	204	2,772	1,407	63	303	Govt. building.
	140
	115
Yass Junction	19	...	...	...	...	...	...	...	...	...	2,910	158	...	...	...	...	...	...	...	...	...	...	8	At Railway Station.
Yatheyatah	23	...	...	...	...	...	...	...	...	...	6,990	...	...	...	...	...	...	...	...	...	24	...	...	...
Yellow Rock	10	...	...	...	...	...	...	...	...	...	1,840	...	...	...	...	...	...	...	...	...	26	...	...	...
Yeoval	17	...	...	...	...	...	...	...	...	...	3,069	...	...	...	...	...	...	...	...	...	65	...	...	...
Yerong Creek	91	...	...	...	...	...	...	...	2	(68)	29,140	813	361	896	53	167	9	44	1	1	385	13	45	At Railway Station. Postmaster allowed £30 per annum in lieu of quarters.
Yetholme	20	...	...	...	...	...	...	...	...	...	1,390	...	...	...	...	...	...	...	...	...	20	...	...	...
Yetman	160	20	...	...	...	39	...	...	38/10/-	...	7,220	753	138	324	17	70	...	...	...	...	77	4	47	Rented at £40.
Young	308	160	160	155	...	52	150	...	51/10/-	...	239,330	10,198	2,939	9,005	1,563	4,476	1,209	13,125	549	7,762	2,241	94	687	Govt. building.	
	...	78	140	39
Young Wallsend	10	...	...	...	...	...	...	...	...	...	1,080	...	...	...	...	...	...	...	...	...	37	...	...	...
Yurrunga	20	...	...	...	...	...	...	...	...	...	2,940	...	...	...	...	...	...	...	...	...	23	...	...	...
Zig Zag	...	...	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	1	At Railway Station.

EXPLANATORY NOTES TO APPENDIX A.

(1) Money Order Office established, 1st July. (2) Government Savings Bank established, 2nd October. (3) Post Office established, 9th January. (4) Post Office re-established, 1st March. (5) Telephone Office opened, 2nd September. (6) Government Savings Bank established, 2nd October. (7) Post Office established, 16th January. (8) Post Office established, 16th August. (9) Government Savings Bank established, 1st November. (10) Telephone Office opened, 10th February. (11) Post Office established, 22nd April; Telegraph Office opened, 20th April. (12) Telephone Office opened 13th March. (13) Government Savings Bank established, 1st December. (14) Post Office established, 1st January. (15) Telephone Office opened, 17th July. (16) Telephone Office opened, 3rd January. (17) Money Order Office closed, 14th December. (18) Money Order Office established, 1st November. (19) Government Savings Bank established, 17th May. (20) Telephone Office opened, 12th September. (21) Post Office established, 20th April. (22) Government Savings Bank established, 1st December. (23) Government Savings Bank established, 1st December. (24) Telephone Office opened, 23rd June. (25) Money Order Office closed, 1st September. (26) Government Savings Bank established, 17th May. (27) Post Office established, 1st March. (28) Telephone Office opened, 29th November. (29) Government Savings Bank established, 17th May. (30) Telephone Office opened, 4th December. (31) Government Savings Bank established, 17th May. (32) Money Order Office closed, 31st March. (33) Telephone Office opened, 20th February. (34) Money Order Office and Government Savings Bank established, 2nd October. (35) Post Office established, 1st January. (36) Telephone Office opened, 8th June. (37) Government Savings Bank closed, 31st August. (38) Post Office established, 1st December. (39) Government Savings Bank established, 1st June. (40) Money Order Office closed, 21st October. (41) Telegraph Office re-opened, 1st November. (42) Post Office established, 1st January. (43) Telephone Office opened, 5th December. (44) Telephone Office opened, 1st January. (45) Telegraph Office closed, 12th June. (46) Money Order Office established, 1st February. (47) Post and Money Order Office established, 1st May. (48) Telephone Office opened, 2nd December. (49) Government Savings Bank established, 17th February. (50) Post Office established, 1st January. (51) Government Savings Bank established, 4th July. (52) Money Order Office and Government Savings Bank closed, 13th April. (53) Money Order Office established, 15th August. (54) Post Office established, 16th October. (55) Money Order Office established, 1st May. (56) Government Savings Bank established, 17th May. (57) Money Order Office established, 1st July. (58) Telephone Office opened, 1st June. (59) Post Office established, 1st February. (60) Post Office established, 10th April. (61) Money Order Office closed, 2nd November; re-established, 27th November. (62) Post Office established, 1st September. (63) Telephone Office opened, 25th June. (64) Government Savings Bank established, 2nd October. (65) Post Office established, 1st June. (66) Post Office established, 1st May. (67) Government Savings Bank established, 1st June. (68) Government Savings Bank established, 1st December.

† Includes salary as Receiver Clearer.

‡ Includes salary as Telegraph Messenger.

§ Cable Company allowed £300 to provide salaries of officials.

|| Includes salary as Telegraph Operator.

¶ Includes salary as Letter-carrier.

** Allowed £10 per annum for keeping office open to 8 p.m.

‡‡ Includes salary as Line Repairer.

APPENDIX B.

List of Receiving Offices on 31st December, 1893.

Aberglasslyn, Agnes Banks, Alfred Town, Allen Mount, Altcar, Amaroo, Argalong, Armidale Gully, Ashley, Avenel, Back Creek, Ballimore, Bawden Bridge, Beecroft, Beggan Beggan, Belgrave, Bellawongarah, Beloeth, Bena, Benandarrah, Bendick Murrell, Ben Lomond, Bereen, Bermagui South, Berrellan, Berremangra, Bindogandra, Bingleburra, Binmeguy, Black Swamp, Blanket Flat, Bo Bo, Bococonnoc, Bogan Gate, Bolaro, Bolong, Bolton Vale, Bongongo, Bonnie Doon, Boonoo Boonoo, Booroolong, Boree Creek, Bournewood, Bow, Braemar, Bredbo, Brenda, Brierfield, Brimbaramalla, Brockley, Broken Dam, Bronti, Brook's Creek, Brookvale, Bruccedale, Bucca Bucca, Buckenbour Creek, Bugaldi, Bullagreen, Bullenbong, Bullock Creek, Bungarby, Bungulla, Burnt Yards, Burra, Burragate, Buxton, Bygalorie, Cable's Siding, Camboon, Canimbla, Carabost, Carba, Carrabolla, Carrawobity, Carrow Brook, Castle Doyle, Cattia Creek, Cave Creek, Central Raleigh, Central Wattagan, Chanticleer, Cheetam's Flats, Cherry-tree Hill, Chidowla, Clareval, Cloverley, Cochran Creek, Cocomingla, Collerina, Collingullie, Comarah, Comborah, Cooba, Coolalie, Cooper's Creek, Cooradigbie, Corona, Countegany, Cowan's, Cowper, Cowra Creek, Crabbe's Creek, Cranebrook, Cronulla Beach, Cudgen, Cullerin, Culparlin, Cumbalum, Cundle Flat, Cundumbul, Curban, Curra Creek, Dapper, Diemunga, Dignam's Creek, Dilga, Dingo Creek, Dorrigo, Doroughby Grass, Doyle's Creek, Duck Flat, Durren Durren, East Seaham, Edith, Eganton, Elcombe, Eurimbla, Euwylong, Everett, Farrington, Federal, Fifield, Fladbury, French Park, Garland, Genanagie, Giant's Creek, Gidginbung, Gil Gil, Girvan, Glendhu, Glen Elgin, Glenfield, Glengarry, Gleniffer, Glen Rock, Good Hope, Goonellabah, Gowrie, Grattai, Great Southern Colliery, Greenwich Park, Greghamstown, Gregra, Greg's Flat, Gulgamree, Gullen Flat, Gurrundah, Guy Fawkes, Halfway Creek, Halton, Harold's Cross, Hazlebrook, Hillas Creek, Holmwood, Hopefield, Hughstonia, Ingledow, Inglewood, Inveralochy, Invergowie, Ironbong, Jackson's Water Holes, Jilliby, Jinden, John's River, Junction Point, Kamandra, Kangaroo Camp, Kareela, Katoomba South, Kilrush, King's Plains, Kingsvale, Kundibakh, Kybean, Lallarook, Lamb's Creek, Lankey's Creek, Larbert, Laurel Hill, Leconfield, Ledgerton, Leura, Limestone Creek, Linden, Little Bombay, Lochiel, Long Swamp, Lower Belford, Lower Botobolar, Lower Corowa, Lower Mookerawa, Lower Southgate, Lower Taylor's Arm, Mahratta Station, Maracket, Markdale, Markwell, Marrana Creek, Marrar, Maybole, Meermaul, Meragle, Meringio, Merool Creek, Meryla, Middle Adelong, Midgeegrass, Mila, Minore, Miranda, Moona Plains, Moonbi, Moorebank, Morago, Morisset, Mororo, Morton, Mosquito Island, Mount Allen, Mount Aubrey, Mount Billagoe, Mount Pleasant, Mount Sherwood, Mount Wilson, Mulbring, Mullenderree, Mundarlo, Mundawaddera, Munmurra, Munyabla, Murrangag, Murrrah, Nana Creek, Nanama, Nangus, Narrabeen, Nemingha, New Cryan, Newlands, New Mollyan, New Park, Nicholson's, Noorong, Noraville, North Bourke, North Dural, Norton, Norway, Numulgi, Oakley Creek, Obley Vale, Old Goree, Ollera, Orabah, Ournie, Parkesbourne, Payne's Crossing, Peacock Creek, Peakview, Pheasant Ground, Piney Range, Pipe Clay Creek, Porter's Retreat, Port Hacking, Possum Power, Pretty Gully, Pretty Pine, Puddledock, Pudman Creek, Reedy Creek, Reeves, Rhine Falls, Rivertree, Rockvale, Rosebrook, Rosemount, Rossmore, Round Swamp, St. George's Basin, Salisbury, Sally's Flat, Sandon, Sassafras, Savernake, Seelands, Shannou Vale, Shark Creek, South Codrington, South Gundurimba, South Rivertree, Spring Creek, Spring Ridge, Spring Vale, Stanmore Railway Station, Steve King's Plain, Store Creek, Stott's Creek, Suntop, Sweetbriar, Tallagandra, Tallawudjah, Tallewang, Talmalmo, Taloumbi, Taradale, Tathra Road, Telegerry, Terra Bella, Teven Creek, Thalaba, Tharwa, The Fens, The Risk, The Tamarinds, Thornford, Thornton, Thyra, Tia, Tinda Tank, Tomakin, Tomambil, Tomboy, Tomki School, Tomooroma, Tooraweenah, Trickett, Tuckurimba, Tuggerah Lakes, Tuggranong, Turee Creek, Turill, Umaralla, Unkya Creek, Upper Burringbar, Upper Chichester, Upper Dungowan, Upper Gilmore, Upper Horton, Upper Lostock, Upper Meroo, Upper Myall, Upper North Creek, Upper Pocket, Upper Quinburra, Upper Shark Creek, Upper Tumberumba, Verona, Wagonga, Wagrabilly, Wallan Billan, Wallandool, Wallon, Wamboyne, Wapengo, Ward's River, Wargeila, Warrell Creek, Wattamadara, Waugoola, Webb's Creek, West Bargo, West Temora, White Cliffs, White Swamp, Widdin, Wilga Vale, Williams' Crossing, Williamsdale, Willy Wally, Winduella, Wog Wog, Woolun, Wombeyan Caves, Womboo (Rogers'), Womboota (Edwards'), Woodford, Woodhall, Woodlawn, Wood's Reef, Woy Woy, Wright's, Wuuluman, Yagobie, Yalgogrin North, Yantalulla, Yarrara, Yarrowitch, Yathella, Yowaka, Yowrie.

APPENDIX C.

List of Stamp-sellers on 31st December, 1893.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abigail, J.	Denison-street, Kingston, Newtown.	16 Dec., 1892	Anglin, F. J.	Ross-street and Parramatta Road, Forest Lodge.	24 Nov., 1891
Ablong, John	Tram Terminus, Waterloo.	24 April, 1888	Appleton, Henry	Bourke & Cleveland Streets, Surry Hills.	15 April, 1890
Ackling, Thomas	French's Road, Willoughby	6 Feb., 1893	Appleton, Wm.	Park Road, Merrylands	2 June, 1893
Adam, John	Napier-street, Deniliquin	18 Dec., 1890	Arapides, G.	208, Elizabeth-st., Sydney	20 May, 1892
Adam, W.	80, Mort-street, Balmain	31 Aug., 1892	Archer, A.	188 and 188½, Devonshire-street, Surry Hills.	31 July, 1891
Adam, W.	60, Darling-street, Balmain	20 Mar., 1893	Ardill, J.	George-street, Parramatta	29 Oct., 1886
Adams, Mrs. A.	Maitland Road, Singleton	16 April, 1891	Argue, Robert	Corner of Shepherd-street and Park Avenue, Ashfield	14 June, 1893
Adams, Charles R.	Peel-street, Tamworth	15 Dec., 1891	Armstrong, E. A.	Tintaldra, Victoria	6 Dec., 1876
Adams, Mrs. Eliza	71, Campbell-street, Sydney	15 Dec., 1891	Armstrong, H. C.	Argent-street, Broken Hill	15 Aug., 1893
Adams, Eliza	91, Macquarie-street South	3 June, 1882	Armstrong, H. C.	Circular Quay	20 Mar., 1886
Adams, R.	Adamstown	12 Dec., 1891	Armstrong, G.	Goulburn	22 June, 1885
Adams, Henry	George-street, Singleton	23 Sept., 1890	Arnold, A.	Church-street, Bega	2 Nov., 1892
Adams, Thomas	Ryde	21 Jan., 1891	Arnold, E.	Dangar Village, Narrabri	8 Mar., 1892
Addison & Walters	627, Darling Road, Balmain	3 Oct., 1889	Arrowsmith, W. H.	Cootamundra	2 Sept., 1892
Adrain, A.	391, Oxford-st., Paddington	17 April, 1893	Ashfield	Railway Station-master	17 Mar., 1894
Agassiz, A.	Quirindi	4 Jan., 1888	Ashmead, H. H.	Mitchell-street, Stockton	2 June, 1893
Akhurst, W. & Co.	307 and 309, Kent-street	11 July, 1890	Asser, H.	Hunter-street, Newcastle	7 Mar., 1884
Albrecht, George	12, Bourke-street, Woolloomooloo.	22 Mar., 1880	Attwell, R.	Milson's Point Arcade, North Sydney	23 May, 1889
Alexander, S.	Abercrombie-st., Eveleigh	23 May, 1883	Auckett, Edward	George-st., East Maitland	2 April, 1889
Alexander, F.	Parramatta Road, Leichhardt.	16 April, 1888	Augustus, Joseph	79, Lower Fort-st., Sydney	11 Sept., 1893
Alexander, F.	Glennmore Road and Gurner-street, Paddington.	3 Feb., 1891	Austin, S.	149, Riley-street	5 Jan., 1888
Allen, Robert	15, Pine-street	10 April, 1891	Australia Hotel	Castlereagh-street, The Manager.	9 June, 1891
Allinson, F.	Glebe, Merewether	25 April, 1889	Avery, H. W.	Tram Terminus, Bondi	4 Mar., 1889
Anderson, P.	153, Lower George-street	8 Sept., 1882	Bailey, D.	Military Rd, North Sydney	29 Dec., 1892
Anderson & Sands	95, William-street, Woolloomooloo.	6 Dec., 1889	Bailey, G. J.	Auburn	22 July, 1889
Anderson & Sands	Avoca-street, Randwick	4 Oct., 1892	Baird, J. W.	341, Oxford-st., Paddington	8 June, 1888
Anderson, Eliza	Central Mission Hall, Darling-street, Balmain.	20 Nov., 1893	Baker, J.	Chapel-street, Murrickville	20 Oct., 1892
Anderton, J. H.	Station-street, Waratah	12 Sept., 1888	Baker, W.	Corner of Wigram and Una Streets, Harris Park, Parramatta.	3 Sept., 1892
Andrew, D. & W.	Argent-street, Broken Hill.	18 July, 1888	Ballard, F.	506, George-street	20 June, 1889
Andrews, Edwin	Rockwood	22 Jan., 1886	Balin, J. H.	154, Woolloomooloo-street	16 Aug., 1888
Andrews, James	351, Abercrombie-street, Redfern.	9 Jan., 1893	Bancroft, John	389, Crown-st., Surry Hills	2 Nov., 1886
Andrews, Joseph	139, Regent-street, Redfern	22 June, 1891	Barker, Francis	351, Oxford-st., Paddington	6 Jan., 1887
Anglin, F. J.	Union and Harold Streets, Newtown.	17 Nov., 1887			

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Barnes, Mrs.	78, Oxford-st., Paddington	21 Nov., 1887	Bradney, W. H.	Kegworth and Tebbutt Streets, Leichhardt.	29 Oct., 1887
Barnes, Mrs. K. L.	Foster-street, Leichhardt...	8 May, 1885	Branch, Jane	Terminus-street, Petersham	22 July, 1892
Barnett, E. F.	Corner of Ocean and Queen Streets, Woollahra.	23 Nov., 1892	Brander, A. G.	Yass	14 Oct., 1893
Barr, H. R.	105, Parramatta Road, Annandale.	24 Nov., 1890	Bray, C. B.	143, New South Head Road, Rushcutters' Bay.	18 June, 1888
Barratt, Mrs. M.	152, King-street	14 Jan., 1878	Breckenridge, Robt.	Newcastle	14 Aug., 1876
Barrett, W. J.	Blayney	12 Jan., 1891	Breen, Johanna.	Newtown, Wagga Wagga...	13 Oct., 1886
Barton, Charles	Corner of Ada and Wigram Streets, Harris Park, Parramatta.	9 May, 1887	Brennan, M.	New Canterbury Road, Dulwich Hill.	22 Sept., 1892
Bashford, F.	Crookwell	18 Nov., 1886	Brereton, R. G.	Marrickville	3 June, 1889
Bassett, R.	Nelson-street, Annandale...	26 Nov., 1888	Brett, W. H.	272, Norton-st., Leichhardt	12 April, 1892
Bastin, Mrs. M.	Corner of Point Piper Road & Denison-st., Woollahra.	26 Feb., 1892	Brice, T. J.	Corner of Goulburn and Grafton Streets, Goulburn	14 Jan., 1889
Baston, B.	98, Waverley Road, Waverley	15 June, 1889	Bridge, E. E.	Glenelg-street, Eastgrove, Goulburn.	25 June, 1889
Bate, William	Lackey-st., Summer Hill...	20 Feb., 1891	Brigden, S.	14, Botany Road, Alexandria	2 Mar., 1887
Batson & Co. (Ltd.)	146, Clarence-st., Sydney...	11 May, 1892	Brightmore, T.	157, Kent-street, Sydney...	27 Oct., 1892
Bauer, George	George-street, Quirindi...	7 Aug., 1891	Brooklebank, S. A.	The Strand, Cowper-street, Waverley.	17 May, 1888
Baxter, E.	Morris-street, Summer Hill	11 Feb., 1885	Broom, Edgar	69, King-street, Newtown...	6 July, 1891
Beales, J.	2, Colonnade, Granville...	24 Jan., 1890	Broomhead, R.	134, Evans-street, West Balmain.	9 Dec., 1890
Beare, J. C.	192, William-street	25 June, 1866	Brown, John	Hargraves & Taylor Streets, Paddington.	27 Feb., 1891
Beattie, G.	Frederick-street, Ashfield...	25 July, 1893	Brown, Mrs.	4, Argyle-place	17 April, 1879
Beaumont, Hugh	567, King-street, Newtown	27 Nov., 1891	Brown, Alexander	Crystal-street, Petersham...	16 Aug., 1893
Beddie, Mary	Cowper-street, Waverley...	3 Sept., 1891	Brown, Mrs. Ann	Moore-street, Liverpool	29 Aug., 1893
Beer, Mrs. E. A.	Bong Bong-street, Bowral...	22 Dec., 1891	Brown, P.	87, Market-street	21 Mar., 1884
Beer, Thomas	Corner of Ada and Wigram Streets, Harris Park, Parramatta.	3 June, 1893	Brown, H.	64, Great Barcom-street, Darlinghurst.	28 Sept., 1891
Beesley, David	Armidale	14 Jan., 1891	Brown, T.	Corner of Denham & Glebe Streets, Glebe.	6 Nov., 1883
Beesley, W.	16, King-street, Newtown	7 Dec., 1893	Browning, J.	Cooma-street, Yass	2 June, 1892
Belleiter, H.	Bega	26 Nov., 1892	Brunigies, W.	Merewether, Newcastle	28 Feb., 1888
Bell, John	Palace and Brighton Streets, Petersham.	14 Mar., 1893	Bryant, George S.	Corner of Abercrombie and Vine Streets, Redfern.	11 Mar., 1884
Bennett, Alfred	<i>Evening News</i> Office, Market-street.	29 Sept., 1869	Buchanan, James	The Corso, Manly	13 Feb., 1893
Bennett, G. A.	Corner of North and Allan Streets, Leichhardt.	1 May, 1889	Buist, H.	113, King-street	13 June, 1870
Bennett, H. C.	Silver Water Estate, Auburn	25 Aug., 1892	Buist, Robert	106, Oxford-st., Paddington	13 May, 1893
Bennett, J.	Oxley	30 Aug., 1892	Bulkeley, R. H. & Co.	Sunny Corner	8 Dec., 1885
Beuson, H.	Crown-street, Wollongong...	12 Nov., 1889	Bulkeley, R. H. & Co.	Wallerawang	27 May, 1893
Beut, H. & Co.	Hill End	13 Dec., 1893	Bull, Edmond	708, George-street	25 April, 1889
Benyon, Mrs. E. C.	Tumberumba	29 April, 1884	Bullard, F.	413, George-street Sydney...	2 Feb., 1892
Berge, Charles	124, Liverpool-st., Sydney	7 Feb., 1893	Bulley, A. A.	Ruthven & Gowrie Streets, Waverley.	29 Dec., 1892
Bernasconi, John A.	510, Elizabeth-st. South, Strawberry Hills	26 Oct., 1893	Bullivant, C.	389, Crown-st., Surry Hills	30 Dec., 1891
Berry, J.	George-st., East Maitland	24 Oct., 1892	Bundock, J. W.	Harden & Boundary Streets, Waverley.	11 Nov., 1890
Berry, W. R.	262, Harris-street, Ultimo	8 Oct., 1887	Burling, C.	May-street, Newtown	30 Oct., 1888
Bibb, S. A.	Tram Terminus, Marrickville.	3 Feb., 1890	Burnet, J. H.	Edwin-street, Croydon	3 June, 1893
Biddell, Ann	308, Bourke-st., Surry Hills	10 April, 1889	Burnett, S.	92, Queen-street, Woollahra	12 Dec., 1882
Birch, C.	East-street, Narrandera	8 Feb., 1892	Burnett, Richard	John-street, Singleton	7 Feb., 1891
Birch, Mrs. C. R.	27, Broadway, Glebe	19 July, 1893	Burns, M. W.	Burrowa	8 June, 1892
Bishop, W.	Blue's Point Road, North Sydney.	10 May, 1889	Burns, William	Gosford	30 Oct., 1891
Biles, George	Railway Refreshment Rooms, Goulburn.	4 Mar., 1891	Burns, Mrs. E.	124, Bathurst-street, Sydney	6 Sept., 1887
Black, J. E.	Church-street, Parramatta...	3 Sept., 1892	Burton, H.	141, Waverley Road, Woollahra.	28 April, 1891
Blackall and Hunt	Hunter-street, Newcastle...	21 Jan., 1893	Burwood	Railway Station-master	17 Mar., 1884
Blackshaw, J.	11, Royal Arcade	28 July, 1888	Busbridge Bros.	Auburn-street, Goulburn	6 Jan., 1891
Blair, E.	High-street, West Maitland	13 Jan., 1890	Bush, W.	Military Rd., Mosman's Bay	14 Nov., 1888
Blair, Robert	West Maitland	6 Dec., 1877	Butterfield, G.	Corner of Addison Road & Percy-street, Marrickville	30 Aug., 1892
Bliss, G.	Armidale	3 Sept., 1892	Button, J.	Church-street, Parramatta North.	15 Mar., 1889
Bleakley, A. T.	Nyngan	30 Oct., 1888	Buxton, George	High-street, West Maitland	12 Sept., 1887
Blumenthal, Mrs.	King and Nelson Streets, Newtown.	16 Aug., 1890	Byrne, Miss W.	152, Old South Head Road	27 Jan., 1883
Bobrowski, Miss Amelia J.	Stewart-street, Bathurst	31 May, 1881	Byrnes, J. L.	Church-street, Parramatta...	25 July, 1890
Bodley, G. E.	125, Hunter-st., Newcastle	21 May, 1892	Cabot, C.	South Forbes	2 April, 1890
Bollinger, G. & Co.	Condobolin	23 Jan., 1893	Caldwell, John, junr.	Gray and Queen Avenue Streets, Kogarah.	25 July, 1890
Bond, W. H.	Hargraves	26 Nov., 1890	Cale, Thomas	Wentworth Falls	21 April, 1891
Bond, George	Murrumburrah	11 April, 1893	Callaghan, A.	Corner of Wilson-street, Redfern.	18 Nov., 1891
Bonney & Co.	Henderson Road, Alexandria.	8 June, 1886	Callaghan, M. J.	Mort-street, Balmain...	16 June, 1874
Boore & Long	35 & 37, Market-street	30 Nov., 1881	Callaghan, O.	North Yass	29 Oct., 1891
Booth, Geo.	25, Oxford-street	31 Oct., 1888	Callaghan, Owen	North Yass	11 June, 1883
Borthwick, J.	Thornton Hill, Manly	13 May, 1892	Campbell, Mrs. A. E.	Narrabri	18 Aug., 1892
Bottrill, H.	George-street, Bathurst...	3 June, 1887	Campbell, John	Summer-st., East Orange...	4 Nov., 1890
Boucher, W. E.	Church-street, Parramatta...	9 June, 1887	Campbell, D.	Nevertire	2 Mar., 1891
Bourke, E. J.	George-street, Singleton	17 May, 1886	Campbell, Mrs. Emma	Corner of Gladstone and Liberty Streets, Enmore.	27 Mar., 1888
Bourne, Richard	West Tamworth	1 June, 1888	Cameron, Duncan	Granville	9 Mar., 1888
Bowden, J. E.	94, Oxford-street	5 April, 1888	Cameron, G. W.	Byron-street, Inverell	21 June, 1890
Bowen, J. E.	Corner of Crown Road and Fig Trees-street, Ultimo	24 Mar., 1888	Cameron, J. A.	George-street, Bathurst	7 May, 1890
Bowtell, Charles	170, Devonshire-st., Surry Hills, and 73, Cleveland-st., Redfern	12 July, 1893	Cannon, Miss Julian E.	Vickery-street, Waverley...	8 June, 1883
Bowyer, George	410, Elizabeth-street South	26 May, 1865	Cantle, E.	Auburn	18 Nov., 1890
Boyne, W.	11, Erskine-street	21 Mar., 1887	Carden, Herbert	Market-street, Naremburn	24 Mar., 1886
Bracey, Miss S. M.	Leichhardt-street, Waverley	16 Oct., 1888	Cardon, Charles	Homeville, Farley	18 Oct., 1890
Bradbery, W.	Blayney	11 July, 1889	Caristino, Angelo	60, Oxford-street	28 Mar., 1884
			Carlton Railway Station.	Station-master	27 Jan., 1891

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Carne, E. M.	Hercules-street, Ashfield	24 Nov., 1892	Cox, G. C.	Prince-street, Grafton	2 Aug., 1892
Caro and Herrman	470, George-street, Sydney	29 Sept., 1892	Cox, G. W.	Lachlan-street, Forbes	18 Oct., 1892
Carroll, Mrs.	Corner of Church and Board Streets, Parramatta.	16 May, 1887	Craig & Aitken	680, George-street	26 Aug., 1882
Carter, E. M. A.	Trafalgar-street, Annandale	20 Oct., 1887	Cramp, A. W.	Wardell Road and Pile-street, Marrickville.	25 Nov., 1889
Carton, William	Peak Hill	23 Sept., 1890	Cranitch, M. E., & Co.	112, Grafton-st., Woollahra	20 July, 1893
Cashell, Charles	Gilgandra	15 Nov., 1893	Cranston, R. B.	112, Abercrombie-st., Sydney	7 May, 1891
Castlemaine, Mrs. R.	Noumea, New Caledonia	30 Dec., 1872	Crawford, Thomas	Walcha Road, Walcha	29 July, 1891
Caspersonn, Edward	Tumut	10 Nov., 1885	Creedon, J.	28, Sussex-street	28 June, 1888
Castner, J. L.	Redfern Railway Station	10 Feb., 1875	Crellin, W.	The Old Racecourse, Mere-wether.	27 April, 1891
Castner & Co.	42, Queen-street, Brisbane.	3 Sept., 1888	Crespin, A.	Claireville, Pittwater	4 Feb., 1886
Catlov, Mrs. C.	Coogee Bay	29 Feb., 1892	Cristofani, E.	99, Mansfield-st., Balmain.	23 June, 1888
Caulfield, M.	99, Alfred-st., North Sydney	29 July, 1891	Crofts, F. G.	135, Blane-street, Newcastle	3 Nov., 1888
Cauvarel, A.	Railway Refreshment Room, Harden.	21 Dec., 1893	Crofts, Thomas	George-street, Bathurst	29 Nov., 1893
Chambers, T. W.	Mount Browne	1 June, 1886	Cronin, P.	340, Liverpool-street, Darlinghurst.	21 Dec., 1885
Christian, E.	Abattoir Rd., West Balmain	29 April, 1892	Crowe, W. H.	Bungendore	27 Sept., 1893
Christie, William	170, William-street, Woolloomooloo.	7 Feb., 1884	Croydon	Railway Station-master	17 Mar., 1884
Christy, M.	368, Cleveland-street, Surry Hills.	7 Mar., 1887	Crozier, P. K. N.	43, Hunter-street	15 Nov., 1889
Christmas, A. G.	Leichhardt	15 Mar., 1886	Cruickshank, R.	Weston-street, Balmain	29 Jan., 1889
Clamp, J.	781, George-street	15 July, 1880	Cubitt, Arthur	Post Office Chambers, Pitt-st	23 Aug., 1889
Clark, C. T.	Ridge and Miller Streets, North Sydney.	19 Nov., 1890	Calley, B.	Urana	15 Oct., 1885
Clark, James	Marrickville Road, Marrickville.	15 Nov., 1888	Cumming, D. and Armstrong, W.	199, Oxford-street	11 Nov., 1886
Clark, Sarah	79, St. John's Road, Forest Lodge.	30 Aug., 1887	Curran, Mrs. J.	6, Leichhardt-st., Waverley	23 Nov., 1891
Clarke, Edward	Patton-street, South Broken Hill.	22 July, 1893	Cushing, C. S.	Rosedale, Croydon	25 May, 1886
Clarke, G. T., & Co.	Walker-st., North Sydney.	17 Mar., 1886	Daines, Alfred	Tichborne	28 Feb., 1882
Clarke, Henry	Stanmore Road, Petersham	21 Feb., 1879	Dalton, William	Denison-street, Waverley	11 April, 1885
Clarke, Josiah	119, Bull-street, Newcastle	21 Mar., 1893	Dalveen, Hugh	315 $\frac{1}{2}$, George-street	9 Dec., 1887
Clarke, J. W. R.	5 & 6, Market-buildings, George-street.	14 May, 1879	Daniels, Mrs.	360, Darling-street, Balmain	8 May, 1893
Clausin, J. H.	Argent-street, Broken Hill	4 Nov., 1892	Darton, Mrs. R. J.	Alfred-st., North Sydney	4 Dec., 1891
Cleary, A. W.	Botany-street, Moore Park	3 June, 1887	Davies, Mrs. M. A.	M'Namee's-terrace, Raglan-street, Alexandria.	29 Aug., 1884
Cleary, John	172, Princes-street	27 Sept., 1889	Davies, C.	Parramatta Rd., Leichhardt	2 May, 1884
Cleary, P.	Potts' Hill, Rookwood	9 Aug., 1888	Davies, E.	312, Oxford-st., Paddington	8 Sept., 1892
Clementson, Andrew.	Narrabri West	30 Dec., 1889	Davies, E. J.	567, King-street, Newtown	17 Aug., 1891
Clendening, A.	Kerr-street, Waratah	24 Aug., 1891	Davis, R. F.	Rankin-street, Forbes	11 Jan., 1893
Clifford, Frank	Macquarie-street, Liverpool	2 June, 1888	Davis, W.	New Lambton	15 Feb., 1892
Clifford, John P.	Percy-street, Wellington	31 Oct., 1893	Davis, T.	Terrigal, near Wamberal	31 Jan., 1887
Clow, Robert	15, Margaret-street	10 Dec., 1888	Davison, W.	Muswebrook	18 June, 1888
Coates & Tost	60, William-street	27 April, 1872	Dawe, H.	Wardell	4 Nov., 1891
Cobb, J. & W.	Cook's Hill, Newcastle	13 June, 1888	Dawson, R.	163, Cleveland-street, Surry Hills.	13 Jan., 1893
Cobbin, W. A.	30, St. John's Road, Forest Lodge.	4 Feb., 1887	Dean, Harry	Hall Porter, Union Club, Bligh-street.	6 Mar., 1891
Cochran, James	Durham-street, Bathurst	9 May, 1890	Deane, J. C.	Burwood Road, Burwood	18 April, 1893
Codrington, A.	6, Botany-street, Woolloomooloo.	23 April, 1890	De Boos, C. E., jun.	Temora	3 Feb., 1888
Cofin, Henry	John-st., South Singleton	22 July, 1885	Dennewald and Sons.	Market-st., Muswellbrook	8 Mar., 1893
Cogden, J. H.	Peak Hill	21 Oct., 1890	Denniss, A.	Garfield, Goulburn	14 May, 1892
Cohen, Alfred	190, Missenden Road, Camperdown.	8 Dec., 1891	Denwood, I. P.	187, Parramatta Road, Leichhardt.	12 Dec., 1892
Cole, J.	Enmore Road, Newtown	6 Feb., 1875	Dewey, Mrs. E.	80, Glenmore Road, Paddington.	26 Feb., 1887
Coleman, Edmund	Newtown, Lismore	5 July, 1884	Dick, G. G.	Wardell Road, Dulwich Hill	26 Sept., 1891
Colless, A.	Penrith	25 Mar., 1892	Dight, D. H.	Corner of Morehead and Redfern Streets, Redfern	29 Mar., 1886
Collins, W. H.	Lawrence	6 Dec., 1889	Dimnock, Thomas	General Printing Office, West Maitland.	13 Aug., 1880
Collins, J.	82, Bathurst-street, Sydney	30 May, 1892	Dingwall, Mrs. Mary.	587, Crown-st., Surry Hills	24 Mar., 1893
Conley, W. G.	George-street, Singleton	18 Feb., 1892	Dixon, Thomas	Farramatta	31 May, 1870
Condon, D.	"Yarranbah Hotel," between Narrabri and Col-larenebri.	2 Dec., 1892	Dixon, E.	Greta	2 Aug., 1875
Coalson, M.	Meehan-street, Yass	1 Nov., 1879	Dodd, A.	Grey-street, Glen Innes	28 Feb., 1877
Connell, M.	Taree	16 Nov., 1893	Dodds, J. E.	George-street West, Sydney	24 Feb., 1893
Connolly, Thomas	443, Oxford-st., Paddington	5 Nov., 1889	Doherty, J.	115, George-street North, Sydney.	18 Dec., 1893
Conyngham, Paul	16, Enmore Road, Newtown	5 Aug., 1886	Don, Mrs.	Steel-street, Hamilton	15 April, 1889
Cook, Mrs.	150, Bullanaming-street, Redfern.	22 May, 1885	Doolan, Thomas	Lismore	6 Oct., 1891
Cook, Mrs. Eliza Ann	Erskineville Road, Macdonaldtown.	20 Aug., 1889	Dowling, P.	Norton-street, Leichhardt	19 Mar., 1886
Cook, E. W.	New Canterbury Road, Petersham.	11 Oct., 1889	Doyle, B.	St. Ignatius College, River-view, Hunter's Hill.	2 Sept., 1890
Cook, G. W.	New Canterbury Road, Petersham.	4 Feb., 1892	Drews, James	Rookwood	29 Sept., 1891
Cooke, H.	Castlereagh-street and Victoria Arcade, Sydney.	6 April, 1892	Drummond, George	299, King-street, Newtown	9 Dec., 1887
Coombe, George	56, Abercrombie-street	5 Aug., 1887	Dugdale, T. W.	Taree	4 Jan., 1876
Coombes, Bros.	55, George-street, Redfern	6 Feb., 1885	Duke, N.	129, Abercrombie-street, Redfern.	5 Dec., 1893
Coonan, T.	Curlewis-st., North Bondi	20 April, 1892	Dummett, G.	197, Glebe Point Road, Glebe.	14 Feb., 1889
Cornes, J. H.	Johnston-street, Annandale	18 Mar., 1891	Duncan, J. L.	Carcoar	30 Oct., 1893
Cornish, J. C.	153, George-street West	29 July, 1882	Dunlop, Henry	Cook's River Road, and Ricketty-st., St. Peter's	4 Feb., 1891
Corrigan, James	3, Marshall-st., Surry Hills	23 Nov., 1891	Dunn, Mrs. S.	Bank-street, North Sydney.	19 Nov., 1886
Cort, R., jun.	Church-street, Parramatta	11 Dec., 1885	Dunn, Miss M. M.	Moss Vale	5 April, 1889
Cost, John	Mansfield-st., West Balmain	6 Oct., 1891	Dunn, Miss Sarah	Tram Terminus, Waverley	17 Dec., 1888
Coulcher, George	Lithgow	13 April, 1891	Dunnage, J. A.	223, Oxford-street, Sydney	28 Aug., 1891
Cowle, A. C.	9, Henderson Road, Alexandria.	13 July, 1892	Duschnitz, M.	Castlereagh-street, near Victoria Arcade.	14 Jan., 1889
Cox, Mrs. F.	Smith-street, Balmain	11 June, 1888	Dwyer, N. C.	Harris-street, Ultimo	16 Sept., 1889
			Dwyer, R.	134, Dowling-st., Woolloomooloo.	3 Aug., 1891
			Dymock, William	428, George-street, Sydney.	10 Sept., 1891

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Eastaughffe, A.	Murwillumbah	7 Mar., 1892	Fry, H. A.	126, Pitt-street	7 May, 1888
Ebbs, W.	Liverpool and Kensington Roads, Summer Hill.	25 Nov., 1890	Fryer, Thomas	Kemp-street, Wallsend	19 July, 1879
Edmonds, W.	39, Glebe Road, Glebe	5 Aug., 1887	Fryer, Thomas	Deniliquin	13 Oct., 1885
Edwards, E.	Wallsend—Plattsburg	15 Dec., 1892	Fuller, C. E., & Co.	375, George-street	21 Sept., 1885
Edwards, T. E.	Port Macquarie	8 July, 1887	Fuller, Messrs.	Walker-st., North Sydney	6 Sept., 1889
Edwards, W. J.	Keppel-street, Bathurst	6 Feb., 1888	Fulton, W. & E.	Penrith	30 Aug., 1886
Edwards, Mrs. H. J.	395, Crown-st., Surry Hills	18 Jan., 1892	Furlong, Mrs. M.	59, Hunter street	30 July, 1885
Egan, Treloar, & Co.	June	25 June, 1889	Furse, T. H.	Central House, Liverpool Road, Ashfield.	8 June, 1891
Ehrlich, W.	Burrows-street, Young	19 July, 1886	Fütterer, A.	60, Union-st., Macdonald-town.	21 Nov., 1887
Ellis, A. H.	William-street, Clyde	15 Aug., 1891	Gagliardi, J. L.	Conder-street, Burwood	26 July, 1892
Ellis, G. S.	7, Hunter-street	19 June, 1889	Galbraith, R. F.	Bourke-street, Goulburn	15 Dec., 1891
Ellis, Richard	Catherine-st., Forest Lodge	21 Oct., 1882	Gale, Arthur	Bourke-st., South Goulburn.	26 Mar., 1888
Ellis, R.	Alfred-street, Milson's Point	30 Jan., 1890	Gamble, Chas.	Pirie-street, Adelaide	13 June, 1888
Emanuel, M. S.	Jubilee Bazaar, Bombala	2 May, 1887	Gardiner, Alice	255, King-street, Newtown	24 Feb., 1893
Emert, William F.	Colyton, Mount Druitt, near Rooty Hill.	9 Feb., 1882	Gardner, Joshua	Johnson and William Streets, Balmain.	8 June, 1891
Emmerson, H.	High-street, West Maitland	18 Oct., 1889	Gargiulo, A.	Elizabeth and Market Sts.	25 April, 1890
Engelen, J. B.	Gundagai	15 Aug., 1881	Gates, Walter	George-street, Parramatta	18 June, 1887
Etherington, Thos.	38, Queen-st., Woolahra	16 Jan., 1893	Gavin, Miss E.	Coolac	15 Oct., 1890
Eustace, H.	444, Bourke-street, Surry Hills.	14 Sept., 1892	Gayen, Nicholas	Phelps and Kendall Streets	9 April, 1884
Evans, Alfred J.	Lane Cove Road, Chatswood	9 Aug., 1893	Geary, Henry	Tram Terminus, Enmore	5 July, 1889
Evans, E.	112, Hunter-st., Newcastle	20 April, 1888	Geary, Owen	177, Norton-st., Leichhardt	13 Oct., 1893
Evans, Henry	31, Parramatta Road, North Annandale.	28 Jan., 1893	Gelling, W. E.	344, Pitt-street, Sydney	17 Aug., 1891
Evans, Mrs. M.	Cooma	22 Nov., 1893	Gerdes, H. G. A.	Mansfield-street, Balmain.	27 Nov., 1888
Eve, G.	39, Jesson-street, Alexandria	23 Aug., 1892	Gibbs, A. J.	Imperial Buildings, Oxford-street, Woolahra.	7 Oct., 1892
Eve, George	60, Bay-street, Glebe	16 June, 1893	Giblett Brothers	145, Devonshire-street	11 Aug., 1890
Eve, Jas.	149, King-street	13 Nov., 1877	Gibson, Mrs. M.	6, Australia-st., Newtown.	28 Nov., 1892
Eve, J.	39, Jesson-street, Alexandria	31 Oct., 1892	Gibson, Mrs. P.	Milson's Point Arcade, North Sydney.	1 Dec., 1887
Eveleigh	Porter in charge, Railway Platform.	17 Mar., 1884	Gibson, Peter	Corner of Vista-street and Military Road, Mosman.	31 Aug., 1893
Eves, I.	East Maitland	20 Dec., 1892	Gidley, William	Charlotte-street, Ashfield	13 July, 1891
Eyre C.	Accountant, "Grosvenor Hotel," Sydney.	20 May, 1892	Gilbert, G.	Beaumont-street, Hamilton.	3 Nov., 1892
Ezold, E.	Lyons Road, Drummoyne	13 Mar., 1889	Gladwin, E.	South Singleton	3 Feb., 1892
Faddy, William	Nowra	11 April, 1893	Glennie, G.	Beattie-street, Balmain.	14 April, 1890
Fagg, E. H.	45, King-street, Newtown	16 Oct., 1888	Glennie, Peter	Crisp & David Sts., Albury	20 Oct., 1891
Fairbairn, Mrs. C. L.	Addison Road, Marrickville	4 Aug., 1882	Goddard, John A.	Harris Park, Parramatta	29 Mar., 1889
Fairfax & Sons	Hunter and Pitt Streets	5 April, 1864	Godwin, H. and G.	Eskbank, Lithgow	18 Mar., 1892
Fallick, Mrs. E. H.	No. 1, Carrington Buildings, Monara-st., Queanbeyan.	2 May, 1887	Goldsmid, L. L.	Tramway Waiting Room, Moore Park.	16 Nov., 1892
Farraher, Mrs. A.	Bayswater Road, Rushcutter's Bay.	9 Feb., 1892	Goldsmith, F.	Corner of Darling and Elliott Streets, Balmain.	13 May, 1892
Fasher, A. S.	Lachlan-street, Hay	10 Sept., 1889	Goldstein, Albert	231, George-street	14 July, 1880
Faust, Nicholas	St. Mary's	30 Oct., 1891	Goldsworthy, J.	285, King-street, Newtown	16 Jan., 1893
Fawcett, A. W.	Argent-street, Broken Hill.	28 Dec., 1889	Good, Edward	Bourke	13 June, 1883
Ferguson, T.	Wingello	17 Oct., 1890	Goodwin, Albert	Corner of Bondi Road and Paul-street, Waverley.	8 Oct., 1880
Ferrington, J.	Darling-street, Tamworth	9 Aug., 1893	Goodwin, Peter	Grafton-street, Goulburn	8 Dec., 1884
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1894	Gordon, & Gotch	357, George-street	8 April, 1865
Fife, Mrs. F.	Crown and Keira Streets, Wollongong.	23 Dec., 1890	Grace, A. J.	Bando, near Gunnedah	21 Jan., 1891
Figgis, James	8, King-street, Sydney	26 Oct., 1893	Graham, Helen	Railway Refreshment Room, Queanbeyan.	2 May, 1892
Finn Bros. & Co.	586, George-street, Sydney	17 April, 1891	Graham, H.	Carrington	17 Aug., 1888
Finn, J.	59, Booth-street, Annandale	26 Feb., 1892	Graham, Robert	Belltrees, Scone	6 June, 1890
Finnie, Mary	4, Montagu Chambers, corner of Hunter and Elizabeth Streets.	3 May, 1888	Graham, Thomas	Jane-street, Randwick	14 April, 1891
Firkins, T. F.	140, Oxford-st., Paddington	2 Aug., 1893	Graham, Mrs.	Naremburn, North Sydney	27 April, 1892
Fisher, J. C.	2, Colonnade, Granville	6 Oct., 1888	Granville	Railway Station-master	17 Mar., 1884
Fisher, Walter	Botany Road, Waterloo	24 Oct., 1890	Gregory, W.	197, Glenmore Road, Paddington.	14 Mar., 1891
Fitzgerald Bros.	George-street, Launceston, Tasmania.	21 May, 1891	Green, E.	167, Crown-street, Woolloomooloo.	2 Dec., 1892
Fitzgerald, Miss M. M.	94, Elizabeth-street, Sydney	12 May, 1893	Green, James	Burwood Road, Burwood	19 May, 1882
Fitzpatrick, A.	Belmore Road, Randwick	27 Oct., 1893	Greenberg, H.	104, Goulburn-street	12 May, 1886
Folbigg, W. J.	Maclcan	8 Oct., 1886	Greenland and Caddy	314, Elizabeth-st., Sydney	10 May, 1892
Foley, E.	Raymond Terrace	25 Nov., 1893	Greenstreet, Thos.	Myrtle Creek, on the Lawrence and Casino Road.	31 Oct., 1883
Fong, Mrs. Margaret.	Broken Dam, near Temora	12 Jan., 1891	Gregory, I. W.	Baylis-st., Wagga Wagga	29 Dec., 1892
Ford Brothers	129, Glebe Road, Glebe	3 June, 1892	Greig, J. S.	Tram Terminus, Enmore	1 Feb., 1889
Ford, S.	Church-street, Parramatta	16 Jan., 1890	Grierson, Thomas	Elder-street, Lambton	21 June, 1889
Forster & Levingstone	55, Oxford-st., Paddington	3 May, 1893	Grieve, G. J. & Co.	79, King-street	14 Jan., 1889
Fortier, William, junr	101, Macquarie-street South	19 July, 1884	Griffiths, Richard	Woonona	8 June, 1893
Foster, F. M. C.	Maclcan	23 June, 1892	Grimley, Peter	Military Road, North Sydney	5 Oct., 1887
Foster, H. N.	144, William-street, Woolloomooloo.	5 July, 1880	Grocock, Mrs.	85, Castlereagh-st., Redfern	16 July, 1887
Foster, T.	223, Oxford-street, Sydney	12 Oct., 1891	"Grosvenor Hotel"	Church Hill, the Telegraph Operator at.	9 May, 1889
Fountain, John	Belmore Road, Randwick	11 Mar., 1889	Guild, John	St. Mary's, South Creek	6 Sept., 1880
Fowles, Geo.	Buckland-street, Waterloo	27 Mar., 1876	Gunn, D.	Marrickville Road, Marrickville.	15 Sept., 1893
Fox, E. J.	West & Holtermann Streets, North Sydney.	22 June, 1887	Gyles & Buzza	Sanger-street, Corowa	3 Aug., 1892
Foxall, William	92, Oxford-street	28 Feb., 1881	Hackett & Day	Mitchell-street, Bourke	8 Feb., 1892
Foxall, W. S.	Auburn-street, Goulburn	24 Feb., 1890	Hade, W. C.	Newbridge	2 May, 1890
Franca, Mrs.	Market-street, Mudgee	1 Dec., 1891	Haigh, T.	Bathurst-street, Condobolin	5 Nov., 1891
Francis, Thomas	45, Reynolds-st., Balmain	5 Feb., 1889	Hailes, Mrs. Mary	Corner of Glebe Road and Mitchell-street, Glebe.	4 May, 1892
Franklin, H. J.	5, Bond-street	21 Sept., 1888	Hain, G. F.	Chinchen-street, Islington, Newcastle.	9 June, 1892
Freeman, Mrs. Fanny	2, Excelsior-st., Leichhardt	13 April, 1893	Hall, H.	51, George-street, North	14 Oct., 1885
French, W.	17, Bennett-st., Surry Hills	5 Oct., 1880	Hall, Maggie	93, Brougham-street, Glebe	28 Feb., 1887
Friedman, A.	Armida	28 Mar., 1892			
Fry, E. M.	West-street, North Sydney	30 May, 1889			
Fry, T. H.	Waverley Station, Crudine	23 April, 1883			

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Hall, R. L.	Hannell and Albert Streets, Wickham.	4 Sept., 1890	Holden, William	Patton-st., South Broken Hill.	31 Jan., 1893
Hall, William	Mudgee	24 Oct., 1879	Holland, Jane	Elizabeth and Sutherland Streets, Paddington.	24 Feb., 1890
Hall, C. A.	Strathfield	6 April, 1888	Holt, Joseph	George and Harris Streets, Parramatta.	25 Feb., 1890
Hallam, F.	Corner of Bailey-street and Enmore Road, Newtown.	15 Aug., 1893	Holwell, Mrs. T.	Raymond Terrace	23 Mar., 1893
Hamilton, P.	Derby-street, Walcha	21 Nov., 1890	Homan, E. M.	West Maitland	26 Nov., 1888
Hamilton	Railway Station-master	12 Sept., 1884	Homebush	Railway Station-master	17 Mar., 1884
Hanks, John	Cook's River Rd., St. Peters	22 April, 1891	Hooke, E.	Durham-street, West Kingston, Petersham.	31 Oct., 1892
Hanly, James J.	379, Dowling-st., Moore Park	29 Mar., 1888	Hopfe, F.	Bayliss-street, Newtown, Wagga Wagga.	9 May, 1890
Hannell & Co.	Hunter-st. West, Newcastle	7 April, 1892	Hordern, J. L.	211, Pitt-street	17 Mar., 1877
Hardcastle, A.	35, King-street	25 Nov., 1889	Howard & Co.	66, Queen-street, Woollahra	15 Sept., 1893
Hardwick, W. B.	Katoomba	25 Oct., 1889	Howard, F. C.	Birch Grove Stores, Cove & Grove Streets, Balmain	14 July, 1891
Hardwick, A. J.	Hillgrove	30 Nov., 1889	Howard, Charles	Kingsgrove, Hurstville	7 May, 1889
Hardy, George	Lambton Heights, Lambton	25 June, 1890	Howard, James	Opal-street, Goulburn	26 Feb., 1891
Hardy, R. E.	303, Elizabeth-street, corner of Goulburn-street.	9 Mar., 1882	Howatt, Mrs.	Perry-street, Mudgee	18 Oct., 1892
Hare, W. H.	433, King-street, Newtown	26 Feb., 1891	Howley, J.	Birkenhead Road, Drummoyne.	10 Nov., 1892
Harle, J. N.	Tram Terminus, Newcastle	19 Nov., 1890	Hudson, A. J.	Paddington	21 April, 1887
Harper, P.	170, Oxford-st., Paddington	21 July, 1888	Hudson, Martha	Corner of Botany-street and Oatley Road, Moore Park.	18 July, 1887
Harper, T. J.	373, Bourke-street, Darlinghurst.	20 Jan., 1890	Hudson & Walker	Blackheath	18 Oct., 1888
Harris, S. G.	Town Hall Arcade, Glen Innes.	3 June, 1890	Hughes, A. J.	70, Western Road, West Balmain.	8 June, 1892
Harris, S. G. & Co.	Inverell	21 Jan., 1893	Hughes, T. F.	Dean-street, Albury	25 April, 1892
Harris & Co.	Nyngan	14 Nov., 1888	Hughes, W.	Bong Bong-street, Bowral	26 May, 1892
Harrison, T.	Corner of Landsdowne and Marlborough Sts., Surry Hills.	4 Jan., 1889	Humby, F. C.	1. Queen-street, Woollahra	29 Nov., 1893
Hart, P. W.	Kempsey	23 April, 1888	Hunt, Edward	Oberon	17 Oct., 1887
Hart, C. L.	Mail Contractor, Tumut and Kiandra Road.	6 Nov., 1888	Hunt, H.	East-street, Narrandera	29 Oct., 1887
Harvey, Charles	Rouse-street, Tenterfield	27 April, 1887	Hunt, Mrs. E. L.	Victoria Road, Marrickville	8 Jan., 1892
Harvey, Samuel	Corner of George and Harris Streets, Parramatta.	7 Sept., 1886	Hunt, T. and C.	Randwick	7 Nov., 1889
Hawkins, G.	Lilyvale, Illawarra Railway Line.	18 Jan., 1892	Hunter, W. C.	Wagga Wagga	19 July, 1869
Hawkins, Mrs. J.	6, Newtown Road, Darlington	25 Mar., 1884	Hunter, G.	Dean-street, Albury	23 July, 1889
Hayes, E. J.	79, Elizabeth-street	9 Dec., 1886	Hurd, William	Railway Road, St. Peters	25 Nov., 1891
Hayes, Mrs. Bridget.	Emma-street, Leichhardt	11 Sept., 1889	Hutchison, Isabel	Corner of Market and Elizabeth Streets, Sydney.	6 July, 1892
Hayes, C. H.	Sec., Sydney Exchange	30 June, 1880	Hutchinson, H. L.	718 George-st., Haymarket.	24 July, 1884
Hayes, W. and E.	Millthorpe	28 June, 1893	Hutchinson, R. J.	Orange Plains, Dandaloo	22 Oct., 1891
Hearle, F. A.	80½, Princes-street	3 Aug., 1883	Huxley, W.	10, Swanson-st., Erskineville	23 Nov., 1891
Heath & Co.	Moama	20 Jan., 1893	Ibberson, G. H.	Crane and Broughton Sts., Concord.	3 July, 1889
Hegerty, J. F.	74, Oxford-st., Paddington.	1 July, 1887	Inglis, Thomas	Skinner's-st., South Grafton	18 June, 1867
Heinze, H. C.	Corner of Elizabeth and Hunter Streets.	31 Oct., 1888	Innes, Robert	121, George-st. West, Sydney	29 Jan., 1891
Heming, F.	22A, Oxford-st., Paddington	24 Nov., 1893	Isaacs, J.	19, Macquarie-place, Sydney	5 Jan., 1893
Henderson, P. & J.	Mount Vernon-st., Forest Lodge.	8 Oct., 1883	Ismay, J. E.	King and Lord Streets, Newtown.	24 Jan., 1889
Hennessy, Rev. J. D.	80, Hunter-street	6 Aug., 1886	Ivess, J.	Dean-street, Albury	28 June, 1889
Hepburn, William	Argent-st. South, Broken Hill.	15 April, 1893	Jack, Ah	Charles Creek, Windeyer	19 April, 1893
Herbert, H. & Co.	Peak Hill	16 Oct., 1890	Jackson, F. A.	26, Palmer-street, Balmain	2 Aug., 1893
Heron, Thos. & Co.	Parragundy, <i>via</i> Bourke	19 Oct., 1893	Jackson, J. E.	229, William-street	1 June, 1885
Heslop, A. J.	Tram Terminus, Enmore	31 Dec., 1891	Jaconi, Antonio	69, King-street	13 June, 1890
Hewitson, P.	Upper Crown-street, Wollongong.	25 Mar., 1892	James, Alfred	Falcon-st., North Sydney	12 Oct., 1893
Hewitt, W. A.	Blane-street, Newcastle	25 April, 1884	James, John	Westmoreland-street, Forest Lodge.	9 Sept., 1882
Heyde, A.	Forbes	10 May, 1888	Jarvey, G. M.	Tamworth	16 May, 1887
Hibbard and Haines	Port Macquarie	30 June, 1891	Jarvis, Mrs. Mary	2, Charles-st., Forest Lodge	4 Oct., 1889
Higginson, J.	Miller-street, North Sydney	8 Nov., 1892	Jausen, Sarah	1, Phelps-st., Surry Hills	26 July, 1887
Higson, W.	Railway-terrace, Lewisham	15 Nov., 1889	Jaye & Freeman	Keppel-street, Bathurst	28 July, 1888
Hilder, H. S.	39, George-st. West, Sydney	8 June, 1893	Jaye, James	Lawson-street, Balmain	13 May, 1882
Hill, Frederick	Liverpool	14 Aug., 1893	Jeater, W.	Corner of Randle and Wilson Streets, Newtown.	31 Oct., 1892
Hill, George	796, George-street	13 Feb., 1877	Jeffery, C.	Military Road, North Sydney	12 Aug., 1892
Hill, George	131, George-street West	12 June, 1890	Jeffery, W. J.	Corrimal	2 Dec., 1891
Hill, George M.	130 William-st., Woolloomooloo.	8 Aug., 1889	Jeffery, W. N.	Auburn-street, Goulburn	16 May, 1890
Hill, George	44, Gloucester-street	22 June, 1883	Jennett, M.	118, Liverpool-street	12 Jan., 1889
Hill, J. W.	Windsor-street, Richmond.	24 June, 1889	Jennings & Co.	Dean-street, Albury	10 Oct., 1893
Hill, W. G.	Corner of Avoca and Rae Streets, Randwick.	25 April, 1892	Jennings, G.	Enmore Road, Enmore	18 Aug., 1893
Hillman, W. F.	Corner of Enmore and Victoria Roads, Marrickville	7 Mar., 1893	Jennings, R.	129, Elizabeth-st., Redfern.	30 April, 1883
Hillyer, J.	Addison Road, Marrickville	8 May, 1891	Jex, Mrs. E.	West Kempsey	14 June, 1892
Hinchcliffe, S. A.	Waterloo	2 Aug., 1875	Johns, Franz	Blue's Point Road, North Sydney.	21 Mar., 1881
Hindson, Richard	Moulamein	23 May, 1889	Johnson, J. A.	Reynolds-street, North Goulburn.	14 June, 1890
Hines, John	101, Devonshire-st., Sydney	4 April, 1893	Johnson, Ralph	190, William-street, Woolloomooloo.	22 July, 1887
Hip War & Co.	Botany Road, Alexandria	23 April, 1891	Johnson, Mrs. S.	Neville-street, Marrickville	19 Mar., 1891
Hobbs, H. G.	Bulli	25 July, 1892	Johnson, R.	Islington, Hamilton	16 Mar., 1888
Hobson, John, & Son	Beaumont-street, Hamilton	24 Mar., 1886	Johnston, D.	Corner of Phillip and Gladstone Streets, Enmore.	14 Feb., 1887
Hodd, J.	Alfred-street, North Sydney	14 Sept., 1892	Johnston, D.	Phillip-street, Enmore	31 Dec., 1891
Hodge, S.	Corner of Bentinck & Piper Streets, Bathurst.	4 Oct., 1889	Johnston, W., sen.	Parramatta Rd., Homebush	26 June, 1893
Hodgkinson, James	242, South Head Road, Paddington.	15 Feb., 1882	Johnstone, W.	Watson's Bay	9 June, 1890
Hogan, Peter John	New Canterbury Road, Marrickville.	2 May, 1884	Jonas, H.	58, Walker-st., Nth. Sydney	9 Jan., 1892
Holcombe, R. S.	Pilliga	20 June, 1892	Jones, George	318, Elizabeth-street South, Sydney.	12 May, 1893
Holden & Matthews	115, Regent-street, Redfern	14 April, 1890	Jones, J. R. & A.	Bathurst	22 April, 1886
			Jones, T.	Military Rd., North Sydney	9 Aug., 1892

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Jones, W. G.	Ashfield	10 Aug., 1880	Lindsay A.	47, Pitt-street, Sydney	19 Feb., 1892
Jones, W. H.	Milton	3 Dec., 1888	Little, Isaiah	47, Union-street, Newtown	26 Nov., 1889
Jones, W.	235, Elizabeth-st., Redfern	5 Feb., 1891	Little, W. B.	276, Castlereagh-street	23 April, 1887
Jones & Wallace	Bong Bong-street, Bowral	21 Jan., 1890	Little, John	Young	6 Mar., 1891
Joseph, Charles	Howick-street, Bathurst	16 Oct., 1883	Lloyd, H.	New South Wales Railway	7 Jan., 1882
Joseph, F.	Campbelltown	6 Sept., 1893		Bookstall Company, Railway Stations, Redfern, Newcastle, Parramatta, Granville, and Ashfield.	
Judd, J.	South Broken Hill	1 Dec., 1892		Nelson-street, Plattsburg	4 Oct., 1889
Judd, James	Argent-street South, Broken Hill	26 June, 1893	Lochrin, William	Auburn-street, Goulburn	3 Nov., 1887
Jurley, Mrs. E. C.	New Canterbury Road, Petersham	19 Oct., 1889	Locke, James	29, Foveaux-st., Surry Hills	26 April, 1893
Kammel, F. jun.	Liverpool	10 April, 1889	Lonerigan, L.	Goulburn	1 April, 1890
Kellick, James	87, King-street	20 Dec., 1887	Long, Edward	502, George-street	15 Mar., 1880
Kelly, T.	Marion-street, Leichhardt	21 Mar., 1892	Love, James R.	Walcha	3 Jan., 1888
Kennedy, William	Charlotte-place, Sydney	15 July, 1891	Love, John	Gundry, Moruya	9 July, 1892
Kenniff, Mrs. M.	127, Mansfield-st., Balmain	4 Feb., 1891	Love Mrs. M. R.	Lockey-street, Summer Hill	24 Nov., 1891
Kenny, P. J.	Cooma-street, Yass	20 Mar., 1890	Lucy, Thomas	Corner of Bridge & Phillip Streets.	16 July, 1885
Kerins, J.	Hill and M'Kenzie Streets, Leichhardt	22 Aug., 1888	Luigi, Garino	99, Devonshire-st., Strawberry Hills, Sydney.	15 Mar., 1893
Kershaw, A., junr.	Crookwell	6 Nov., 1890	Lakins, J.	Railway Parade, Kogarah	10 June, 1889
Kevin, E. A.	George-street, Camperdown	8 Sept., 1890	Lumb, P.	Luntvale, Tarcutta	19 Jan., 1871
Kidd, W. L.	108, Darby-st., Newcastle	3 Aug., 1892	Lunt, Thomas	482, Bourke-st., Surry Hills	22 Sept., 1880
Kilborne, M. L.	George-street, Bathurst	10 Jan., 1883	Luscombe, Richard	110, Morehead-st., Redfern	8 July, 1891
Killick, H. O.	Rockdale	16 Oct., 1890	Lynn, Robert	837, George-street, Sydney	22 Sept., 1893
Killop, E.	Fruit Markets, Bathurst-street, Sydney	16 June, 1892	M'Auliffe, John	Hannell-street, Wickham	29 Dec., 1892
Kinane, A.	429, Liverpool-street	29 June, 1886	M'Beath W.	Corner of Crown and Goulburn Streets, Surry Hills	26 Sept., 1883
King, E. F.	544, Bourke-st., Surry Hills	14 July, 1880	M'Cann, Charles	86, Pitt-street, Sydney	29 Mar., 1893
King, Geo.	Alfred-street, North Sydney	16 Aug., 1888	McCarron, Stewart, & Co.	Crescent-street, Balmain	20 Sept., 1884
King, Captain George	New Hebrides	6 June, 1890	M'Caskie, John	Stewart-street, Bathurst	23 Feb., 1892
King, I. F.	386, George-street	25 April, 1889	M'Colm Mrs. M.	22, Newtown Road	12 Nov., 1888
Kirby, Mrs. S. J.	545, George-street, Sydney	29 Jan., 1892	M'Cowan, Mrs.	Nelson-street, Wallsend—Plattsburg.	21 Sept., 1892
Kirby, Mrs. S. S.	85, Market-street	11 Oct., 1878	M'Crea, —	416, George-street, Sydney.	29 April, 1889
Kirkham, James	Old Canterbury Road, Summer Hill	26 May, 1893		Liverpool and Barcom Streets, Darlinghurst.	
Kline, John	Campbell's Hill, West Maitland	23 Oct., 1886	M'Crede & Philip	Railway Refreshment Room, Albury.	20 July, 1891
Kluge, Charles	47, William-street	7 Oct., 1880	M'Cree, Mrs. J.	85, Sussex-street	14 April, 1888
Knaggs & Co.	Newcastle	29 June, 1865	M'Cutcheon, H.	High-street, West Maitland	22 July, 1882
Knight, C.	118, Oxford-st., Paddington	4 Nov., 1892	M'Donald A.	Corner of Burwood Road, Burwood.	28 Feb., 1883
Knowles, E. H.	209, Sussex-street	2 Nov., 1874	M'Donald, A. D.	Keppel-street, Bathurst	7 July, 1890
Knox, Joseph	Hereford-st., Forest Lodge	8 Dec., 1881	M'Donald, E.	Goulburn	17 July, 1884
Koepfen, Emil	The Meat Works, Bourke	4 April, 1893	M'Donald, Mrs. E.	Woodville Road, Granville	23 April, 1889
Kollias, Kemos	Victoria-st., Darlinghurst	14 Dec., 1882	M'Donald, Mrs. Jane	Enmore Road, Newtown	10 July, 1883
Koche, Henry	Clinton-street, Goulburn	24 April, 1891	M'Dowell, John	67, Lower George-street	9 Sept., 1886
Kullmer, H. W.	"Huon," near Jindera	10 May, 1887	M'Glew, Mrs. E. A.	Main-street, Mittagong	11 May, 1891
Kum On	Church-street, Parramatta	8 Jan., 1892	M'Glinchey, Peter	Harris and M'Arthur Streets, Ultimo.	23 Nov., 1891
Lambert, E. K.	John-street, Singleton	25 Nov., 1891	M'Glynn, J.	Pictou	14 Mar., 1891
Lamy, C. J.	86, Redfern-street, Redfern	25 Nov., 1892	M'Goveran, James	Argyle-street, Pictou	6 June, 1892
Lang, William	12, Carlton-terrace, Irwin-st., off Abercrombie-st.	23 June, 1881	M'Gregor, Thomas	88, George-st. West, Sydney	5 Oct., 1893
Langer, Rudolph	Newcastle	19 Feb., 1886	M'Griner, T.	Quirindi	25 Mar., 1890
Langley, H. C.	190, King-street	16 Jan., 1890	McInerney, Ellen	Codrington-street and Darlington Road, Darlington	8 Aug., 1889
Lassan, E.	Oxford-street, Waverley	16 June, 1892	M'Intosh, P. & Co.	Parramatta	20 Aug., 1889
Lassetter & Co.	70, York-street, Sydney	1 Feb., 1892	M'Kay, F. M.	Parke	29 April, 1891
Latimer, J.	Carp-street, Bega	15 Nov., 1892	M'Kee, John	The Junction, near Tuena	26 Oct., 1893
Laureana, F. A.	Cobargo	20 Oct., 1891	M'Kellow, C. H.	Clarinda-street, Parke	27 Jan., 1893
Lawrence, J.	Herbert-street, Marrickville	16 July, 1888	McKenzie, Mrs. A.	Lower Fort-street	23 Mar., 1881
Leary, John	7, Raglan-street, Darlington	14 Aug., 1893	M'Kune, W.	140, Pymont Bridge Road	11 May, 1888
Lee, A. S.	Summer-street, Orange	21 Aug., 1888	M'Lean, D.	147, Redfern-street, Redfern	23 May, 1890
Lee, John	The Junction	18 Feb., 1886	M'Leare & Gilpin	49, Liverpool-st., Sydney	17 Feb., 1892
Lee, Sam	108, Cumberland-street, Sydney	13 Sept., 1893	M'Leish & Tanner	Parramatta Rd., Petersham	12 Aug., 1882
Lee, W.	122, Denison-st. Camperdown	18 Nov., 1892	M'Mahon, F. J.	23, Good Hope-street, Paddington.	25 Feb., 1885
Lee & Ross	53, Market-street	14 June, 1879	McManus, A.	1, Holt-street, Surry Hills.	23 Mar., 1893
Leigh, S. T. & Co.	155, Clarence-street	19 Aug., 1891	M'Millan D.	Gernanton	1 Dec., 1892
Leighton, J.	379, Liverpool-street, Darlinghurst	22 Feb., 1888	M'Neil, Miss M. Y.	Macquarie-street, Liverpool	9 Feb., 1891
Le Maire, A. S.	Victoria Arcade	23 Nov., 1888	M'Neil, J.	70, Sussex-street	20 Mar., 1860
Lemcke, E.	Corner of Elizabeth and Sutherland Streets, Paddington.	9 Mar., 1893	McNeil, Miss	Marrickville Rd., Marrickville.	27 Sept., 1893
Lensi, Peter	215, Parramatta Road, Leichhardt	2 Dec., 1893	Macalpine, Archibald.	Mosman's Bay	1 Oct., 1887
Leslie, W. C.	Darling Road, Balmain	22 Aug., 1881	Maedonald W. A.	Montague-street, Goulburn.	19 April, 1892
Lester, W. H.	Mudgee	29 Jan., 1889	Maedonald, W. H.	"The Store," Mount Vincent.	8 Oct., 1887
Letson, James	37, Bourke-street, Woolloomooloo.	12 Nov., 1888	Maedonald, J. M.	Bathurst	8 Nov., 1886
Levy & Scott	189, Oxford-street	8 Nov., 1886	Macedonaldtown	Railway Station-master	17 Mar., 1883
Lewin, C. J.	213, George-street North	23 Feb., 1886	Mackenzie, M.	Deniliquin	24 Sept., 1888
Lewin & Berg	307, George-street	7 Aug., 1884	Maclardy, W. M.	319, George-street	30 June, 1888
Lewis, Mrs. Emily	St. Mark's	24 Nov., 1883	Macnamara, Miss E.	Olive-street, Albury	19 Oct., 1888
Lewis, A.	310, George-street	7 July, 1886	Macreedy, Hugh	King-street, Newtown	20 July, 1880
Lewis, G. E.	Mitchell-street East, Bourke	3 April, 1890	Maddock, W.	381, George-street	6 Aug., 1863
Lewis, Mrs. Julia	Rankin-street, Forbes	7 Dec., 1891	Madsen, M. D.	Corner of Raglan and Botany Streets, Waterloo	27 Oct., 1893
Lewis, M.	Narrabri	31 Mar., 1892		Corner of Mark and Mary Streets, Hunter's Hill.	4 Dec., 1893
Lewisham	Railway Station-master	19 Nov., 1887			
Ley, David	East Maitland	9 April, 1885			
Linden, George	Tram Terminus, Marrickville.	23 Jan., 1893			
Lindsay, George	Scott-street, Newcastle	4 May, 1893			

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Malton, H.	Blue's Point Road, North Sydney.	23 Feb., 1893	Morrison, Mrs.	48, Redmond-st., Leichhardt	14 Mar., 1891
Malvern, J. B.	Havilah, near Dungaree	28 Aug., 1891	Morison & Daley	The Corner, Wagga Wagga	6 Aug., 1887
Manfredi, G.	Rouse-street, Tenterfield	10 Feb., 1888	Mort, Mrs.	Hannell-street, Smedmore, Wickham	3 Mar., 1893
Mannal Brothers	High-street, West Maitland	5 Nov., 1892	Morton, J.	Forest Road, Arncliffe	13 May, 1892
Manning, Mrs. A.	49, Iris-street, Paddington.	28 Oct., 1892	Moss, Moss	226, Pitt-street, Sydney	3 Jan., 1893
Manning, Mrs.	S. Oxford-street	10 Aug., 1880	Mossop, J.	89, Albion-st., Surry Hills	7 Mar., 1887
Manson, Mrs. Mary	Elizabeth-street, Waterloo.	10 Nov., 1890	Moulds, W.	Bent-st., Milltown, Bathurst	8 Feb., 1886
Mantle, W. J.	426, Harris-street, Ultimo.	21 Mar., 1890	Mountford, Martha	4, Cooper-st., Surry Hills	3 Aug., 1887
Marchant S. T.	Church and Phillip Streets, Parramatta.	25 July, 1892	Moxham, Small & Co.	Walker and Blue Streets, North Sydney.	12 Dec., 1890
Marcus, Louis	62, Botany-street	4 Nov., 1880	Mullany, P. and Co.	Katoomba	24 Oct., 1884
Marcus & Andrew	13, Bridge-street, Sydney	17 Sept., 1891	Mullens, Katie	68, Hunter-street	5 July, 1887
Marks & Ferguson	Ashfield	29 Jan., 1884	Müller, H.	Evans-street, Balmain	24 Jan., 1888
Marshall, J.	Sydney Road, Clyde, near Granville.	23 Mar., 1888	Mulvey, G. W.	Blane-street, Newcastle	12 Dec., 1887
Marshall, John	Hoxton Park	7 Oct., 1890	Mumford, Mrs. L.	Baylis-st., Wagga Wagga	29 April, 1890
Marshall, J. S.	124, Market-street	19 June, 1880	Mumford, W. H.	Kempton-street, Rockdale.	23 June, 1891
Marshall, L. D.	Howick-street, Bathurst	1 Nov., 1886	Munroe, Capt. J. E.	S. S. "Croydon," New Hebrides.	21 Sept., 1891
Martin, A. D.	Aneityum, New Hebrides.	28 July, 1891	Murdoch, R.	35½, George-street West, Sydney.	18 Feb., 1893
Martin, John	563, Darling Road, Balmain	11 Mar., 1889	Murphy, Catherine	Crown and Fitzroy Streets, Surry Hills.	5 June, 1891
Martin Brothers	Corner of Bent and Rocket Streets, Milltown, Bathurst	4 April, 1892	Murphy, Jeremiah	Corner of Kent and Liverpool Streets.	20 April, 1887
Mate, T. H. & Co. (Limited).	Albury	9 Sept., 1890	Murphy, Mrs. R. A.	Mittagong	5 Feb., 1892
Mathieson, Peter	Lackey-street, Summer Hill	24 Jan., 1891	Murray, Mrs. Annie	517, Harris-street, Ultimo.	31 May, 1887
Matthes, M.	80, Redfern-street, Redfern	7 Aug., 1890	Murray, John	Keppel-street, Bathurst	30 Jan., 1890
Matthews, D.	Blayney	26 June, 1885	Murray, P.	Cowra	28 June, 1879
Matthews, W. L.	Portman-street, Zetland Estate, Waterloo.	19 Oct., 1887	Murray, George	Ersleville Road, Macdonaldtown.	20 Jan., 1880
Mauder, J.	149, Bathurst-street, Sydney	27 Oct., 1892	Murray & Co.	Burwood	9 Mar., 1887
Maver, George	Riverine House, North Deniliquin.	5 Aug., 1891	Murray, Mrs. M.	34, Missenden Road, Newtown.	31 Dec., 1891
Maxwell, O.	10, Market-street	12 April, 1888	Nash, F.	Old South Head Road, Paddington.	2 Feb., 1883
May, A. M.	409, Bourke-st., Surry Hills	21 Oct., 1891	Nelson, B. R.	North Lismore	1 June, 1892
Mayger, A. J.	Deniliquin	2 Dec., 1891	Nevin, Miss Annie	433, King-street, Newtown	11 Oct., 1890
Meaden, H.	Corner of Kensington and Liverpool Roads, Summer Hill.	1 April, 1892	Newcombe, R. A.	97, Gipps-street, Surry Hills	20 Oct., 1891
Meadows, F.	184, Regent-street, Redfern	26 Oct., 1893	Newland, Thos.	339, Elizabeth-street	13 June, 1884
Meek, W. J. & Co.	12, Cobar Road, Nyngan	19 Sept., 1890	Newman, J. H.	639½, George-street	2 Sept., 1882
Merrett, W.	Raglan-street, Mosman	4 Nov., 1893	Newton, E.	Corner of Bourke & Flinders Streets, Wollongong.	22 Jan., 1892
Merrick, Samuel	Victoria and Liverpool Sts., Darlinghurst.	20 Aug., 1880	Newtown	Railway Station-master	17 Mar., 1884
Metcalf, S.	Mallan, near Moulamein	15 May, 1893	Nichols, E. A.	Paramatta Road, Five Dock	11 Mar., 1892
Meyer, C.	162 King-street, Newtown.	16 May, 1893	Nichols, James	Laura and Hawken Streets, Newtown.	29 July, 1890
Mihell, Mrs. E.	16, Regent-street, Redfern.	16 May, 1891	Nicholson, John	Drake	12 Aug., 1891
Miles, Richard	Young and Telopea Streets, Redfern.	15 July, 1890	Nicoll, J.	Auburn-st., North Goulburn	15 July, 1887
Millard, W.	161, King-street, Newtown	21 Sept., 1893	Nix, George	Hillgrove	7 Aug., 1889
Miller, R. P.	Wagga Wagga	27 Feb., 1890	Nixon, William	Temora	14 Oct., 1887
Miller, G.	48, Darghan-street, Glebe.	20 Sept., 1893	Nixon, G.	Moree	22 June, 1892
Miller, Gilbert	93, Brougham-street, Glebe	20 Sept., 1888	Noake, John	320 & 446, George-street	14 Feb., 1872
Mills, J. M.	Milson's Point, North Sydney.	5 Jan., 1887	Norris, J. W.	Parke-street, Ryde	26 Aug., 1886
Mills, John	Belgrave-street, Manly	4 Jan., 1893	Norris, —	412, Oxford-st., Paddington	23 Aug., 1889
Mills, John	Hercules-street, Ashfield	6 Feb., 1888	Norwood, W. J.	Bathurst	13 April, 1876
Mitchell, Mr.	Corner of Sydenham and Unwin's Bridge Road, Marrickville.	16 May, 1887	Norwood, Arthur	Summer-street, Orange	11 Sept., 1888
Mitchell, C. W.	High-street, West Maitland	4 May, 1893	Nosworthy, Mrs.	Goldsmith-street, Goulburn	10 Oct., 1890
Mitchell, E. F.	Merrigang-st., Upper Bowral	22 June, 1892	Nutman, John	86, Redfern-street, Redfern	29 July, 1891
Mitchell, Mrs.	Parramatta Road, Leichhardt.	10 May, 1887	O'Brien, T. G.	31, Cleveland-st., Darlington	6 Nov., 1891
Mitchell, Mrs. J.	Sydenham Rd., Marrickville	14 Dec., 1886	O'Connor, Mrs. K.	Deniliquin	18 Aug., 1892
Mitchell, T. H.	Elizabeth-street, Croydon	7 Mar., 1884	O'Connor, John	North Deniliquin	1 May, 1893
Mont, E.	Old South Head Road, Waverley	11 June, 1890	Ode, W.	225, Oxford-street	9 June, 1886
Mobbs, W. C.	Ada and Wigram Streets, Harris Park, Parramatta.	5 Oct., 1892	Odman, W. F.	Nyngan	23 Oct., 1888
Modrzynski, A. C.	Walgett	11 Jan., 1893	O'Donnell, C.	Thomas-street, Lewisham	1 April, 1892
Moller, J. G.	Anson-street, Orange	12 Feb., 1891	O'Donnell, Patrick	Peel-street, Bathurst	29 Jan., 1891
Monk, Catherine A.	503, Crown-st., Surry Hills	31 Oct., 1884	Olive, Alfred B.	South-street, Granville	19 Aug., 1886
Montgomery, Hugh	Marulan	17 Sept., 1867	Olliver, E. H.	Cowra	12 April, 1887
Montgomery, William	Cook's River Rd., St. Peter's	23 Nov., 1883	Olsen, Jens	865, George-street, Sydney.	10 Dec., 1891
Moorcroft, J. B.	Cooolabah	18 Jan., 1892	Olsen, Jens	Conder-street, Burwood	11 April, 1893
Moore, George F.	High-street, West Maitland	24 Feb., 1893	O'Mara, Thomas	143, Campbell-street	21 July, 1890
Moore G. M.	Green Gate, West Orange	15 June, 1892	O'Neil, Miss	"Albion House," Monaro-street, Queanbeyan.	16 Feb., 1882
Moore, H. Byron	Exchange, Melbourne	3 June, 1881	O'Reilly, P.	201, Parramatta Road, Leichhardt.	2 Aug., 1892
Moore, J.	554, George-street	23 July, 1886	Orchard, T.	Richmond	16 Mar., 1893
Moorehouse, G.	2, Botany Road, Alexandria	9 Dec., 1884	Orr, J. B.	The Boulevard, Strathfield	26 Aug., 1892
Moran, A.	Union-street, Goulburn	1 Nov., 1889	Orriell, Mrs. H.	Falcon-st., North Sydney	10 Sept., 1883
Morcombe, John	Cowper-street, Waverley	10 Sept., 1885	Osborne, S.	Abercrombie-st., Redfern	25 April, 1892
Mordne, W.	Homebush	22 July, 1887	Osborne, Thomas	Illawarra Road, Marrickville	19 Nov., 1887
More, Mrs. M.	Noah's Ark, Blue's Point Road, North Sydney.	19 Aug., 1893	O'Toole, J.	12, Moncur-st., Woollahra.	21 Feb., 1889
Morgan, Mrs. Francis	Regent-street, Camperdown	16 Mar., 1877	Page, A. J.	Montagu-street, Goulburn.	2 April, 1886
Morgan, Harry	Yurong-st., Wolloomooloo	23 April, 1891	Paine, A. S.	Barwon River, Collarenebri	3 July, 1891
Morland, John	Bungendore	26 Oct., 1893	Palesi, G.	452, Pitt-street South	26 July, 1888
Morris, Henry	19, Macquarie-place, Sydney	22 Sept., 1893	Palmer, Mrs. Henry	104, Missenden Road, Camperdown.	23 Dec., 1889
Morris, T. C.	River-street, Ballina	30 Dec., 1890	Palmer, James	The Railway Parade, Kogarah.	11 Sept., 1886
			Pankhurst, George	Carrington	8 Dec., 1890
			Parker, J.	Burwood Road, Burwood	8 Dec., 1892
			Parker, Thomas	Crookwell	22 Jan., 1891

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Parker, Mrs. Ann	Durham-street, Bathurst	21 April, 1885	Reay, F. W.	Hamilton Road, Hamilton	5 Mar., 1890
Parker, W.	Corner of Underwood and William Sts., Paddington	1 Feb., 1887	Redgate, Wm.	292, Bourke-street	25 Feb., 1873
Parkes, G. J.	226, Point Piper Road, Paddington	12 Dec., 1892	Redshaw, Thomas	96, Dowling-st., Paddington	14 Sept., 1885
Parramatta	Railway Station-master	17 Mar., 1884	Reed, R. G.	Wallace-street, Braidwood	30 Jan., 1892
Parry, John	Maybe-street, Bombala	1 Mar., 1893	Rees, E.	Cambrian House, Stockton	11 May, 1888
Parsons, B. G.	Goulburn	7 Oct., 1887	Rees, W. R.	Brewarrina	27 July, 1891
Parsons, W. H.	79, King-street, Newtown	14 Jan., 1889	Reeve, A. G.	Simmons & Margaret Sts., Enmore	21 July, 1892
Partridge, Mrs. S. A.	Minmi	14 Oct., 1892	Reis, C.	Wilson-street, Albury	25 Nov., 1889
Pascoc, A. M.	409, Bourke-st., Surry Hills	28 Oct., 1891	Reitans, John	8, Charlotte-place	2 Aug., 1888
Pasley, H. A.	Corner of Ross-street and Pymont Bridge Road, Forest Lodge	2 April, 1889	Renforth, Silvey	Sanger-street, Corowa	29 Aug., 1887
Pass, W. A.	Bermagui South	30 Dec., 1892	Rennie, Charles	Rowntree and Cameron Sts., Balmain	12 Feb., 1891
Passavanti, L.	Chanter-street, Berrigan	15 April, 1893	Renouf, Alice J.	23, The Strand, Sydney	23 Oct., 1893
Paton, J. B.	Capertec	27 Feb., 1860	Renouf, A. R.	193, Oxford-street	17 Nov., 1890
Patrick, Parlet	Station-street, Waratah	6 Feb., 1890	Renx, M.	Corner of Kiera and Crown Streets, Wollongong	9 April, 1888
Patterson, A. T.	147, King-street, Newtown	15 Nov., 1884	Reuben, A.	John-street, Singleton	6 June, 1889
Patterson, A. T.	225, King-street, Newtown	21 April, 1890	Richmond, Thomas, jun.	648, Darling-street, Balmain West	20 Sept., 1889
Paul, T. J.	Nelson-st., North Amundale	28 April, 1882	Rickards, John	44, Forbes-street, Woolloomooloo	31 Mar., 1891
Pauls, Adolphe	124, Bathurst-street	20 July, 1889	Riechers, W.	Argent-street, Broken Hill	2 Mar., 1892
Peacock, Mrs. A. E.	102, Darby-st., Newcastle	27 April, 1888	Rigby, W. C.	74, King William-street, Adelaide	9 April, 1891
Pearsall, T.	Ballast Pits, Mcranburn	23 Sept., 1892	Rigden, Mrs. C. L.	403, Crown-st., Surry Hills	13 Mar., 1891
Penfold, W. C. & Co.	183, Pitt-street	3 May, 1886	Rigelsford, D.	Campbelltown	9 Dec., 1892
Pengelly, H.	Talbragar-street, Dubbo	20 Mar., 1893	Risbey, Mrs. Sarah	King-street, Newtown	31 Aug., 1880
Pentecost, H.	Goolih, Gunnedah	28 Sept., 1891	Rix, William	Buena Vista	1 Oct., 1887
Perdriau, G. A.	West and Holtermans Sts., North Sydney	12 Nov., 1890	Ritchie, Mrs. Ann	Avondale, Bobundarah	13 Aug., 1884
Perrin, C.	155, Victoria-street North	30 Nov., 1887	Roberts, A. C.	57, King-street	24 Jan., 1883
Perry, C. H. J.	Oxide-street, Broken Hill	5 Sept., 1893	Roberts, J.	Grosvenor Crescent, Summer Hill	21 Mar., 1890
Pert, W.	Riley's Hill, Broadwater	29 April, 1892	Roberts, T. F.	Yass	10 Mar., 1881
Peters, John W.	Croydon Avenue, Croydon	29 May, 1893	Robertson, Emily	216, Cleveland-street, Chippendale	23 Jan., 1888
Petersham	Railway Station-master	17 Mar., 1884	Robertson, G.	361, George-street	13 Aug., 1878
Petteit, Mrs.	Train-street, Goulburn	18 Mar., 1891	Robertson, G. & Co.	George-street, Sydney	12 Oct., 1893
Petterson, Mrs.	98, Wolfe-street, Newcastle	20 Feb., 1891	Robertson, G. D.	341, Oxford-street, Paddington	13 Jan., 1887
Pfeiffer, W. D.	Pambula	1 May, 1893	Robinson, A. D.	Hunter-street, Newcastle	24 Aug., 1888
Phillips, A.	53, Castlereagh-st., Sydney	29 Aug., 1892	Robinson, F.	Emily-street, Marrickville	30 Aug., 1892
Phillips, A.	277, Pitt-street, Sydney	26 Oct., 1893	Robinson, Margaret	Piper-street, Bathurst	14 June, 1893
Phillips, Joel	64, Market-street	10 July, 1880	Robinson, R. H.	Taree	17 Sept., 1886
Phillips, W. H.	182, Harris-street, Ultimo	22 Aug., 1883	Rock, John	Bowling	15 Aug., 1891
Phillips, Mrs. Rebecca	28, Johnstone-street, North Amundale	7 Sept., 1889	Rodwell, G.	Tram Terminus, Leichhardt	19 Mar., 1886
Phillips, S.	66, Hunter-street	31 Dec., 1889	Roe, William	Secretary, Broad Meadow Co-operative Society, Hamilton	1 Oct., 1887
Pidcock, E. A.	Lackey-st., Summer Hill	29 April, 1892	Rogers, Charles	The Great Arcade, Goulburn	12 Sept., 1887
Pierrelval, P.	98, Surry-st., Darlinghurst	7 June, 1892	Rognini, D.	Gulgong	2 Mar., 1891
Pigott, Patrick	Legislative Assembly, Sydney	6 April, 1887	Rookwood	Railway Station-master	17 Mar., 1884
Pigram, D.	96, Regent-st., Camperdown	18 Jan., 1892	Rooney, M.	Cooma-street, Yass	22 Sept., 1891
Pisani, G.	99, Regent-st., Chippendale	24 April, 1893	Rosario, C.	771, George-street	29 Mar., 1887
Pitkeahly, J. T.	56, Park-street	7 July, 1890	Rose, G. H.	Vulcan-street, Moruya	8 June, 1889
Pitt, R. B.	Alfred-street, North Sydney	30 Nov., 1889	Rose, J.	Bourke	11 May, 1892
Pitt, E. B.	Walker-st., North Sydney	27 Jan., 1891	Ross, James A.	Dean-street, Albury	8 Jan., 1890
Pittmann, Fanny	Dean-street, Albury	18 June, 1887	Ross, David	Francis-street, Rookwood	4 July, 1890
Plummer, George	Dubbo	6 Feb., 1883	Ross Brothers	Kinross, Germanton	15 Sept., 1892
Pohah, J. W.	76, Palmer-st., Woolloomooloo	1 Mar., 1892	Rossiter, E. G.	Clyde, Granville	23 April, 1888
Pollard & Green	Coonamble	5 Nov., 1892	Rothwell, C.	Office of Salvation Army, Goulburn-street	15 Sept., 1891
Polson, W. G.	Germanton	14 Dec., 1888	Routley, W. & T.	22 and 24, Erskine-street	28 Nov., 1889
Poole, W. T.	6, Enmore Road, Newtown	9 Mar., 1893	Rowland, Mr.	Corner of William and Bay Streets, Double Bay	13 Sept., 1883
Porter, G. S.	Edwin-street, Croydon	4 Jan., 1893	Rowley, C. E.	Forbes	11 Nov., 1892
Porter, Robert	Lee-street, Wellington	28 Feb., 1881	Rowley, William	King-street South, Newtown	5 July, 1881
Portman, F.	143, New South Head Road, Rushcutters' Bay	2 June, 1893	Rudduck, S. H.	South Murwillumbah	15 Dec., 1893
Potts, C. J.	Murrumburah	22 May, 1891	Russell, B.	56, Alfred-street, Milson's Point, North Sydney	15 Dec., 1893
Poulton, W. T.	West Maitland	30 Nov., 1881	Rutherford, George	Liverpool Road, Enfield	11 Sept., 1893
Pratt, Mrs. E. O.	86, Glebe Point Road	5 July, 1886	Rutherford, John	532, George-street	15 July, 1890
Pratt, W.	King-street, Newtown	29 July, 1891	Rutty, M.	19, Macquarie-place	8 Sept., 1890
Preston, John	118, Devonshire-street	29 April, 1889	Ryan, John	Lower George-street, Parramatta	12 Jan., 1883
Price, G.	Corner of Foster and Water Streets, Leichhardt	22 Dec., 1893	Ryan, Miss M.	38, Francis-street	17 Sept., 1883
Price, J. B.	Colonnade, Granville	7 July, 1890	Ryan, John	473, Bourke-street, Surry Hills	3 June, 1882
Protheroe, J.	Denison Road, Petersham	12 April, 1887	Sadler, R. J.	Liverpool	11 April, 1892
Pullen, W. T.	Cowper, near Brushgrove	18 Oct., 1880	Sadler, George	Lachlan-street, Hay	1 Feb., 1889
Pullin, John	336, Castlereagh-street	2 Aug., 1880	Salisbury, John	26, Botany Road, Alexandria	1 Feb., 1893
Purchase, Edward	Hillgrove	10 Aug., 1889	Salomon, H. & Co.	Carrathool	10 Nov., 1893
Purnell, E.	Parramatta Rd., Petersham	25 Jan., 1888	Saloti, T.	Waverley Road, Waverley	25 July, 1890
Puttmann, F.	Townsend-street, Albury	14 Oct., 1891	Saltwell, Daniel	193, Glebe Road, Glebe	3 Dec., 1891
Pyke, L.	Summer-street, Orange	5 Sept., 1887	Samuel, Lewis	Harwood Island	24 Aug., 1889
Pymont, Alfred	Hill End	13 May, 1889	Sanday, M.	Lane Cove Road, Chatswood	6 Mar., 1891
Quinn, J. P.	Railway Refreshment Rooms, Armidale and Singleton	4 Mar., 1891	Sandels, W. H.	Corner of Seymour and Lambert Sts., Bathurst	26 Mar., 1888
Quinn, W. J.	George-street, Singleton	2 Oct., 1889	Sandels, W. H.	Keppel-street, Bathurst	12 April, 1892
Radeliffe, W. A.	120, Oxford-st., Paddington	13 July, 1892	Sands, Mrs. Eliza	Queen-street, Woollahra	16 Mar., 1885
Radford, J. S.	Sydney & Swanson Streets, Macdonaldtown	27 Feb., 1891	Sandis, Robert	374, George-street	25 Sept., 1873
Rao, J. B.	Mullens-street, Balmain	7 Feb., 1881	Sappey, A.	Vale Road, Perth	20 Oct., 1892
Rae, Sarah	62, Albion-street, Surry Hills	19 Aug., 1889			
Rapp, T.	10, The Strand, Sydney	6 April, 1892			
Rea, Sydney A.	Argent-street, Broken Hill	27 Dec., 1893			

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Sarina, A.	67 and 69, Mullens-street, Balmain.	12 Aug., 1891	Steed, Mrs. M. A.	Parramatta Rd., Annandale	17 Jan., 1887
Satchell, W. E. G.	Wellington	6 July, 1888	Steed, Gavan A.	Avenue Road, Mosman	15 May, 1893
Saunders, M.	Millthorpe	8 June, 1891	Steenbohm, A. M.	57, Fitzroy-st., Surry Hills	29 Mar., 1887
Sawkins, C. E. & E. A.	Muswellbrook	4 June, 1888	Steer, John	857, George-street West, Sydney.	18 Feb., 1893
Saywell, G. W.	Corner of Farr and Bestie Streets, Rockdale.	2 June, 1892	Stenning, W. A.	Ben Boyd Road, Neutral Bay	7 Dec., 1882
Saywell, T. R.	6, Park-street	7 April, 1863	Stephens, A.	Braidwood	14 July, 1888
Scandritt, Samuel	Church-street, Parramatta.	19 Oct., 1886	Stephens, Morgan	Hillgrove	7 Nov., 1893
Schaaf, O.	Bathurst	29 Oct., 1890	Stevenson, Mrs. A.	Cowra	7 Dec., 1885
Schick, T. F.	Woodlark-street, Lismore	20 Sept., 1890	Stevenson, A. & Co.	Mitchell-street, Bourke	12 Mar., 1890
Schliessmann Bros.	Anburn-street, Goulburn	29 Jan., 1886	Stewart, William Aust.	Goulburn Club, Market Square, Goulburn.	9 May, 1894
Schmidt, Mrs. C.	9, Creek-street, Balmain	14 Jan., 1889	Stütz, F.	Barker-street, Casino	13 Aug., 1883
Schneider, L.	King-street, Newtown	29 April, 1892	Stobo, Thomas	Beecroft	6 Sept., 1893
Schoot, Mr.	341, Oxford-st., Paddington	22 Dec., 1891	Story, H. R.	90, Oxford-st., Paddington	5 June, 1888
Schubert, S.	Warren	19 Aug., 1890	Stove, W. J.	South Head, Wagonga	15 June, 1886
Scott, Alexander	74, Redfern-st., Redfern	16 Mar., 1891	Strathfield	Railway Station-master	21 Dec., 1887
Scott, C.	1, Stanley-st., Camperdown	26 Sept., 1891	Stropach, A.	Corner of Phillip and Elizabeth Streets, Redfern.	26 Oct., 1893
Scott, T. A.	108, Woolloomooloo-street.	22 Jan., 1884	Strong, A.	Elgin-street, West Maitland	28 Sept., 1878
Scott, J.	282, George-street	24 Aug., 1888	Strong, H.	Rous	24 July, 1882
Scott, S. G.	198, Harris-street, Ultimo	29 Dec., 1892	Strong, H. H.	The Corso, Manly	13 Nov., 1893
Scouller, J. & R.	3, Sydney Arcade	6 June, 1888	Strong, John	Balmain	13 Aug., 1887
Scrymgeour & Sons	89, King William-street, Adelaide.	23 April, 1888	Strutton, J. T.	Burwood Road, Burwood	2 July, 1890
Seery, M. J.	64, Great Barcom-st., Sydney	13 Dec., 1893	Stuart, Henry	Ashfield	21 Feb., 1880
Sewell, Christene	Keppel-street, Bathurst	9 July, 1892	Sturt, George	Rockdale	8 June, 1891
Shakespeare, Mrs.	Blayney	26 Oct., 1893	Sullivan, P. J.	Narrabri	16 Jan., 1893
Shannon, T.	Booth-street, Annandale	24 Aug., 1888	Sullivan, P.	East-street, Narrandera	5 Feb., 1890
Sharkey, Lawrence	Parramatta Rd., Leichhardt	1 July, 1887	Sumner Hill	Railway Station-master	17 Mar., 1884
Sharp, F.	Tram Terminus, M'Pherson-street, Waverley.	13 April, 1891	Summers, H. R.	115, Liverpool-street	4 Feb., 1887
Sharp, Thomas	Auburn-street, Goulburn	19 Feb., 1891	Sutton, J. C.	Corner of Walker and Redfern Streets, Redfern.	22 May, 1889
Sharpe, R. M.	Argent-street, Broken Hill	19 Aug., 1890	Swain, E.	Church-street, Parramatta.	29 June, 1891
Shaw, Alexander	Orcean-street, Woollahra	21 April, 1890	Swain, W. J.	14, Bond-street, Sydney	26 July, 1893
Shaw, Mrs. M. A.	131, Regent-street, Redfern	24 Aug., 1891	Swanson, A. G. M.	Ryde	1 June, 1885
Shaw, Robert T.	New Baliarat, Wallsend	10 Mar., 1881	Swindles, S.	Corner of Mary Ann and Jones Streets, Ultimo.	26 Nov., 1888
Shaw, W. H., sen.	Vale-street, Cooma	12 Sept., 1890	Sworn, Charles	Illawarra Road, Marrickville	29 Mar., 1889
Sholl, G.	74, Redfern-street, Redfern	8 Jan., 1891	Syer & Co.	Molesworth-street, Lismore	7 Dec., 1888
Shoobridge, George	Auburn-st., South Goulburn	28 Jan., 1884	Syer, G. C.	Grafton	24 Oct., 1882
Siddens, John	133, Henderson Road, Alexandria.	24 June, 1889	Sykes, Charles	Scone	8 April, 1893
Sill, Mrs. M. A.	Auburn-street, Goulburn	29 Mar., 1887	Sylvester, William	John-street, Singleton	26 Aug., 1889
Simmons, A.	George-street, East Maitland	10 Oct., 1892	Symons, Mrs. E.	415, Crown-st., Surry Hills	12 Feb., 1891
Simmons, G.	Parramatta Rd., Annandale	15 Jan., 1885	Talbot, John R.	13, Botany-st., Surry Hills	2 June, 1893
Simpson, A.	Wynyard-street, Tumut	11 June, 1890	Taylor, J. T.	Naremburn, North Sydney	21 Mar., 1890
Stimpson, James	Jerilderie	12 Dec., 1889	Taylor, Mrs. Mary	259, Parramatta Road, Leichhardt.	15 July, 1893
Sinclair, W. M.	459, King-street, Newtown	6 Jan., 1888	Taylor, R.	106, Wells-street, Redfern	10 Feb., 1890
Singleton, Edward	Oxford-street, Darlinghurst	21 Oct., 1887	Taylor, Thomas C.	Armidale	27 Dec., 1882
Sippel Bros.	520, George-street	7 July, 1871	Taylor, W. H.	Oxide-street, Broken Hill	19 Jan., 1893
Sippell, John	Grenfell	25 June, 1885	Teadale, Andrew	Greta	17 Aug., 1891
Slatter, R.	Corner of Evelyn & Una Sts., Harris Park, Parramatta.	7 Nov., 1885	Telegraph Operator	Stock Exchange of N.S.W., Sydney.	31 Mar., 1890
Small, W. P., Managing Director.	Hôtel Métropole, Sydney	7 Jan., 1892	Telegraph Operator	Redfern Railway Station (J. Thurston).	23 June, 1891
Smart, W.	Corso, Manly	6 June, 1892	Telfair, J. P.	5, Glebe Road, Glebe	23 Jan., 1892
Smith, A.	Church-street, Parramatta.	6 Mar., 1891	Terrey, E. J.	Melbourne-street, East Maitland.	31 Dec., 1887
Smith, A. M.	Maitland-street, Bingara	27 Mar., 1893	Thibault, J.	West Tamworth	26 Sept., 1892
Smith, Mrs. Anne	Summer Hill	2 July, 1891	Thiodon, Minnie	77, Dowling-street, Woolloomooloo.	26 Oct., 1893
Smith, E. T.	Darling Road, Balmain	7 April, 1881	Thomas, George	185, Glebe Point Road	21 Oct., 1890
Smith, H. J.	Forbes	23 Aug., 1887	Thomas, M.	134, Queen-st., Woollahra.	28 Mar., 1892
Smith, H. T.	Burwood	17 Jan., 1893	Thomas, Mrs. T. M.	Main-street, Cudal	21 Jan., 1890
Smith, J.	Lorne-street, Junee Junction	25 April, 1892	Thomson, W.	Cooma-street, Yass	9 April, 1890
Smith, J. F.	Gilgandra	30 Dec., 1880	Thompson, R. A. & Co.	180, Pitt-street, Sydney	12 Dec., 1893
Smith, Thos. L.	399, George-street	28 Jan., 1879	Thompson, W.	Quay-street, Sydney	27 Oct., 1891
Smith, James	167, George-street North	5 July, 1879	Thompson, W. R.	Corner of Crown and Woolloomooloo Sts., Woolloomooloo.	25 Sept., 1895
Smith, T. C.	Faulkner-street, Armidale	23 Feb., 1880	Thompson, J.	91, King-street	6 Aug., 1884
Smith, W. E.	28 & 30, Bridge-street	23 May, 1883	Thompson, James	46, Erskine-street	6 Sept., 1880
Smith, W. J.	Tram Terminus, Waverley	17 Mar., 1893	Thompson, Mrs.	Taree	4 June, 1891
Smith, W. R.	George-street, Bathurst	14 Feb., 1888	Thompson, Mrs. M. H. M.	41, Rosehill-street, Redfern	20 Feb., 1893
Smith, Mrs. M.	Talbragar-street, Dubbo	14 Mar., 1890	Thompson, W.	Verner-street, Goulburn	31 Dec., 1888
Smith & Foote	South Broken Hill	1 April, 1892	Thompson, A.	Ocean-street, Woollahra	17 April, 1893
Snell, C.	Keppell-street, Bathurst	2 Oct., 1891	Thornley, Joseph	1, James-terrace, Livingstone Road, Marrickville.	8 Sept., 1890
Snelling, A. M.	430, Oxford-st., Paddington	4 Oct., 1892	Thornton, R.	413, Crown-st., Surry Hills	6 June, 1881
Snelson, P.	Olive-street, Albury	17 July, 1893	Thorpe, H.	Church-street North, Parramatta.	24 April, 1891
Sottero, John	191, Castlereagh-st., Sydney	4 Jan., 1893	Thrusell, Thomas	Mount-street, North Sydney	18 Mar., 1885
Soul & Son	177, Pitt-street	13 Aug., 1874	Thwaites, Joseph	232, Oxford-st., Paddington	8 July, 1887
South, T. E.	Kogarah	14 Oct., 1886	Tiernan, T.	Katoomba	31 Mar., 1891
Spark, George E.	Maclean	22 Sept., 1893	Tilley, Mrs. K.	New Canterbury Road, Petersham.	5 May, 1891
Spencer, H. A.	Mungindi	16 Dec., 1893	Tissington, Thomas	Rountree-street, Balmain	2 Feb., 1884
Spragg, John E.	125, Oxford-street	9 Aug., 1889	Todd, Mrs.	157, Cicely-st., Leichhardt	21 Nov., 1890
Spruill, W. H.	Newcastle	6 Feb., 1890	Tomkins, C. H.	Mudgee	21 Nov., 1892
Stahlbuck, C.	45, Pitt-street	8 Oct., 1889	Toogood, Mrs.	24, Darlington Road, Darlington.	16 Mar., 1889
Staker, Mrs. F.	Corner of Parramatta and Merrylands Roads, Merrylands.	18 Jan., 1892			
Staley, Allan	Hay	12 Aug., 1893			
Stallwood, Charles	Corner of Forsyth and Avon Streets, Glebe Point.	23 Nov., 1885			
Stanhope, Harry	121, George-street North, Sydney.	20 June, 1893			
Stanley, Matthew	512, Cleveland-st. Sydney	8 Jan., 1891			

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Toole, Thomas	Manager Co-operative Store, Stockton.	16 Oct., 1890	Watt, Neil.....	Carrington-st., Horseshoe Bend, West Maitland.	28 April, 1893
Topham Bros.	Auburn-street, Goulburn ...	6 April, 1889	Watts, H.	Chapel-street, Marrickville	13 April, 1888
Townley, E. N.	648, Crown-st., Surry Hills	15 Aug., 1892	Waugh, W. S.	Sunny Corner	3 Dec., 1889
Tremain, R. R.	Keppel-street, Bathurst ...	9 Aug., 1886	Wearn, G. S.	Crown-street, Wollongong..	12 Oct., 1891
Treaise, W.	Bentinck-street, Bathurst..	6 Aug., 1888	Webb, E. & Co.	George-street, Bathurst.....	16 Aug., 1879
Trivett, J.	William-street, Bathurst ...	19 Dec., 1892	Webber, A.	31, Junction-st., N. Sydney	30 May, 1892
Tszekook, L.	54, Goulburn-street	20 Jan., 1885	Webster, Mrs. J.	Tram Terminus, N. Sydney	15 Dec., 1890
Tuck, William	High-street, West Maitland	4 May, 1893	Weise, H.	Corner of London and Charles Sts., Enmore.	27 Jan., 1893
Tucker, Thomas	58, Bourke-street, Woolloomooloo.	20 May, 1884	Welch, James	Castlereagh and Cleveland Streets, Redfern.	6 June, 1883
Tucker, E.	South-street, Granville.....	29 April, 1889	Welch, Mrs	89, Fitzroy-st., Surry Hills	12 Jan., 1891
Tunks, George, sen.	Parramatta North	1 Aug., 1882	Welch, W.	25, Lansdowne-st., Surry Hills.	2 Aug., 1892
Tunks, Mrs. H.	North Parramatta	20 Aug., 1891	Wellington, Mrs. S.	Corner of Piper and William Streets, Bathurst.	28 Aug., 1886
Turland, W. C.	Cootamundra	2 Sept., 1892	Wenholz, E. H.	122, Dowling-street, Woolloomooloo.	12 Feb., 1886
Turner, Alfred	Charles-st., Illawarra Road, Marrickville.	15 April, 1891	West, A. E.	6 & 30, Royal Arcade, Sydney.	29 Jan., 1891
Turner, A. W.	Auburn-street, Goulburn ...	11 May, 1885	West, E.	299, Darling-st., Balmain...	7 Nov., 1893
Turner, B.	North Broken Hill.....	25 Sept., 1888	West, Thomas	Marion-street, Leichhardt..	14 Mar., 1889
Turner & Henderson	16 & 18, Hunter-street	9 Dec., 1864	West, John	277, Elizabeth-street	18 July, 1889
Turner, R. W.	865, George-street, Sydney	20 Aug., 1892	Westerweller, J.	Gunnedah	21 June, 1889
Turner, T.	Livingstone Road, Marrickville.	5 Oct., 1892	Whalan, G.	Keppel-street, Bathurst ...	6 Aug., 1890
Turpin & Brian	90, Hunter-street	25 Mar., 1889	Wheeler, J.	Parramatta Road, Newington, Auburn.	24 Aug., 1892
Tweedie, L. W.	Maybe-street, Bombala	10 Aug., 1891	Whinton, H.	121, King-street, Newtown	18 May, 1889
Tyas, P.	566, George-street, Sydney	4 Feb., 1891	White, Mrs. L.	Corner of Ridge and James Streets, North Sydney.	4 Feb., 1887
Tyler, Joseph	170, Devonshire-st., Surry Hills.	30 April, 1891	White, Joseph	Wollongong	4 April, 1891
Tynan, M.	Crown-street, Wollongong	13 Oct., 1885	Whiteford, G. V.	296, King-street, Newtown.	3 Feb., 1890
Usher, M.	M'Pherson-street, Waverley	8 Dec., 1890	Whiteford & Berry ..	93, Castlereagh-street	12 May, 1888
Vanpraagh, N.	337, King-street, Newtown	11 Feb., 1889	Wigg, E. S. & Son ..	Argent-st., Broken Hill ...	15 Dec., 1891
Vaughan, T. H.	Darling-street, Balmain ...	10 Aug., 1880	Wight, W. C. & Co. ..	Broken Hill	22 Feb., 1888
Veness, Charles H.	Tamworth	22 July, 1882	Wighton, G.	116, Darby-street, Newcastle	17 Mar., 1892
Vermeesch, J. C.	214 & 216, King-street, Newtown.	29 Sept., 1890	Wildman, A. S.	269, Glebe Point Road, Glebe	6 Oct., 1893
Veroli, E. M.	322, Bourke-st., Surry Hills	16 Dec., 1887	Wildman, Edmund ...	263, Sussex-street	14 April, 1886
Vial, Emma	302, Riley-street	21 Jan., 1876	Wilcox, William	Apothecaries' Hall, Ka-toomba.	21 June, 1893
Vickery, F.	42, Erskineville Road, Macdonaldtown.	5 Nov., 1891	Wilks & Co.	235, King-street, Newtown	27 Jan., 1892
Vincent, H. S. & Co.	Glen Innes	19 Aug., 1886	Wilks, J.	72, Abercrombie-street	14 Aug., 1889
Vivarelli, G.	85, Regent-street, Redfern.	21 April, 1885	Williams, Albert	Minmi	20 May, 1893
Volikers, H. A.	Prince-street, Grafton	25 Sept., 1876	Williams, Evan.....	Albert Park, Rookwood ..	11 Nov., 1893
Von Horn, L.	Woodville Road, Granville	7 Mar., 1893	Williams, John.....	366, Crown-street, Sydney	21 Dec., 1893
Waddell, A.	Berry	26 Oct., 1885	Williams R. M.	Corner of William and Underwood Streets, Paddington.	30 Mar., 1892
Wade, John	Moss Vale	11 Jan., 1882	Williams, W. S.	149, George-street North ...	7 June, 1888
Wainwright, H. F.	Cudgen Scrub	11 Dec., 1889	Williams, Walter W.	439, Crown-street	10 June, 1882
Walker, J. F.	Commercial Stores, Bungendora.	11 Mar., 1893	Williams, William ...	337, Hunter-street West, Newcastle.	14 April, 1893
Walker, John	Otho-street, Inverell	9 Jan., 1889	Williams, Mrs. C. A.	Raglan and Mary Streets, Waterloo.	18 Aug., 1892
Walker, M. T. C.	Tramway Waiting-rooms, Phillip-street.	30 Oct., 1889	Williams, Mrs. S. M.	Corner of Abercrombie and Codrington Sts., Redfern	2 June, 1893
Wallace, Mrs. M.	Hawken and Laura Streets, Camdenville, Newtown.	30 Dec., 1892	Willington, W. A. ...	90, Hunter-street, Sydney..	30 Jan., 1892
Wallin, W.	23½, George-street, Sydney	19 July, 1892	Willington, W. A. ...	Corner of Glebe and Ferry Roads, Glebe Point.	9 Dec., 1889
Walsh and McParland	51, Bayswater Road, Darlinghurst.	19 July, 1893	Willis, W.	715, George-street	5 Aug., 1887
Walsh, John	Goulburn	25 May, 1864	Willmott, Priscilla ...	East Orange.....	21 June, 1892
Walsh, G.	193, Oxford-st., Darlinghurst	26 Feb., 1889	Wilson, Charles	Otho-street, Inverell	22 Feb., 1884
Walsh, Mrs. Mary ...	Corner of Gurner-street and Glenmore Road, Paddington.	29 Nov., 1893	Wilson, George.....	Murrumbarrang-st., Milton..	16 Mar., 1891
Walters, J.	455, Darling-st., Balmain...	19 May, 1893	Wilson, J.	Mount Victoria	24 Feb., 1892
Walters, James	Main Road, Lithgow.....	10 Jan., 1893	Wilson, J. & Co.	Berry	28 Mar., 1892
Warburton, S. J.	Grosvenor Crescent, Summer Hill.	21 Feb., 1893	Wilson, S.	Armidale	27 Mar., 1893
Ward, F.	Corner of Gurner and Cambridge Sts., Paddington.	23 Jan., 1893	Winnmill, H.	Myall Creek, Bingara	18 Aug., 1875
Ward, John	Bingle Bando, near Gunnedah.	30 Oct., 1893	Winton, E. S.	North Sydney	11 Aug., 1870
Ward, Joseph	Windsor	7 Mar., 1884	Wood, F. G.	Leichhardt	29 Nov., 1889
Ward, Reuben	Waverley Road, Waverley	17 Sept., 1888	Wood, Mrs. Elizabeth	Minmi	20 May, 1893
Warland, Augustus...	Argent and Chloride Sts., Broken Hill.	6 April, 1893	Wood, T.	92, King-street, Newtown..	8 Feb., 1887
Warren, A. C.	Summer-street, Orange.....	5 May, 1891	Woodey, Robert	Corner of Booth and Nelson Streets, Annandale.	28 Feb., 1888
Warren, George H. ...	Parramatta Road, Petersham	3 July, 1893	Woolf, M. and H. & Co.	326, George-street, Sydney	10 April, 1893
Waterhouse, T.	Walker-st., North Sydney..	18 June, 1888	Woodley, J. W.	Walker-st., North Sydney..	3 Sept., 1891
Waters, Mrs. A.	Mittagong	6 Jan., 1892	Wooley, J.	Farr-street, Rockdale	25 Aug., 1893
Watson, Alfred T.	50, King-street, Sydney ...	7 Dec., 1893	Worboys, D. J.	High-street, Penrith	14 June, 1887
Watson, Edward	Darling-st., West Balmain.	25 April, 1885	Wright, E.	Byrock	13 April, 1893
Watson, G.	Ashfield	5 Jan., 1881	Wynter, D. D.	435, King-street, Newtown	19 Oct., 1887
Watson, H.	Fourth and Ocean Streets, Woollahra.	11 Feb., 1892	Yates, John	140, Oxford-street	4 June, 1890
Watson, R. A.	Alfred and Castlereagh Sts.	17 April, 1868	Yeomans H.	Durham-street, West Kingston, Petersham.	10 Dec., 1892
Watson, David	Grahamstown	5 July, 1881	Young, E. W.	Petersham	23 May, 1884
Watson, David	High-street, Waratah	13 May, 1891	Young, B.	Mosman's Bay Refreshment Rooms.	1 May, 1891
Watson, James	418A, Oxford-st., Paddington	3 Oct., 1889	Younger, E. J.	Abigail-st., Summer Hill ...	21 Aug., 1891
Watson & Co.	Dean-street, East, Albury	29 July, 1892	Younger, H.	351, Oxford-st., Paddington	5 July, 1888
Watson, W.	102, Oxford-st., Paddington	10 Mar., 1893	Younger, R. P.	Charles-street and Illawarra Road, Marrickville.	11 Oct., 1889
Watt, John	Belgrave-street, Central Kempsey.	4 Aug., 1886			

APPENDIX D.

VANCOUVER SERVICE—CONTRACT.

ARTICLES OF AGREEMENT made this tenth day of October in the year of our Lord one thousand eight hundred and ninety-three between The Honorable John Kidd Postmaster-General for the Colony of New South Wales (hereinafter called the Postmaster-General in which expression his successors in office the Postmasters-General for the time-being are respectively intended to be included) on behalf of the Government of New South Wales of the first part and James Huddart of the city of London England shipowner (hereinafter called Contractor which expression shall be deemed to include the heirs executors administrators and permitted assigns of the said James Huddart when the context so requires or admits) of the other part Witnesseth that for and in consideration of the covenants and agreements hereinafter contained on the part of the Postmaster-General the said Contractor for himself his heirs executors and administrators doth covenant and agree with and to the Postmaster-General and his successors in manner and form and to the effect following that is to say—

1. To maintain monthly steamship service.

1. That he will provide establish and during the continuance of this Contract maintain continue and carry on in the manner hereinafter set forth a regular steamship service between the city of Sydney in the Colony of New South Wales and the city of Vancouver in the Province of British Columbia calling at Honolulu in the Sandwich Islands and at the outer wharf in the city of Victoria in the said province on both outward and homeward voyages from Sydney to Vancouver and from Vancouver to Sydney and such service shall as far as practicable make connection at Sydney with all local lines of steamships running between Sydney and other ports in Australia and New Zealand

2. Steamships to be provided.

2. The two steamships "Miowera" and "Warrimoo" shall be regularly and continuously employed in the said service each of which steamships is hereby warranted to be in length not less than three hundred and forty feet in breadth not less than forty-two feet in depth not less than twenty-five feet two inches of a gross tonnage not less than three thousand three hundred tons and capable of an average speed of not less than fifteen and one-half knots per hour Each of the said steamships is further warranted to have the most approved triple expansion machinery refrigerators for ships' use duplicate electric light engines special ventilation for tropical voyages ample saloon and cabin accommodation for at least one hundred and thirty passengers and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size Each of the said steamships is further warranted to be of the highest class at Lloyd's and to have a present London Board of Trade Certificate and each of the said steamships shall during the continuance of this contract be at all times tight staunch and strong and well and sufficiently manned victualled and equipped and in every respect seaworthy and shall further at all times during the continuance of this contract retain the qualifications and class which it is hereinbefore warranted to possess

3. Duration of voyage.

3. The round trip for each of the said steamships shall begin and end at Sydney and the voyage of the said steamship "Miowera" which sailed from Sydney on the eighteenth day of May last and arrived at Vancouver on the eighth day of June last shall be deemed to be the first voyage in the performance of this Contract The period of each voyage from Sydney to Vancouver and from Vancouver to Sydney shall not exceed twenty-one days including one day's detention at Honolulu on each voyage both outward and homeward but it is expressly agreed and understood that in the event of the said steamers calling at Brisbane or at Fiji as hereinafter provided for a further period of thirty-six hours is to be allowed for the time spent in calling at each port on both inward and outward voyages. The said service shall be monthly and the said steamers shall leave the said ports of Sydney and Vancouver on the days and at the times to be from time to time appointed for the purpose by the Postmaster-General after consultation with the Canadian Postmaster alternately arriving at Vancouver and at Sydney at intervals of not more than one month after the date of the arrival of the said steamship "Miowera" at Vancouver on its said first voyage in the performance of this Contract Each voyage shall be deemed to commence so soon after the completion of the embarkation of the mails intended to be thereby conveyed as having regard to practical considerations the anchor of such vessel can be weighed or the vessel can be loosed from its moorings and each such voyage shall be deemed to be completed when the vessel has arrived and been anchored or moored at some position in the port of destination from which the mails can be conveniently disembarked and the times of the commencement and completion of every voyage shall be ascertained and recorded by officers of the Postmaster-General in pursuance of arrangements to be from time to time made by him for such purpose and the decision of the Postmaster-General as to all questions relating to any such times or periods shall be final and conclusive

4. Not to call at United States.

4. The said steamships shall not during the continuance of this Contract call at any port in the United States of America

5. Carriage of freight and passengers.

5. The said steamships shall each according to its capacity carry both outward and homeward all the freights and passengers which may be reasonably offered and obtained and at tariff rates both as to passengers and freights which shall be approved by the Governor of New South Wales with the advice of the Executive Council of the said Colony and after consultation with and approval of the Canadian Executive body

6. Preference to New South Wales

6. No discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any New South Wales Port or against the New South Wales Government Railways or against any New South Wales Merchant or Shipper but New South Wales Merchants or Shippers shall at all times have preference for the carriage of their goods over other Merchants and Shippers as far as regards the Australian connexion But in the event of a subsidy from Queensland or other Colony being received space shall be provided *pro rata* to the respective subsidies

7. Carriage of Mails

7. During the continuance of this Contract the said steamships shall at the cost and the expense of the said Contractor receive and carry on each and every voyage all such Mails as shall or may be tendered for conveyance to the said steamships or to the masters or any officers on board of the same at the Port of Sydney aforesaid by or on behalf of or under the direction of the Postmaster-General for the time-being his officers agents or servants and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships as hereinbefore indicated and in order to the due and proper performance of this Covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the Postmaster-General for the time-being and the said Contractor shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships from loss damage or injury in any way and he and they shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the said Contractor or his or their agents or servants or on the part of the officers or employees or crew on board the said steamships

8. Accommodation on board.

8. The Contractor shall provide to the satisfaction of the Postmaster-General all necessary and suitable accommodation including lights for the purpose of sorting and making up the mails on board the several vessels employed under this Contract and on being required to do so by the Postmaster-General shall at his or their own cost erect or set apart in each of the said vessels on the spar deck a separate and convenient room for such purposes and all such furniture lamps fittings and other conveniences shall be from time to time cleansed and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Contractor. The master or commander of each of the said vessels shall also if required provide assistance for conveying the mails between the mail room and the sorting room and also render such other assistance as may from time to time be needed without charge

9. Master to take charge if required, &c.

9. If the Postmaster-General shall think fit to entrust the charge and custody of the mails to the master or commander of any vessel to be employed under this Contract and in all cases where the officer or other person appointed to have charge of the mail shall be absent to the knowledge of the master or commander of such vessel such master or commander shall without any charge take due care of and the Contractor shall be responsible for the receipt safe custody and delivery of the said mail at the several appointed places on the shore in the respective ports as part of the services hereby contracted to be rendered The master or commander shall also make the usual Post Office Declaration and furnish such journal returns and other information and perform such other services as the Postmaster-General or his officers shall from time to time reasonably require

10. To obey directions, &c.

10. The Contractor and all commanding and other officers in charge of the vessels employed under this Contract shall at all times punctually attend to the orders and directions of the Postmaster-General or his officers or agents as to the mode time and place of landing transshipping delivering and receiving the mails subject to the special provisions herein contained and so far as such orders and directions are reasonable and consistent with the safety of the vessel

11. Passenger accommodation for officers of Post Office

11. The Contractor shall provide suitable first-class accommodation including a cabin or state-room for the exclusive use of a mail officer or agent of the Postmaster-General and for one assistant on board each of the vessels employed under this Contract who shall be at liberty to use such accommodation as may be required for the performance of their duties and such officers or agents and assistants shall be victualled by the Contractor as chief cabin passengers without charge either for their passage or victualling and whilst the vessel stays at any port excepting the Ports of Sydney and Vancouver to and from which the Mails are conveyed such officers agents and assistants shall be allowed to remain on board and shall be victualled as aforesaid

12. Mail officer to have full authority

12. Every such mail officer or agent and assistant shall be recognised and treated by the Contractor his officers and agents as the agents of the Postmaster-General and as having full authority in all cases to require a due and strict performance of this Contract Provided that no such agent officer or assistant shall have power to control or interfere with any master commander or officer in the performance of his duty and every such agent officer and assistant shall be subject to all general orders issued by the master or commander for the good order health and comfort of the passengers and crew and safety of the vessels

13. The expense of conveying mails to and from the said steamships or vessels from or to the Post Offices at the terminal ports of the several voyages or at the ports at which the said vessels call *en route* shall be borne by the Contractor

14. The Postmaster-General shall in case of need and for the purpose of duly forwarding such mails as may be required have the right to delay the sailing of any of the said steamships for the space of twenty-four hours

15. The expression "mails" for the purpose of this Contract shall be deemed to mean and include all boxes bags or packets of letters post cards newspapers parcels books or printed paper and all other articles which under the Post Office Act or Acts and Postal Regulations for the time-being in force are transmissible by Post in New South Wales without regard to place either of origin or destination and also all empty bags empty boxes and other receptacles stores and articles used or to be used in carrying on the Post Office service or which shall ordinarily be sent by or to or from the Post Office

16. The said Contractor shall not nor shall the master or officers of either of the said steamships receive or permit to be received on board of either of such steamships at any New South Wales port any letters for conveyance other than those contained in Her Majesty's mails or which are or may be privileged by the law nor the mails of any other country except such as may be specified by the Postmaster-General for the time-being and the said Contractor shall in all respects be subject to all the Postal Laws of New South Wales and all the Regulations lawfully made thereunder

17. The Contractor shall not convey in any steamship employed by him under this Contract any nitro-glycerine or any other article which shall have been proclaimed as an explosive or explosive substance or shall have been legally declared specially dangerous or so declared by the Postmaster-General by notice in writing

18. This Contract shall not nor shall any right or interest therein be assigned underlet or otherwise disposed of without the consent in writing of the Postmaster-General to such assignment having been first obtained

19. The said Contractor shall from time to time furnish to the Postmaster-General full and complete copies of the manifests of the cargoes and passenger lists carried by each of the said steamships on its outward and its homeward voyages certified by the proper Customs officials and also such other documents information and evidence as may be reasonably required by the Postmaster-General to show the volume extent and value of the trade carried on by the said steamships and such other Customs certificates documents and evidence as may be necessary or as may be reasonably required by the Postmaster-General to prove the performance of the service herein contracted for and to enable the Postmaster-General to judge as to whether this Contract is being properly and faithfully carried out and performed and the furnishing of such certificates documents information and evidence as hereinbefore specified shall be a condition precedent to the payment of the subsidy hereinafter provided for or any portion thereof

20. And the said Postmaster-General for himself and his successors covenants to and with the said Contractor that he and they well and faithfully performing all and every the covenants agreements and stipulations hereinbefore on his and their part set forth and contained he the Postmaster-General will well and truly pay or cause to be paid to him or them during the continuance of this Contract a subsidy of eight hundred and thirty-three pounds six shillings and eightpence sterling (£833 6s. 8d.) for each and every round trip performed by each of the said steamships in accordance with the intention of these presents payable in New South Wales the first subsidy for the first round trip to be payable within ten days after the arrival of the second of the said steamships at Sydney from Vancouver in the performance of this Contract and the remaining subsidies to be payable respectively within ten days after the succeeding arrivals of the said steamships at Sydney in the performance of this Contract the subsidy in respect of the last round voyage to be performed in pursuance of this Contract not to become payable however until such round voyage shall have been satisfactorily completed provided however that no amount or instalments of subsidy shall be payable at any time unless it appears to the satisfaction of the Postmaster-General that up to the time of such payment there has been no breach on the part of the said Contractor of any of the covenants provisions or stipulations of this Contract

21. If at any time or times the mails required to be conveyed by the Contractor under this agreement between Sydney and Vancouver shall not be conveyed from Sydney to Vancouver or from Vancouver to Sydney within the respective periods of transit hereinbefore prescribed in that behalf then and so often as the same shall happen there shall be deducted from the subsidy which but for this provision would be payable to the Contractor a sum of Thirty Pounds for every complete period of twenty-four hours by which the time actually occupied in the conveyance of such mails from Sydney to Vancouver or Vancouver to Sydney as the case may be shall have exceeded the period of transit hereinbefore prescribed in that behalf Provided always that no deductions shall be made from the said subsidy by reason of any such default or failure as in this clause mentioned which may be proved to the satisfaction of the Postmaster-General to have arisen wholly or in part from any cause or causes altogether beyond the control of the Contractor

22. Each of the deductions hereinbefore mentioned and hereby agreed to be made shall be made and the subsidy be reduced accordingly although no damage or loss shall have been sustained by reason of or in connection with such default and (except in such case as in the last preceding clause hereof expressly provided) from whatever cause or causes any such failure or default shall have arisen and no such deduction shall in any case be deemed to be a penalty or in the nature of a penalty and the payment by the Postmaster-General of what shall from time to time remain due in respect of the said subsidy after making any such deductions as aforesaid shall in no case prejudice the right of the Postmaster-General to treat the failure of the Contractor to provide an appropriate vessel at any appointed place or time or to perform any service at or within the appointed period as a breach of this Contract

23. This Contract shall remain in force until thirty-six round voyages shall have been performed according to the true intention of these presents provided that the Postmaster-General shall have the right at any time by notice in writing under his hand to determine this Contract and every matter and thing herein contained if it shall appear to him that there has been any material breach on the part of the said Contractor of any of the covenants stipulations agreements or provisions herein contained and entered into on the part of the said Contractor and it is declared and agreed that the Postmaster-General shall at all times be the sole and final judge as to whether there has been any such breach and his determination shall be final and conclusive

24. Provided however and it is the true intent and meaning of these presents that if the said steamships or either of them or any steamship replacing either of such steamships under this proviso shall be by the perils of the sea or other unavoidable casualty lost destroyed or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements stipulations and provisions herein contained such loss or disability shall not be deemed to be a breach of these presents or any matter or thing herein contained but the said Contractor shall in such case as soon as reasonably may be having regard to the circumstances replace the said steamship so lost or destroyed by another of equal class speed equipment character and capacity to the satisfaction and approval of the Postmaster-General or to the like satisfaction and approval repair the damage done in case the said steamship has been only temporarily disabled and continue said service herein contracted for with such substituted or repaired steamship with as little loss of time as possible under all the circumstances Provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed And further provided that the Postmaster-General shall be the sole and only judge and have the final right of determination as to whether any suspension or temporary discontinuance of or delay in the said Regular Monthly Service has been actually caused by the perils of the sea or other unavoidable casualties within the meaning of this proviso and his finding and determination thereon shall be conclusive

25. All notices or directions which the Postmaster-General his officers agents or others are hereby authorised to give to the Contractor his officers servants or agents other than any notice of termination of this Contract may at the option of the Postmaster-General his officers agents or others either be delivered or sent by Post to the master of any of the said vessels or any other officer or agent of the Contractor in the charge or management of any vessel employed in the performance of this Contract or left for the Contractor at or sent by Post to the Contractor's agents office or house of business in Sydney or any other place and any Notices or Directions so given left or sent by Post shall be binding on the Contractor Provided always that any notice of termination of this Contract shall be left for the Contractor at the office or last known office of his agents in Sydney or sent by Post to such office

18. Conveyance of mails at ports

14. Power to Postmaster-General to delay sailing

15. Definition of mails

16. Not to carry other letters

17. Nitro-glycerine &c. not to be carried.

18. Not to assign &c.

19. To furnish copies of manifests &c.

20. Covenant for payment of subsidy

21. Deduction for delay

22. Deductions not to be penalty

23. Duration of Contract

24. Proviso for replacing steamers disabled

25. Notices

In witness whereof The Honorable John Kidd Postmaster-General for the Colony of New South Wales has hereunto set and affixed his hand and seal as such Postmaster-General and the said James Huddart has hereunto set and affixed his hand and seal the day and year first herein written

Signed sealed and delivered by the said The Honorable John Kidd in the presence of
 S. H. LAMBTON, Deputy Postmaster-General } JOHN KIDD

Signed sealed and delivered by the said James Huddart in the presence of
 WILMER M. HARRIS, Notary Public &c. &c. } JAMES HUDDART

17 Gracechurch-street London
 GEO. J. B. FRANKLIN, Notary's Clerk
 17 Gracechurch-street London E.C.

APPENDIX E.

COMPARATIVE Return showing the Number and Amount of Money Order Transactions in New South Wales with various countries for the year 1893, compared with the year 1892.

Year.	UNITED KINGDOM (INCLUDING GERMANY, &c.)				NEW ZEALAND.				QUEENSLAND.				SOUTH AUSTRALIA.				TASMANIA.				VICTORIA.				
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
1893	28,898	£ 92,342	13,205	£ 48,413	4,452	£ 16,450	15,860	£ 36,572	21,187	£ 47,238	23,051	£ 65,571	11,652	£ 33,409	10,060	£ 21,611	2,660	£ 8,816	5,601	£ 11,726	43,056	£ 124,836	35,405	£ 80,527	
1892	33,338	106,273	10,200	34,457	4,688	16,527	20,992	41,370	9,978	32,063	30,831	71,684	11,029	31,525	15,856	27,782	2,375	7,976	7,745	15,202	40,462	113,281	54,658	98,282	
Increase..	.....	.....	3,005	13,956	.....	.....	.....	.....	11,209	15,175	.....	.....	.....	1,884	.....	.....	285	840	.....	.....	2,594	11,555	.....	.....
Decrease..	4,440	13,931	.....	.....	236	77	5,132	4,798	.....	.....	7,780	6,113	.....	.....	5,796	6,171	.....	.....	2,144	3,476	.....	.....	19,253	17,735
Year.	WESTERN AUSTRALIA.				HONG KONG.				INDIA.				UNITED STATES.				CANADA.				CAPE OF GOOD HOPE.				
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
1893	649	£ 3,822	3,360	£ 8,963	736	£ 3,929	132	£ 473	1,092	£ 6,852	481	£ 1,539	1,575	£ 5,304	968	£ 6,128	161	£ 954	181	£ 874	89	£ 405	676	£ 3,301	
1892	434	1,923	3,849	8,168	437	2,216	79	291	840	5,929	264	879	1,577	5,768	603	3,045	117	702	153	826	109	614	415	1,472	
Increase..	215	1,894	.....	795	299	1,713	53	182	252	923	217	660	.....	.....	360	3,083	14	252	28	48	.....	.....	261	1,829
Decrease..	.....	.....	489	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	464	.....	.....	.....	.....	.....	.....	20	209	.....	.....
Year.	ITALY.				CEYLON.				STRAITS SETTLEMENTS.				MAURITIUS.				TOTAL FOREIGN MONEY ORDER TRANSACTIONS.				N.S.W. INLAND ISSUES.		GRAND TOTAL OF N.S.W. ISSUES.		
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W. on other countries		Issued in other countries on N.S.W.		No.	Amount.	No.	Amount.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
1893	516	£ 4,193	12	£ 63	95	£ 515	122	£ 219	9	£ 29	53	£ 151	42	£ 70	37	£ 218	116,899	£ 349,194	109,210	£ 286,349	413,647	£ 1,266,691	530,546	£ 1,615,885	
1892	148	897	8	3	125	583	87	111	21	64	32	72	28	62	9	59	105,736	326,413	145,781	303,703	417,069	1,436,300	522,805	1,762,713	
Increase..	398	3,296	9	60	35	108	27	79	14	8	28	159	11,163	22,781	7,741
Decrease..	30	43	12	35	146,828

APPENDIX F.

AGREEMENT for the exchange of Money Orders between the Imperial German Postal Administration and the Postal Administration of the British Colony of New South Wales.

ARTICLE I.

The remittance of sums of money may be made by means of Post Office Orders as well from Germany to the Colony of New South Wales as from the Colony of New South Wales to Germany.

The maximum amount for every money order to be transmitted from Germany shall be fixed at 210 marks, and for every money order to be transmitted from the Colony of New South Wales shall be fixed at £10 sterling.

The amounts of money orders shall be both paid in and paid out in gold or its nearest equivalent, due regard being had for the regulations in force in each administration.

No account shall be taken of fractions of one penny or of five pfennig.

ARTICLE II.

The sums of money converted into money orders are guaranteed to the remitters until they have been regularly paid to the payees or their representatives in accordance with the regulations in force in the country of payment.

The sums collected by both administrations for the issue of money orders of which the amount shall not have been claimed by the owners within the time prescribed by the laws of the respective countries shall definitely belong to the issuing administration.

ARTICLE III.

Each administration shall be at liberty to direct that the money orders issued by the corresponding administration shall be transferable by endorsement.

ARTICLE IV.

Each administration shall have power to fix the rate of commission to be charged for the transmission of money orders which may be issued by its offices.

Should it appear at any time that money orders are used by mercantile men, or other persons in Germany or in the Colony of New South Wales for the transmission of large sums of money, the postal administration in Germany or in the Colony of New South Wales, as the case may be, shall have power to increase the commission, or frame such special regulations as may seem requisite.

Official money orders relating to the postal service between the two administrations are free of all charge.

The commission shall belong to the issuing administration, but the Post Office of Germany shall pay to the Post Office of the Colony of New South Wales one half of 1 per cent ($\frac{1}{2}$ per cent.) on the amount of money orders issued in Germany, and the Post Office of the Colony of New South Wales shall make a like payment to the German Post Office for money orders issued in the Colony of New South Wales and paid in Germany, in each case after deducting the amounts of the official money orders which are free of charge.

ARTICLE V.

Each administration shall be at liberty to fix the rate at which money paid for the issue of money orders in its own currency is to be converted into the currency of the paying country. Each administration to communicate to the other from time to time the rate of exchange adopted.

ARTICLE VI.

The German administration shall furnish to the Post Office of the Colony of New South Wales a list of the offices which shall be authorised to exchange money orders. Similar information shall be furnished by the Post Office of the Colony of New South Wales to the German Post Office.

ARTICLE VII.

For the issue of every money order, the sender shall furnish, besides the surname, the Christian name or at least the initial of one of the Christian names of the payee, and shall also furnish his or her full and correct address, or when a money order is addressed to a firm or company the proper designation of such firm or company. Similar information is to be given as regards the remitter.

ARTICLE VIII.

The advice of sums paid in for money orders is to be effected between the two administrations by means of lists, similar to form A annexed, which the offices of exchange appointed for the purpose on each side are to prepare and forward to one another.

The transmission of the money orders between the post offices where they are issued or payable, and the exchanging office belonging to the same administration is to be regulated by the internal regulations of such administration.

The vouchers which have served for this transmission (money orders, advices, paid orders) shall remain at such offices of each administration as are concerned, and shall not be sent to the other administration.

The lists are to be despatched as often as an exchange of mails takes place between the reciprocal offices of exchange, and are to be officially registered.

The entries in the lists are to be made in accordance with the indications in the headings of the columns of form A.

The lists shall also be forwarded between the exchanging offices in duplicate, the duplicate copy being marked as such, and stamped and signed by the entering officer in the same way as the original copy.

A blank return, always in duplicate, shall be forwarded on the established days to the corresponding office of exchange when no money orders are to be advised.

ARTICLE IX.

Each list shall bear a serial number, which shall begin from No. 1 for the first list forwarded in the month of January in each year, and shall continue regularly to the last list forwarded in December.

The money orders shall also be designated on the lists under a progressive number called international, to begin with No. 1 and to recommence with No. 1 for the first money order described in the lists of each succeeding month.

The receipt of each list shall be acknowledged by both parties on the next list sent in the reverse direction.

Each office of exchange, when it has received the lists from the corresponding office, and has found the copies to be correct and agreeing with each other, shall return the one that is the duplicate by the next mail, retaining the original in its possession.

For the amounts of money orders, of which the entries on the lists are found to be correct, inland money orders shall at once be issued in favour of the persons entitled to receive the amounts (Article VIII 2).

ARTICLE X.

The lists are to be carefully examined by the office of exchange to which they are sent, and if they contain simple errors which can be at once set right they are to be corrected with red ink.

The corrections are to be communicated to the despatching office of exchange, when the receipt is acknowledged of the list in which the corrections have been made.

If the lists contain other irregularities, the receiving office of exchange shall apply to the transmitting office of exchange for the requisite explanations, which shall be given without delay. In the meantime, until a reply is received, all further action with reference to the orders in connection with which the errors have been discovered is to be suspended.

Whenever payment cannot be effected for the following reasons:—

Incorrect information as to the Christian name and surname of the payee;

Incorrect information as to the address of the payee;

then the chief office of the country of destination shall enter into communication with that of the country of origin with the view of enabling the payees to obtain payment.

In

In like manner any complaint or inquiry which may be made by the parties interested with regard to orders issued in one or the other country, shall form, if necessary, the subject of correspondence between the two administrations.

Each administration shall be at liberty to entrust to a subordinate official, to be named, the duty of carrying on the necessary correspondence arising out of this Article.

ARTICLE XI.

The money orders to be exchanged between Germany and the Colony of New South Wales shall be valid during twelve calendar months after the month of issue.

ARTICLE XII.

Duplicate orders or some special authorisation for payment shall, at the request either of the payees or of the remitters, be issued by the paying administration during the course of the validity of the original orders (*see* Article XI) provided they be inscribed in the advice lists.

ARTICLE XIII.

If repayment of a money order is claimed by the remitter the administration of the country of origin must apply for authority to repay the amount to the chief administration of the other country, which shall not give such authorisation until it shall have duly ascertained that the money order has not been actually paid, and until it shall have taken the necessary steps to prevent payment of the order in future by its subordinate offices.

ARTICLE XIV.

The money orders not paid by either administration during the period mentioned in Article XI are to be advised monthly by the administration of the paying country to that of the country of issue on lists similar to the annexed Form B.

In the event of there being no orders to be advised, a blank list is to be sent. Such orders as are returned unpaid to the country of issue may be repaid to the remitters, or disposed of in some other manner, according to the regulations in force in the country of origin. (Article II.)

ARTICLE XV.

The German Postal Administration shall draw up for every quarter an account similar to form C annexed, and send it in duplicate to the Postal Administration of New South Wales.

These quarterly accounts are to be accompanied by two detailed statements, likewise in duplicate, similar to forms D and E annexed, giving the total amounts of the money orders issued by each administration, as shown by the advice lists relating to the quarter concerned, the amounts of money orders which have lapsed in the country of payment during the course of the quarter, and which are therefore under the provisions of Article XIV, to be refunded to the country of issue, and the amounts of all orders authorised to be repaid to the original remitters. (See Article XIII.)

ARTICLE XVI.

The Postal Administration of New South Wales, having found the accounts to be correct, shall retain one copy of the same, and return the other, duly verified and accepted, to the German Imperial Post Office, at the latest fourteen days after its arrival, addressing it to the "Imperial German Money Order Office at Berlin."

The conversion of the balances is to be effected at the fixed rate of 20 marks 40 pfennig to the £1 sterling.

ARTICLE XVII.

Payment of the balance resulting from the account in favour of one of the two administrations is to be effected by the debtor administration by means of bills of exchange at sight payable in gold and drawn on London.

If the quarterly account results in a balance in favour of the German Imperial Post Office, the Postal Administration of New South Wales, as soon as the account has been examined and verified, or at the latest when returning one copy duly certified, is to forward to the Imperial German General "Postkasse" at Berlin a bill of exchange for the amount of its debt.

If, on the other hand, the account results in favour of the Postal Administration of New South Wales, the German Imperial Post Office is to send to Sydney a bill of exchange for the amount of its debt, at the latest fourteen days after the receipt of the certified copy of the account.

The receipt of the bills of exchange is to be acknowledged by the one administration to the other.

ARTICLE XVIII.

If one of the two administrations, before the preparation or verification of an account, is convinced that it owes to the other administration a sum of at least £1,000 sterling, it shall remit to the other administration without delay a sum approximating to the amount of the balance.

The expenses incurred in forwarding the bills of exchange are always to be borne by the debtor administration.

If the bill of exchange for payment of the balance resulting from a quarterly account is not remitted within the period mentioned in Article 17, paragraphs 2 and 3, the amount of the balance is to carry interest from the day after the expiration of the period to the day on which the bill of exchange is forwarded, the interest being calculated at the rate of 5 per cent. per annum, and placed to the debit of the administration at fault in one of the next quarterly accounts.

ARTICLE XIX.

The present agreement shall come into operation on the 1st January, 1894, and shall remain in force from year to year until one administration shall have notified to the other, one year beforehand, its intention to terminate the same.

It is, however, agreed that either administration shall have the power under extraordinary circumstances, temporarily to suspend the service by giving notice to the other by telegraph.

The provisions of the agreement can, if deemed necessary, be modified by common consent of the two administrations.

Done in duplicate, and signed at—

Sydney, on the seventh day of December, 1893.

Berlin, on the ninth day of February, 1894.

JOHN KIDD,
Postmaster-General of
New South Wales.
[L.S.]

v. STEPHAN,
Secretary of State of the
Imperial German Post Office.
[L.S.]

APPENDIX G.

GOVERNMENT SAVINGS BANK.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1893, together with a statement of the total amount due to all Depositors at the close of 1893.

	£	s.	d.		£	s.	d.
To Balance brought forward from 1892.....	2,354,086	1	6	By amount of Repayments during 1893 ...	2,038,561	3	4
Cash received from Depositors during 1893	2,816,084	13	9				
Cash from Profit and Loss Account to make good Healy's defalcations	2,113	4	8				
Interest added to Depositors' Accounts for 1893	99,566	0	3	Balance.....	3,233,288	16	10
	£ 5,271,850	0	2		£ 5,271,850	0	2

LIABILITIES AND ASSETS.

	£	s.	d.		£	s.	d.
To Balance due to all Depositors at the close of 1893	3,233,288	16	10	By Debentures	89,200	0	0
				New South Wales Funded Stock, 56 Vic. No. 1	1,000,000	0	0
				New South Wales Four per Cents., 36 Vic. No. 21	296,466	13	11
				New South Wales Treasury Bills, 53 Vic. No. 9	1,129,000	0	0
				Cash in hands of Controller.....	26,634	0	2
				Cash in Treasury, not invested	656,795	8	4
				Interest due on balance remaining uninvested to 31st December, 1893, computed at 4%	19,340	11	2
Balance (excess of Assets)	28,416	4	3	Interest due on investments	44,268	7	6
	£ 3,261,705	1	1		£ 3,261,705	1	1

PROFIT AND LOSS.

	£	s.	d.		£	s.	d.
To Interest added to Depositors' Accounts Healy's defalcations	99,566	0	3	By Balance from preceding Account	29,746	2	9
Transfer to Treasury as Revenue	2,113	4	8	Amount of Interest on Investment in Four per Cents. and Treasury Bills..	93,008	15	3
Amount to be transferred to Revenue Account (Departmental Expenses)...	5,000	0	0	Interest due on uninvested Balance in the Treasury	19,340	11	2
Balance	7,000	0	0				
	28,416	4	3				
	£ 142,095	9	2		£ 142,095	9	2

A. J. DOAK, Controller.

Government Savings Bank, Sydney, 1st March, 1894.

F. B. SUTTON,

Acting Postmaster-General.

I CERTIFY that the foregoing statement of all deposits received and paid from 1st January to 31st December, 1893, has been examined and found to correspond with the Books and Accounts of the Government Savings Bank.

28th March, 1894.

E. A. RENNIE,
Auditor-General.

APPENDIX H.

AN AGREEMENT, dated the thirteenth day of December, 1892, and made between Her Most Gracious Majesty the Queen for account and on the authority of the respective Governments of New South Wales, Victoria, South Australia, Western Australia, and Tasmania (hereinafter referred to as the original contracting colonies) of the first part, Her Most Gracious Majesty the Queen on account and by the authority of the Government of New Zealand of the second part, and The Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called the Extension Company), of the third part.

WHEREAS these presents are supplemental to an Agreement, dated the 31st day of March, 1891, and made between Her Most Gracious Majesty the Queen for account and on behalf of the original contracting Colonies of the one part, and the Extension Company of the other part, and which is hereinafter referred to as the Principal Agreement. And whereas the Government of New Zealand have agreed to join in the guarantee contained in the Principal Agreement, and it has been arranged to reduce the rates for Messages to or from New Zealand, and to vary the rates specified in the second and third schedules to the Principal Agreement as hereinafter mentioned.

Now, it is hereby mutually agreed by and between the parties hereto, as follows :

1. From and after the first day of January, 1893, the second and third schedules to the principal agreement shall be cancelled, and the schedules of rates hereunto annexed shall be respectively substituted therefor, and the principal agreement shall thereupon be read and construed accordingly.

2. The Government of New Zealand shall as and from the first day of January, 1893, in all respects be bound by and have the benefit of the provisions, terms, and conditions of the principal agreement as varied by this agreement, as if the name of the said Government had been included in the first recital of the principal agreement, and as varied by this agreement the principal agreement is in all respects ratified and adopted by all the parties hereto, and the amount which the Extension Company shall be entitled to receive under articles 3 and 4 of the principal agreement as varied by this agreement, shall be paid to the Extension Company out of the Consolidated Revenue Funds of the contracting colonies, including New Zealand.

In witness whereof Sir Saul Samuel, K.C.M.G., C.B., the Agent-General for New South Wales; Lieutenant-General Sir Andrew Clarke, G.C.M.G., C.B., C.I.E., representing Victoria; Sir John Cox Bray, K.C.M.G., Agent-General for South Australia; Sir Malcolm Fraser, K.C.M.G., Agent-General for Western Australia; Sir Edward Nicholas Coventry Braddon, K.C.M.G., Agent-General for Tasmania; and Westby Brook Perceval, Esquire, Agent-General for New Zealand, all duly authorised to execute these presents on behalf of Her Most Gracious Majesty the Queen, have hereunto set their respective hands and seals, and the common seal of the Eastern Extension Australasia and China Telegraph Company (Limited), hath been hereunto affixed the day and year first above written.

Signed, sealed, and delivered by the abovenamed Sir Saul Samuel, K.C.M.G., C.B., on behalf of Her Most Gracious Majesty the Queen, in the presence of SAUL SAMUEL. [L.S.]
S. YARDLEY,
Secretary, Department of Agent-General for New South Wales, London.

Signed, sealed, and delivered by the said Lieutenant-General Sir Andrew Clarke, G.C.M.G., C.B., C.I.E., on behalf of Her Most Gracious Majesty the Queen, in the presence of AND. CLARKE. [L.S.]
S. YARDLEY.

Signed, sealed, and delivered by the abovenamed Sir John Cox Bray, K.C.M.G., on behalf of Her Most Gracious Majesty the Queen, in the presence of J. C. BRAY. [L.S.]
S. YARDLEY.

Signed, sealed, and delivered by the abovenamed Sir Malcolm Fraser, K.C.M.G., on behalf of Her Most Gracious Majesty the Queen, in the presence of MALCOLM FRASER. [L.S.]
S. YARDLEY.

Signed, sealed, and delivered by the abovenamed Sir Edward Nicholas Coventry Braddon, K.C.M.G., on behalf of Her Most Gracious Majesty the Queen, in the presence of E. BRADDON. [L.S.]
S. YARDLEY.

Signed, sealed, and delivered by the said Westby Brook Perceval, Esquire, on behalf of Her Most Gracious Majesty the Queen, in the presence of WESTBY B. PERCEVAL. [L.S.]
WALTER KENNAWAY,
Secretary New Zealand Government Office, 13 Victoria-street, London.

The Common Seal of the Eastern Extension Australasia and China Telegraph Company (Limited) was hereunto affixed in the presence of

JOHN PENDER, Chairman. [L.S.]
F. E. HESSE, Secretary.

THE FIRST SCHEDULE.

SCHEDULE OF THE REDUCED RATES for Telegrams exchanged with South and Western Australia, exclusive of Messages to and from Queensland.

	Net Australian Rate. To be credited to Guarantec.			Outpayments.					Total Rate.
	Cis-Indian Joint Purse.	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—Ordinary, "via Suez," or "via Teheran." Government.....	3f. 25c. 2s. 7d. 3f. 25c. 2s. 6d.	1f. 25c. 1s. nil.	4f. 50c. 3s. 7d. 3f. 25c. 2s. 6d.	25c. 2d. 25c. 2d.	35c. 3d. 35c. 3d.	15c. 1d. 15c. 1d.	70c. 7d. 50c. 6d.	1f. 45c. 1s. 2d. 1f. 25c. 1s.	5f. 95c. 4s. 9d. 4f. 50c. 3s. 6d.
Press.....	1f. 07c. 10d. 4d.	42c. 4d.	1f. 50c. 1s. 2d. 4f. 75c.	05c. 0d.	12c. 1d.	04c. 0d.	42c. 4d.	63c. 6d.	2f. 13c. 1s. 9d.
Aden.....	2f. 85c. 2s. 3d.	1f. 90c. 1s. 6d.	4f. 75c. 3s. 9d.	.....	35c. 3d.	15c. 1d.	70c. 7d.	1f. 20c. 1s.	5f. 95c. 4s. 9d.
Suakin.....	3f. 00c. 2s. 5d.	1f. 75c. 1s. 4d.	4f. 75c. 3s. 9d.	.....	35c. 3d.	15c. 1d.	70c. 7d.	1f. 20c. 1s.	5f. 95c. 4s. 9d.
Egypt.....	3f. 50c. 2s. 6d.	1f. 25c. 1s.	4f. 75c. 3s. 9d.	.....	35c. 3d.	15c. 1d.	70c. 7d.	1f. 20c. 1s.	5f. 95c. 4s. 9d.
Persian Gulf.....	1f. 45c. 1s. 2d.	3f. 29c. 2s. 7d.	4f. 75c. 3s. 9d.	.....	35c. 3d.	15c. 1d.	70c. 7d.	1f. 20c. 1s.	5f. 95c. 4s. 9d.
Persia.....	1f. 09c. 11d.	2f. 11c. 1s. 8d.	3f. 20c. 2s. 7d.	Persia. 1f. 55c. 1s. 2d.	35c. 3d.	15c. 1d.	70c. 7d.	2f. 75c. 2s. 2d.	5f. 95c. 4s. 9d.
India.....	.....	4f. 52c. 3s. 7d.	4f. 52c. 3s. 7d.	.....	57c. 5d.	15c. 1d.	70c. 7d.	1f. 42c. 1s. 2d.	5f. 95c. 4s. 9d.
Penang.....	.....	4f. 50c. 3s. 7d.	4f. 50c. 3s. 7d.	.....	.....	15c. 1d.	70c. 7d.	85c. 8d.	5f. 35c. 4s. 3d.
Malacca.....	.....	4f. 50c. 3s. 7d.	4f. 50c. 3s. 7d.	.....	.....	15c. 1d.	70c. 7d.	85c. 8d.	5f. 35c. 4s. 3d.
Singapore.....	.....	4f. 50c. 3s. 7d.	4f. 50c. 3s. 7d.	.....	.....	15c. 1d.	70c. 7d.	85c. 8d.	5f. 35c. 4s. 3d.
Hongkong and beyond.....	.....	0f. 35c. 5s. 1d.	0f. 35c. 5s. 1d.	.....	.....	15c. 1d.	70c. 7d.	85c. 8d.	7f. 20c. 5s. 9d.
Macao.....	.....	0f. 85c. 5s. 6d.	0f. 85c. 5s. 6d.	.....	.....	15c. 1d.	70c. 7d.	85c. 8d.	7f. 70c. 6s. 2d.
Manila.....	.....	2f. 35c. 6s. 7d.	2f. 35c. 6s. 7d.	Spain. 25c. 2d.	.....	15c. 1d.	70c. 7d.	1f. 10c. 11d.	9f. 45c. 7s. 6d.
Cochin China.....	.....	4f. 95c. 3s. 11d.	4f. 95c. 3s. 11d.	.....	Cochin China. 15c. 1d.	15c. 1d.	70c. 7d.	1f. 10d.	5f. 95c. 4s. 9d.
Tonquin.....	.....	4f. 95c. 3s. 11d.	4f. 95c. 3s. 11d.	.....	1f. 55c. 1s. 3d.	15c. 1d.	70c. 7d.	2f. 40c. 2s.	7f. 35c. 5s. 11d.
Java.....	.....	3f. 85c. 3s. 1d.	3f. 85c. 3s. 1d.	.....	.....	15c. 1d.	70c. 7d.	85c. 8d.	4f. 70c. 3s. 9d.
Europe, "via Moulmein".....	3f. 25c. 2s. 7d.	4f. 95c. 4s.	8f. 20c. 6s. 7d.	Europe 25c. 2d.	India, Siam, and Cochin China. 2f. 57c. 2s. 1d.	15c. 1d.	70c. 7d.	3f. 67c. 2s. 11d.	11f. 87c. 9s. 6d.
" " "via Hongkong".....	.....	6f. 35c. 5s. 1d.	6f. 35c. 5s. 1d.	Northern Company. 8f. 50c. 6s. 10d.	.....	15c. 1d.	70c. 7d.	9f. 35c. 7s. 6d.	15f. 70c. 12s. 7d.
" " "via Turkey" to Australia.....	1f. 35c. 1s. 1d.	1f. 25c. 1s.	2f. 64c. 1s. 6d.	1f. 35c. 1s. 6d.	35c. 3d.	15c. 1d.	70c. 7d.	3f. 6c. 2s. 6d.	5f. 70c. 4s. 7d.
" " " " from ".....	1s. 1d.	1s. 2d.	2s. 3d.	1s. 6d.	3d.	1d.	7d.	2s. 6d.	4s. 9d.

THE SECOND SCHEDULE.

SCHEDULE of Rates on Telegrams exchanged between Europe and the Australasian Colonies, other than South and Western Australia.

	South and Western Australia.	Victoria.	New South Wales.	Eastern Extension Cable.	New Zealand.	Queensland.	Tasmania.	Rate from Port Darwin or Roebuck Bay.	Total.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SOUTH AND WESTERN AUSTRALIA—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 7	.....	.....	.....	.....	.....	.....	4 2	4 9
Government	0 5	.....	.....	.....	.....	.....	.....	3 1	3 6
Press	0 4	.....	.....	.....	.....	.....	.....	1 5	1 9
VICTORIA—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 7	0 1	.....	.....	.....	.....	.....	4 2	4 10
Government	0 5	0 1	.....	.....	.....	.....	.....	3 1	3 7
Press	0 4	0 1	.....	.....	.....	.....	.....	1 5	1 10
NEW SOUTH WALES—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 7	.....	0 2	.....	.....	.....	.....	4 2	4 11
Government	0 5	.....	0 2	.....	.....	.....	.....	3 1	3 8
Press	0 4	.....	0 1	.....	.....	.....	.....	1 5	1 10
TASMANIA—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 7	0 1	.....	0 6	.....	.....	0 1	4 2	5 5
Government	0 5	0 1	.....	0 6	.....	.....	0 1	3 1	4 2
Press	0 4	0 1	.....	0 6	.....	.....	0 1	1 5	2 5
NEW ZEALAND—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 7	.....	0 1	0 3	0 1	.....	.....	4 2	5 2
Government	0 5	.....	0 1	0 3	0 1	.....	.....	3 1	3 11
Press	0 4	.....	0 1	0 3	0 1	.....	.....	1 5	2 2
QUEENSLAND—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	1 1	.....	0 3	.....	.....	0 3	.....	7 10	9 5
Government	1 1	.....	0 3	.....	.....	0 3	.....	7 10	9 5
Press	0 4	.....	0 1	.....	.....	0 1	.....	2 3	2 9

The Rates for Telegrams exchanged with the other places mentioned in Schedule 1 will be increased in the same ratio as Telegrams exchanged with Europe.

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

OF THE

POSTAL AND TELEGRAPH CONFERENCE

HELD IN

NEW ZEALAND IN MARCH, 1894,

INCLUDING

REPORTS OF PROCEEDINGS, REPORTS OF PERMANENT HEADS OF
POSTAL AND TELEGRAPH DEPARTMENTS, AND PAPERS LAID
BEFORE THE CONFERENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

6 *September*, 1894.



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

1894.

POSTAL AND TELEGRAPH CONFERENCE, 1894.

REPORT OF DELEGATES ATTENDING THE INTERCOLONIAL POSTAL AND TELEGRAPH CONFERENCE HELD IN NEW ZEALAND IN MARCH, 1894.

All the colonies were represented.

The Conference sat on the 5th, 6th, 7th, and 8th March at Wellington, and on the 19th March at Auckland.

The principal resolutions agreed to were as follows:—

POSTAL SERVICE.

CANADIAN PACIFIC MAIL-SERVICE.

That this Conference is favourable to a four-weekly service (alternating with the San Francisco service) between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon.

SAN FRANCISCO MAIL-SERVICE.

That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government, pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line; and that further representations be made to obtain a reduction in the heavy overland charges.

OCEAN MAIL-SERVICE.

That this Conference agrees to the extension of the present Federal mail-contracts with the Peninsular and Oriental and Orient Companies for a period of one year from the 31st January, 1895.

PENNY POSTAGE FROM GREAT BRITAIN TO AUSTRALASIA.

That, with regard to the proposals from time to time made for penny postage between Great Britain and the colonies, and more recently that such be adopted for letters from the United Kingdom, leaving the rate from the colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rates, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to 2½d. in 1891 having resulted in an annual loss to the colonies of about £40,000; and that the partial reduction proposed—namely, in the rate from Great Britain—would be most undesirable, as such a measure would compel the colonies to reduce their inland and intercolonial rates from 2d. to 1d., involving a probable loss to them of a quarter of a million per annum, in addition to that already mentioned as the result of the reduction to 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government.

POSTAL UNION CONGRESS.

That the question of the appointment of a delegate to attend the Postal Union Congress at its next meeting be postponed.

RACING LOTTERIES.

That the representatives at this Conference recommend their various Governments, as far as possible, to put a stop to the transmission and delivery of letters promoting racing lotteries.

TELEGRAPH SERVICE.**CANADIAN PACIFIC CABLE.**

That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this Conference recommend their Governments to consider the desirability of entering into a guarantee with the other countries interested, for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams, to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following: Brisbane to Ahipara Bay (New Zealand), Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver: or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

MISCELLANEOUS.**INTERCOLONIAL TARIFF.**

That the delegates to this Conference, recognising the value of decisions arrived at in reference to joint postal and telegraph services, by periodical meetings of representatives from the various colonies, would suggest to their respective Governments that similar advantages in reference to trade relations between the respective colonies in the direction of reciprocity would ensue if similar conferences could be arranged to deal with questions in connection with intercolonial tariff.

HOURLY-ZONE TIME SYSTEM.

That it is desirable in the public interests that the hour-zone system should be adopted as far as practicable in Australasia.

That the mean time be the 120th meridian in Western Australia, the 135th meridian in South Australia, the 150th meridian in Queensland, New South Wales, Victoria, and Tasmania, and the 175th meridian in New Zealand.

ELECTRICAL.

That a vote of thanks be accorded to the committee of experts, and that they be requested to complete their labours by reporting on electric tramways and drafting regulations in regard to electric-power leads generally.

REPORTS OF HEADS OF POSTAL AND TELEGRAPH DEPARTMENTS.

Reports upon subjects of detail connected with postal and telegraph matters, upon future Federal mail-contracts, and upon the Australasian Postal Convention were laid before the Conference, and agreed to with amendments.

Other minor matters were considered, for which see minutes of proceedings.

Attached to this report will be found—

Minutes of proceedings, and an Appendix, containing reports, papers, and statistics laid before the Conference.

Signed on behalf of—

New Zealand, J. G. WARD.

New South Wales, JOHN KIDD.

Victoria, AGAR WYNNE.

South Australia, JOHN ALEXANDER COCKBURN.

Queensland, W. HORATIO WILSON.

Tasmania, J. G. WARD.

Western Australia, STEPHEN H. PARKER.

INDEX.

[Numbers refer to Proceedings, Letters to the Appendices.]

	Pages.
REPORT OF DELEGATES	<i>After Title.</i>
Address of the Honourable the President	1-2
Adjournment	3, 11, 13, 22, 33
Adjournment, Special	22
Appendices. (For list of contents see inside title-page).	
Appointment of President	1
Appointment of Secretary and Acting-Secretary	2, 22
Auckland Harbour Board Correspondence	31
Australasian Postal Convention	25, 30
Australasian Postal Convention Draft. Appendix C	xv
Brisbane Mail-train Service	31
Business of Postal Conference, how conducted	33
Canadian-Pacific Cable, Resolutions relative to	11, 13
Canadian-Pacific Cable, Papers relative to. Appendix G	xxxix
Canadian-Pacific Mail-service, Resolutions relative to	7, 8, 9
Canadian-Pacific Mail-service, Papers relative to. Appendix F	xxxix
Coloured Labour on Mail-steamers	7, 20
Coloured Labour, Papers relative to. Appendix K	li
Commissions of Postal Conference Delegates	2
Coote, Hon. Audley, Remarks on the New Caledonian Cable. Appendix G	xxxviii
Congress, Postal Union, Delegate to the next	10
Correspondence relating to Conference Business, how conducted	33
Divisions	18, 21
Federal Mail-service Papers. Appendix D	xxii
Federal Mail-service <i>via</i> Suez, Extension of Contract	4, 5, 6, 7
Federal Mail-service, Conditions of Contract to be revised	10
Federal Mail-service, Conditions for fresh Tenders to be settled	12
Federal Mail-service Conditions, laid on the Table, considered, and amended	15-22
Federal Mail-services. Appendix D	xxiv
Federal Mail-service, Question asked regarding the	31
Fiji, Representation of	10
Fiji, Representation of, Papers relative to the. Appendix H	xli
Fleming, Mr. Sandford: Cable Scheme, and Memorandum thereon. Appendix G	xxxix
Hour-zone Time System, Resolution	26
Hour-zone Time System, Papers relative to. Appendix I	xliii
Intercolonial Tariffs, Resolution	12
Melbourne, Next Postal Conference to meet at	33
New Caledonian Cable. Appendix G	xxxviii
Newspapers in Bulk Parcels	13
Newspapers, Postage Rates. Appendix E	xxvii
New Zealand Telegraph Business. Appendix J	1
Papers laid on the Table. (See also table of contents of Appendices, inside title-page)	2, 3, 7, 9, 11, 13, 26
Postal and Telegraph Conference, 1893, Papers relative to. Appendix E	xxv
Postal and Telegraph Conference, next Meeting	33
Postal and Telegraph Conference, Motion relative to Correspondence withdrawn	3
Postal and Telegraph Conference, Business, how conducted in future	33
Postal Union Congress, Delegate to the next	10
President, Hon. the, Address by the	1
President, Hon. the, appointed	1
President, Hon. the, Vote of Thanks to the	31
Press, Admission of the	1
Queensland Telegraph Statistics. Appendix J	xliv
Report of Heads of Departments. Appendix B	vi
Report of Heads of Departments considered	22-30
Report of Heads of Departments: Australasian Postal Convention	25, 30
Report of Heads of Departments: Electric Tramways and Light Power	25
Report of Heads of Departments: Hour-zone Time-system	25
Report of Heads of Departments: International Messages, Delay in	36
Report of Heads of Departments: Miscellaneous	25
Report of Heads of Departments: Ocean Mails	22
Report of Heads of Departments: Parcel Post	24
Report of Heads of Departments: Penny Postage	23
Report of Heads of Departments: Postages	23
Report of Heads of Departments: Postal Notes	24
Report of Heads of Departments: Universal Postal Union	23
Report of Heads of Departments: Universal Penny Postage	28
Report of Heads of Departments: Racing Lotteries Registered Letters	26
Report of Heads of Departments: Telegraph and Telephone	25
Representation of Fiji	10
Representation of Fiji, Papers relative to. Appendix H	xli
Reduced rates of Telegrams, Return asked for	3
Reduced rates of Telegrams laid upon the Table. Appendix J	xlvi
San Francisco Mail-service, Resolution relative to	9
San Francisco Mail-service, Papers relative to. Appendix E	xxv
Secretary and Acting-Secretary appointed	2, 22
Subjects for consideration of the Conference. Appendix A	iii
Tariffs, Intercolonial	12
Tasmania, Representation of	2, 3
Tasmania, Telegraph Statistics. Appendix J	1
Telegrams, Return of, under reduced rates asked for	3
Telegraph Statistics: Queensland. Appendix J	xliv
Telegraph Statistics: New Zealand. Appendix J	1
Telegraph Statistics: Tasmania. Appendix J	1
Votes of Thanks	33
Walker, Mr. P. B., Memorandum on Mr. Sandford Fleming's Cable Scheme. Appendix G	xxxvi

REPORT OF THE PROCEEDINGS AND DEBATES
OF THE
POSTAL AND TELEGRAPH CONFERENCE

HELD IN
NEW ZEALAND, IN MARCH, 1894.

LEGISLATIVE COUNCIL CHAMBERS, WELLINGTON.

MONDAY, 5TH MARCH, 1894.

THE Postal and Telegraph Conference met at 10 a.m. on Monday, the 5th March, 1894, when the under-mentioned gentlemen, representing the colonies hereunder named, were present—viz.:—

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.
S. H. LAMPTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland* : The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia* : The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.
W. GRAY, Esq., Secretary, Posts and Telegraphs.
J. K. LOGAN, Esq., Telegraph Engineer.

APPOINTMENT OF PRESIDENT.

On motion of the Hon. Mr. KIDD (New South Wales), *Resolved, nemine contradicente*, That the Hon. Mr. Ward (New Zealand) be President of this Conference.

ADMISSION OF THE PRESS.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Dr. COCKBURN (South Australia), *Resolved*, That the Press be admitted to the meetings of this Conference.

PRESIDENT'S ADDRESS.

The Hon. the PRESIDENT then addressed the Conference, as follows:—

Gentlemen: I desire, in the name and on behalf of New Zealand, to welcome you to this colony. I assure you it affords me the greatest possible pleasure to have you amongst

us, and I feel greatly honoured at having been asked by you to preside upon this important occasion. It has been my pleasure to be present at two Conferences in the other colonies, and I am bound to express the opinion that, as the result of those Conferences, a great deal of good has been done, not only to the departments immediately concerned, but also to the colonies generally. As a result of Conferences of this kind a much closer union is brought about than previously existed between the respective countries; and I think every impartial observer will admit how desirable it is that these colonies should be brought closer and closer together, considering the circumstances in which they are placed. Amongst other things that Post and Telegraph Conferences have done has been that of causing people in public positions to think more of the necessities and requirements of the various colonies, and in that respect I am sure this Conference will add another link to the chain which many people are very desirous of seeing welded—namely, a closer union amongst all the colonies. I also trust that during your visit here you may, in addition to business and work, thoroughly enjoy yourselves. We will do our best to make your visit agreeable, but I feel confident nothing we can do can repay the hospitable treatment we have received from time to time in the other colonies. I also hope your visit may prove to be beneficial to you in your representative capacity. When visiting the other colonies I saw many things that were of considerable value to me, and, in turn, I hope you will, during your visit here, see things that will prove of value to you.

I should like to take this opportunity of congratulating a gentleman who sits at this table—a gentleman who has been to every Postal Conference that has taken place in the colonies—upon the marked distinction which has been conferred upon him by the Queen. I refer to our esteemed friend and visitor, Sir Charles Todd, Postmaster-General, South Australia. We all heard with the greatest possible pleasure of the conferment upon him of the distinguished honour so well earned. I desire to say that I hope he may live long to enjoy it. That he has worthily filled the important positions which he has held in the past goes without saying.

It now only remains for me to say I trust that, in the important matters which the Conference will deliberate upon on this occasion, we shall be able to arrive at decisions in the direction of enabling something practical to be done. The ordinary public has little conception of the vast amount of good which has been done in the postal-telegraphic service by these conferences. Speaking for myself, I recollect very well many defects and cloggings that existed in the Post and Telegraph Department, owing to the fact that the colonies were separated, and there was no common platform for them to work upon; defects were difficult to remove, and much inconvenience was caused to the public. It is well known to all who are present that the whole machinery has been greatly improved. The facilities formerly existing have been so improved that the thousands of users of the Post and Telegraph Service now have their business carried on all over the world with such smoothness and accuracy that they scarcely know of the large transactions that are hourly taking place.

The cheapening of rates, which has been one of the characteristics of recent times, has been going on almost without notice; and it is to my mind one of the remarkable evidences of the age that the postal-telegraphic services have been the means of bringing foreign countries and the colonies themselves closer together than by any other means, not even excluding steam, that could possibly be adopted.

I can only say that I welcome you most heartily. I hope you may enjoy your visit, and that the result of the proceedings may be both satisfactory and profitable to the whole of the colonies.

APPOINTMENT OF SECRETARY TO THE CONFERENCE.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. WILSON (Queensland), *Resolved*, That Mr. L. Stowe be appointed Secretary to this Conference.

REPRESENTATION OF TASMANIA.

The Hon. Mr. WARD (New Zealand) informed the Conference that he had been asked to represent Tasmania at the Conference, but that the official notification of his appointment had not arrived but was expected to be here this day.

COMMISSIONS PRESENTED.

The following honourable gentlemen laid their Commissions on the table, viz. :—

The Hon. John Kidd, New South Wales.
 The Hon. Agar Wynne, M.L.C., Victoria.
 The Hon. John Alexander Cockburn, M.D., Lond., South Australia.
 The Hon. Walter Horatio Wilson, M.L.C., Queensland.
 The Hon. Stephen Henry Parker, Q.C., M.L.C., Western Australia.
 Mr. Richard Adolphus Sholl, Western Australia.

ORDER PAPER.

A list of subjects for consideration having been laid upon the table. (*Vide* Appendix A, p. iii.), On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That the list of subjects for consideration, with the exception of Nos. 1, 2, 5, 9, 24, and 46, be referred to a Committee, consisting of the heads of departments, to report to this Conference.

ORDERS OF THE DAY.

On motion of the Hon. Mr. WYNNE (Victoria), seconded by the Hon. Mr. PARKER (Western Australia), *Ordered*, that the Nos. 1, 2, 3, 9, 24, and 46, on this day's Order Paper be made Orders of the Day for to-morrow.

PAPERS.

The Hon. Dr. COCKBURN (South Australia) laid upon the table,—

Papers relative to the Federal Mail-contracts.—Ordered to be printed. (*Vide* Appendix D, p. xxii.)

The Hon. Mr. WILSON (Queensland) laid upon the table,—

Letters from the Hon. the Premier, Queensland, to the Hon. the Postmaster-General, Washington, relative to the San Francisco Mail-service Subsidy.—Ordered to be printed. (*Vide* Appendix E, p. xxvii.) Also—

Report of the Postmaster-General of Queensland upon certain Resolutions of the Postal and Telegraph Conference held in March, 1893.—Ordered to be printed. (*Vide* Appendix E, p. xxv.) Also—

Return of the Queensland Telegraph Service, 1893.—Ordered to be printed. (*Vide* Appendix J, p. xlix.)

RETURN RELATIVE TO REDUCED RATES OF TELEGRAMS.

The Hon. Mr. KIDD (New South Wales) asked the Hon. the President, If he would lay upon the table a statement of the effect of the reduced rates of telegrams over the Australian Colonies?

To which the Hon. Mr. WARD replied that he would lay the return asked for on the table to-morrow.

ADJOURNMENT.

On motion of the Hon. Mr. WARD, *Resolved*, That this Conference do now adjourn until 10 a.m. to-morrow.

Then the Conference adjourned.

TUESDAY, 6TH MARCH, 1894.

THE Conference met at 10 a.m.

PRESENT:

- New South Wales:* The Hon. JOHN KIDD, M.L.A., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria:* The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia:* The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland:* The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia:* The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania:* The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand:* The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.
W. GRAY, Esq., Secretary, Posts and Telegraphs.
J. K. LOGAN, Esq., Telegraph Engineer.

REPRESENTATION OF TASMANIA.

The Hon. Mr. WARD (New Zealand) laid upon the table a telegram from the Premier of Tasmania, authorising him to represent Tasmania at this present Conference.

POSTAL CONFERENCE CORRESPONDENCE.

The Hon. Mr. WYNNE (Victoria) moved, and the question was proposed, That in future all correspondence relative to the Postal and Telegraph Conference be forwarded by the Government of South Australia.

The motion was, with the leave of the Conference, withdrawn.

PAPERS.

The Hon. Mr. WARD (New Zealand) laid upon the table,—

A Return relative to the Intercolonial Cable Guarantee.—Ordered to be printed. (*Vide* Appendix J, p. 1.) Also—

A Return of Telegraph Business in New Zealand, 1893.—Ordered to be printed. (*Vide* Appendix J, p. 1.) Also—

Copy of a Letter sent to Fiji, inviting the Attendance of a Representative at the Postal Conference in Wellington.—Ordered to be printed. (*Vide* Appendix H, p. xlii.)

The Hon. Mr. KIDD (New South Wales) laid upon the table,—

Further Correspondence relative to the Representation of Fiji at the Postal Conference.—Ordered to be printed. (*Vide* Appendix H, p. xli.)

The Hon. Mr. WARD (New Zealand) laid upon the table,—

Copy of a Telegram from the Hon. J. Henry, Treasurer, Hobart, to the Hon. Mr. Ward, relative to the Federal Mail-service. (*Vide* Appendix D, p. xxiii.)

NOTICES OF MOTION.

Notices of motion relative to the establishment of a Pacific cable, telegraph and mail subsidies, and colonial tariff were given in by the Hon. Mr. WARD (New Zealand); and by the Hon. Mr. WYNNE (Victoria), relative to conditions being prepared upon which fresh tenders for the Federal mail-service should be called for.

FEDERAL MAIL-SERVICE VIA SUEZ.

The Hon. Mr. KIDD (New South Wales) moved, and the question was proposed, That this Conference agrees to the extension of the present Federal mail-contracts with the Peninsular and Oriental and Orient Companies for a period of two years from 31st January, 1895.

Debate arose thereupon.

Hon. Mr. KIDD (New South Wales).—Mr. President: I consider that the best course to take with regard to the first question which appears on the Order Paper for to-day is just to move that the service be continued, or, rather, that the contract be continued, for a period of two years beyond the present year. We can clearly understand that it is impossible to enter into a new contract in time to take up the running at the expiration of the present contract; therefore it is necessary that we should make some arrangements to continue the present contract for a period, so as to enable the colonies and the Imperial authorities to thoroughly thresh out the conditions under which they are prepared to subsidise any line of steamers which may tender for a new contract. It is explained in the letter from the London Post Office, dated the 1st September, that it would be almost impossible in that short time to have proper arrangements made, or to find companies that would be likely to be in a position to tender at so short notice—namely, between this and the 31st January next. They give the reason in their letter of the 1st September. Their reason for it is that their India and China contracts would fall in within three years of the expiration of the present contract with the colonies. Beyond that it does not concern the colonies. But, in the letter dated the 26th January, they think that we might extend the period for a year after the expiration of the present contract; and they think there is no doubt that the contractors would be prepared to agree to the extension for another year. Now, I think another year would put New South Wales in as great a difficulty as we are in at the present time. We are not prepared at this Conference, I think, to agree as to the conditions we should lay down, or to ask the Imperial authorities to agree with us as to the conditions under which we should subsidise another contract. Therefore, as we require some time, I think it would be better for us to run on for two years instead of one year, as being midway between one year and three years. Three years is, I think, rather a long period, and if we could get the contractors to accept the extension for two years it would be much better than three years or one. I now, therefore, make that suggestion, without entering into the question of endeavouring to make any fresh conditions. That, of course, would be impossible. The contractors would not be likely to alter the present conditions for the sake of one or two years, and I do not think we should consider that phase of the matter. It would be a very proper thing, of course, before we enter into any new contracts to lay down other conditions such as were mentioned by the present President of the Conference, stipulating as to certain accommodation on board mail-boats for the carrying of frozen meat, butter, &c. That, however, is a question which, at the present time, we need not go into. I am beginning to think when I see a vessel like the "Gothic" lying in Wellington Harbour that when there is business to be done companies will find accommodation to carry on that business without mixing it up with postal subsidies or anything of that kind. I consider it would be a mistake to make any conditions: when trade is to be done the companies will see that provision is made for keeping pace with that trade. The fact of a steamer of the magnitude of the "Gothic" coming here without any conditions as to subsidies, or anything else, is ample evidence that the great companies of the world will see where trade is to be found, and that they will make good provision for it without any encouragement in the way of postal subsidies. However, that, I think, is a question we need hardly discuss at any length at the present time. I do not think we should hamper the continuation of the present contract for two years by proposing new conditions. As for any proposal to amend the conditions of the present contract, I feel quite sure that the great companies which are the parties to that contract for the carrying of mails would not entertain them for a moment. And the Imperial authorities I do not think would for a moment ask us to agree to any new conditions. Without saying anything further, I will move, for the reasons I have stated, That we join with the Imperial authorities and endeavour to make arrangements with the present companies to continue the services for two years longer, which will give us ample time, and not too much time, to make all the necessary arrangements, and will also give time to intending tenderers for the carrying of our mails in the future. I might just say that any proposal of this kind is always subject to the parliamentary approval of the several colonies. I rather like to hedge myself in in this way, as, though we may agree to a proposal, at the same time it prevents Parliament taking up the position that we did not submit matters to them before finally committing ourselves to them.

Hon. Mr. WYNNE (Victoria): Sir, to some extent I agree with the views of the Hon. Mr. Kidd, but I think there are reasons why the time should be extended for one instead of two years. In the first letter written by the British Post Office it is suggested that the term should be extended for three years, so that they can call for tenders for the whole of the mail-services for the East—that is, India, China, and Australasia. If we make it for two years it is neither one thing nor the other. And in the second letter, of the 26th January, 1894, Mr. Forman there states that he does not think the Home Government would agree to a longer extension than one year; so it seems to me that, in the face of that letter, it would be useless to recommend an extension for a longer period. If we suggest two years it will lead to fresh correspondence, and may require the calling of another Conference to decide upon this question. I think, however, we should take some responsibility upon ourselves in connection with this, and I am prepared to go the length of agreeing to an extension for one

year, for this reason: that it is impossible now to call for tenders returnable by the 31st January next year, whereas between now and 1896 there ought to be ample time within which to formulate our views; and I think this Conference should decide as far as possible as to the terms. Last year, at Brisbane, we suggested that tenders should be called for an extension, and we formulated our views. If we say two years the work has to be done again. We should make up our minds what we do want, and let the British Government know our views on the matter as regards each colony. All the Australian Colonies are largely indebted to the British people for borrowed money, and it is necessary that we must increase our exportable products. New Zealand has shown an example with reference to frozen mutton, and I think Australia is endeavouring to follow on these lines. At present upwards of one million pounds' worth of butter is being exported annually from the three colonies—New South Wales, Victoria, and South Australia. We have not accommodation for butter, and I would suggest that in this extension for one year we should endeavour to compel the companies to provide space for the carriage of these products. I do not know that for one year we can absolutely insist upon it, but if a strong communication comes from these colonies that the companies should provide space I think they will do it. Their inclination is in the direction of assisting the colonies in this freezing business a little further with a fixture of lower rates, and I think the British Post Office authorities will not put any obstacles in the way of the colonies. They look at it simply from a postal point of view. We have to go a little further, and we must assist the colonies in getting rid of their frozen produce. It would not pay the large steamers to come to the colonies to take away small quantities of butter. The mail-steamers have a certain amount of space available, and if we can arrange that they shall carry this produce at a reduced rate I think it will do great good to the colonies, and no harm to the Home authorities. The companies have the space available, and I think we should endeavour to make use of it by means of this Conference. At the end of the proposed extension, when tenders are called for, other companies perhaps will tender, probably at a reduced rate, and also including the carriage of our products. I do not know whether it is permissible under this motion to discuss the question of the clauses or the terms of the contract which is to be made, but I think it is practicable for us to have this service extended for one year, and to have provision made that frozen produce should be carried by these mail-steamers at reduced rates, rather than to extend the contract for two years, which is neither one thing nor another. The Home authorities want it for three years and not for two, but I think as their last letter suggested one I would suggest to the Hon. Mr. Kidd that he should make his term one year.

Hon. Dr. COCKBURN (South Australia): Sir, it appears to me there are three alternatives before the Conference: either to call for new tenders at the expiration of the present contract, or to renew the service for three years, or for one year. It appears these are the alternatives at present. The first, I am afraid, is impracticable, much as I should like to see a new contract to incorporate the views that the Hon. Mr. Wynne has expressed, seeing that to the Colonies of South Australia, Victoria, and New South Wales the carriage of produce is second only in importance to the carriage of their mails. I am afraid it is quite impossible with the short time at our disposal to do all this. I think we should strike out one of the alternatives, and therefore reduce it to the question of extending the original time by one year, or by three years. I agree with the Hon. Mr. Wynne, if the time is to be extended we should as far as possible fall in with the views of the Imperial Government, and make the contract either for three years or for one year. I think, myself, it would probably be best, in concert with the Home authorities, to fall in with their last suggestion, and make an extension of one year only; but if we do so I think we should at once formulate, at this Conference, all that will be necessary as regards detail—with regard to the manner in which the tenders should be called, and also the stipulations that are to be expressed. If we do not do so we shall be faced at another Conference with the same difficulty as we are in now. If the time is to be extended for the purpose of giving more time to consider the details, then we must take time by the forelock. We know that one year is much too short. I do not think that two years is any too long to put into effect any resolution as to details, fresh stipulations, or any other matters considered necessary by this Conference. I therefore join with the Postmaster-General of Victoria in asking the Hon. Mr. Kidd to alter his resolution so as to make the extension for one year. I think, as the Hon. Mr. Parker says, there are certain considerations which would make three years advisable to work in with the India and China mails. I suppose, however, there are certain improvements which we can hardly bring forward without calling for fresh tenders. The Hon. Mr. Wynne suggested we should make strong representations to the companies with regard to lower freights, more storage, and also to allocate the storage so that it might be equally available for all the colonies. I should like to add that we are now doing a large trade in butter, and at present London is our only market. Everything has to go to London; and I am informed that for butter and other produce it is possible to do a trade in the provincial towns. We have been considering whether it would not be well to ask the contracting companies to give bills of lading to provincial towns at the same rates as they do to London. They could get concessions on the English lines of railway. I think we should add that to the matters to be pressed on the companies. I know they will do all they can to fall in with our wishes; at the same time they can hardly be expected to do all we desire during the existing contract, but they will if we make it one of the conditions in calling for tenders. Therefore I am inclined on the whole to support and fall in with the wishes last expressed by the Imperial Government, to extend the contract for one year. At the same time we should see that the same difficulty will not present itself at any future time. We should make all provision, and mention all stipulations the colonies think should be inserted and included in the tenders to be next called for. For this two years will not be too long.

Hon. Mr. WILSON (Queensland): Referring to the remark of the Hon. Mr. Wynne, that if we asked for an extension of two years it would lead to a great amount of correspondence, and that we should therefore fall in with the suggestion of the British Postmaster-General, I would point out that if

we ask for a three years' extension it would lead to a great deal more correspondence, and we should probably not get what we asked. It would therefore be very much better for us to have an extension for one year, which would really mean one year and nine months. We should then have plenty of time to go into all these matters, and come to a satisfactory conclusion.

Hon. Mr. WARD (New Zealand): On behalf of Tasmania, I desire to say that I shall support the Hon. Mr. Wynne in the view he takes of this matter. The Tasmanian Government ask me to do this, and state in the cablegram they have sent me as well, "That it should be conditional with the new ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meat, butter, fruit, and other products of Australia at stipulated maximum rates for freights for the same, and to state what cold storage they will be prepared to supply, having due regard to the requirements of each colony." Of course, while I support on behalf of Tasmania the view the Hon. Mr. Wynne takes of it, at the same time I wish to express my own opinion on this matter. I think every effort should be made by the colonies to secure trade for the continuance of trade for the frozen meat, butter, fruit, and other produce that may be sent to England; at the same time I feel it is only right to tell you what our experience in regard to the carriage of frozen meat has been in this colony. Our experience has been that by the subsidised regular mail-carriers this class of business was not very workable; the whole of our frozen meat and products of this colony are carried by steamers that are not subsidised at all. It is a very remarkable thing that, while our mails are going by steamers which we subsidise, the whole of the lines which are carrying our frozen meat and other produce are unsubsidised. The result of that is a keen competition between the liners to secure the frozen-meat business, quite independent of any assistance by mail-subsidies. Whereas, if you give an enormous subsidy to one particular line, you at once prevent any other line of steamers from coming to compete on even terms, with the result that you have in all probability to pay a higher rate for sending produce Home than you would have to pay if, by not giving subsidies, you allow free competition for the trade upon even terms. Here, in this colony, we have got no less than four lines of steamers, not one of which has a subsidy; and, as a result of their competition, I am sure we have a lower rate to pay than if we had subsidised one of those lines of steamers, and thus prevented other lines from coming in. I think it is highly important that to enable the rapid transit of mails the Federal line of steamers should be subsidised, though I still entertain the opinion that there should be no fixed subsidy, but that payment should be on the basis of the weight of mails carried. At the same time you, gentlemen, being all interested in the frozen-meat business from Australia, should carefully consider whether it is a desirable thing to make the mail-steamers such strong competitors by paying a subsidy which would prevent a large number of the slower class of steamers from coming in to carry our frozen meat. I think the broad aspect of this should be carefully considered, and under any circumstances I am of opinion that the service should not be extended for longer than one year; in the meantime, the whole question should be gone into carefully and fully. Our freight arrangements are very good from New Zealand, but any assistance I can give you in dealing with the matter will be readily given.

Hon. Mr. KIDD (New South Wales): In answer to what has been said in opposition to my proposal for a two-years extension, I would like to point out that the reason why the Imperial authorities ask us, in the letter of 26th September, to agree to three years is not because it is going to be any convenience for us to wait until the termination of their India and China contract. We have nothing at all to do with those contracts. The service under which our mails are carried now is a Direct service, so that there is no reason at all why we should fall in with the suggestion of the Imperial authorities to extend it for three years if we do not think it convenient for us to do so; and my only reason for suggesting an extension of two years is that I thought one year too short to give other companies an opportunity of coming into the field and tendering for this mail-service, otherwise we might actually be in the hands of two large companies. However, I am quite agreeable to amend my resolution, and make it one year. But I am certainly very much opposed to what Mr. Wynne suggests, namely, that we should try and clog this extension with any new conditions. I am quite sure that they would not agree to any new conditions for one moment. I think it would be almost foolishness for us to embody any new conditions with regard to the operation of one year. If we thought fit to extend it for three years it would be a different matter. We might be able to secure greater advantages from them for three years, but they realise as well as we do that an alteration for one year would be simply making a convenience of them. Another reason would be that it might be better for them to cut us off without extending it at all, because they are the two most powerful companies that are likely to secure the contract if between this and 31st January next we invite tenders. However, as it appears to be the expressed wish of the Conference to reduce it to one year, we might, if we do not meet again before the usual time next year, make some arrangement to communicate in the course of a few months with the Home authorities to invite tenders, and in the meantime agree as to what conditions we would desire to be imposed on those tendering. We should not wait until the meeting of the Conference next year, because we will then be in just about the same position as we are now. I think, therefore, it is necessary for us to take some action before this Conference breaks up to decide as to what we require in the interests of the colonies, and come to a common agreement, and have it embodied in the new contracts. It will not do to wait until a year has elapsed, but we will have to take action at a very early date to get the Imperial authorities to invite fresh tenders. It is not the same as any ordinary service. This is a very important service to the colonies, and of course all are fully alive to that. If we are going to have any special conditions beyond those embodied, the sooner we set to work to draw up these conditions the better. I think within the next few months action should be taken to set the Imperial authorities in motion to call for fresh tenders to take up the running under a new contract on the expiration of this extension which has been proposed—that is, the extension for one year. I ask leave to amend my motion accordingly.

Hon. Mr. WYNNE (Victoria): I move, That there be added to this resolution a condition that the steamship companies furnish sufficient cool-storage space for the products of the various colonies in

their steamers leaving the different ports, in proportion to the space required by the respective colonies.

Hon. Mr. PARKER (Western Australia): In order that this resolution shall have as much weight as possible, it struck me that the Governments of the various colonies might instruct their Agents-General to see the contractors at Home and further the objects of this resolution. Therefore, if my friends, Dr. Cockburn and Mr. Wynne, have no objection, I would suggest that these words be added to the resolution: "And that the Governments of the Australian Colonies be requested to instruct their respective Agents-General to do all in their power to further the objects of this resolution."

Hon. Dr. COCKBURN (South Australia): I understood the Hon. Mr. Wynne to say simply that representation should be made; but there is no doubt this contract is a question of business, and I think a joint representation from the colonies which the contracting companies serve could not fail to have some degree of weight with them. They are as anxious to secure our goodwill as we are to recognise their services. It has been already a subject of consideration between the various Australian Colonies whether some representation should not be made by the Governments of the colonies asking for reduced freights, more certain cool-storage accommodation, and allocation of space. I think, Sir, this representation coming from individual Governments would have a certain weight, and I think a general representation coming from a Conference of this nature, where representatives of all the colonies are assembled, cannot fail to have still more weight. I do not understand the Hon. Mr. Wynne to say that the renewal of the contract should be subject to this stipulation—

Hon. Mr. WARD (New Zealand): I presume, Dr. Cockburn, you will move a separate resolution?

Hon. Dr. COCKBURN (South Australia): No, sir. I am going to support the Hon. Mr. Wynne in this matter. Would Mr. Wynne put this stipulation in this resolution or move a separate resolution? In either case I should have much pleasure in supporting him.

Then, the question being put as amended by the Hon. Mr. Kidd, with the leave of the Conference,

It was resolved in the affirmative.

Resolved, That this Conference agrees to the extension of the present Federal mail-contracts with the Peninsular and Oriental and Orient Companies for a period of one year from the 31st January, 1895.

VANCOUVER SERVICE.

The Hon. Mr. WILSON (Queensland) informed the Conference that no replies to their correspondence relative to the Vancouver service had been received.

CANADIAN MAIL-SERVICE.

The Hon. Mr. WARD (New Zealand) laid upon the table a letter from Mr. James Huddart, of the Huddart-Parker Company, relative to their contract with the Dominion Government.

Ordered to be printed. (*Vide* Appendix F, page xxix.)

COLOURED LABOUR ON MAIL-STEAMERS.

The Hon. Mr. WARD (New Zealand) laid upon the table a letter from Mr. A. D. Michie, agent for the Peninsular and Oriental Steam Navigation Company, addressed to the President of the Conference, relative to the employment of coloured labour on mail-steamers.

Ordered to be printed. (*Vide* Appendix K, page li.)

CANADIAN-PACIFIC MAIL-SERVICE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed, That this Conference is favourable to a four-weekly service (alternating with the San Francisco service) between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port in New Zealand, and such ports in Australia as may be determined upon.

Debate arose thereupon.

Hon. Mr. WARD (New Zealand) said,—In order to elicit a discussion upon this important matter, I will submit a proposal to the Conference. In moving this resolution I desire to point out to the Conference this very important fact: that the whole of the colonies at the present time are contributing on the basis of mail-matter carried a certain amount to the maintenance of the San Francisco service, and it is within the knowledge of the whole of the colonies that that service will in all probability be continued, and will extract an amount in the future from the colonies similar to that which has been paid in the past. The Vancouver service, which opens up quite a different field, is one which I think should be encouraged by the whole of the colonies; and, as far as the New Zealand Government is concerned, we are prepared to subsidise that service to the extent of £10,000 a year, but not if the service is going to be one such as is indicated in the letter from Mr. Huddart—if it is going to be one which requires a line of steamers to run between Canada and Sydney only, and connecting with New Zealand by a branch line. The service to be of any use to this colony is one which, I think, should be looked upon as a commercial service, a service enabling our people to send any products they require to Canada and to obtain anything Canada should wish to send to us. If the business of transhipment were to come in, the service, commercially, would be greatly reduced in value. No one could afford to pay the transhipping rates. It seems to me that, looking at the extraordinary treatment the United States Government has extended to the whole of the colonies since the initiation of the San Francisco service, it is well that the colonies should take advantage of the opportunity of having a second string to its bow. If by the establishment of the Vancouver service we should bring the United States to realise what

they ought to do in giving a fairer contribution than in the past to the maintenance of the San Francisco service, it would be a very good thing indeed. I am bound to express the opinion that under no circumstances will the San Francisco service cease. It has got to that position now that even under the existing contract it receives from the colonies a very small amount compared with the large payments formerly contributed. Whatever the United States Government may do I think the San Francisco service will continue. If it is to remain an inferior one to that *via* Vancouver will depend upon the United States. The Canadian service opens up another connection between the British colonies. In the prospect that presents itself from a commercial point of view, I think it is a legitimate one for the Post Office to step in and give a reasonable subsidy, and now, I believe, is the right time to do it. I hope, myself, that the Imperial authorities will see their way to subsidise this service to a reasonable extent. I think, if the resolution I have submitted to the Conference is carried, good will be done. It is committing the Conference to nothing beyond inviting tenders for an alternative San Francisco service—namely, between England and the colonies *via* Vancouver and San Francisco. If the amount is considered too high, in the ordinary course of things it would be necessary to communicate with the whole of the colonies, and a basis arranged of payment of a proportional amount by each. No harm can be done by inviting the various companies to tender for such a service as I have indicated. I have very much pleasure in moving the following resolution: "That this Conference is favourable to a four-weekly service, alternating with the San Francisco service, between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon."

Hon. Mr. KIDD (New South Wales): I would like to point out, in regard to the resolution you have submitted, sir, the position the New South Wales Government and the Canadian Government have placed themselves in with the Huddart-Parker Company. We have gone too far to invite tenders for a service by Vancouver, or, in fact, with the San Francisco line, and I do not think it would be possible to get any other companies than those engaged in the service to do anything in the matter. We are already a party to subsidising this line to Vancouver at the rate of £10,000 a year for three years, and our agreement is on all-fours with the agreement made by Canada for three years to the extent of £25,000. We were in hopes that you yourself would move a resolution at the last Conference, suggesting that we should endeavour to secure the service by Vancouver. At that time you expressed yourself in the same way as you have done to-day. Referring to the manner in which the United States Government treated the San Francisco service, we are not prepared to abandon that service any more than you are. In fact, we submitted a resolution to the House authorising the Government to enter into a contract with the Huddart-Parker Company *via* Vancouver; so that it is not for the purpose of supplanting the San Francisco service that we entered into a guarantee for a Vancouver service. If the other colonies agreed to subsidise the Vancouver route, we might be able to encourage the two companies to run their steamers alternately every fortnight, which would give us a fortnightly service instead of having the two companies running in competition with one another as at present, each leaving at times within a few days of the other, as is inevitable when one is a four-weekly and the other a monthly service. At the present time, the agreement ties us down that they may call at Brisbane and Fiji; there is nothing at all about New Zealand. I feel quite sure that if New Zealand enters into an arrangement to subsidise this new company, New South Wales would not be opposed to have the agreement altered, so as to fall in with any arrangement that might be made.

Hon. Mr. WARD (New Zealand): We might do so to the extent of £10,000.

Hon. Mr. KIDD (New South Wales): That might be a strong inducement. Of course, if the Queensland Government desired to make an arrangement, that might make the service rather a lengthy one, as it would then have to call at Queensland and New Zealand, as well as Fiji. But I do not value this service so much for the postal convenience it affords as for the sake of the connection for trade purposes. The Government which I represent might be quite willing, if the Queensland Government decided upon subsidising the new service, and concurs that New Zealand comes in also. Beyond this we cannot make further conditions, as we are tied by the agreement we have entered into. I can say on behalf of New South Wales that anything reasonable we will do, recognising it is more a matter for trade than postal convenience. I am sure we would not object to any conditions that New Zealand may be able to make with the company. We shall be very glad also to see Queensland in. Of course, I think it would be very much in the interest of Victoria to have a share in this contract, even to the extent of a £10,000 subsidy. However, it only concerns the colonies on the eastern seaboard, and I do not expect our friends from South Australia to come in, because I do not see in what way it can serve them. I do not see how it can serve Tasmania. I think the three colonies on the eastern seaboard, together with New Zealand, may find it a very great convenience to encourage a trade of this kind, apart from postal convenience. I may simply state that, in dealing with this company, we are only anxious to assist them in every possible way, recognising it is a very big undertaking they have entered upon. We would like them to succeed in it; at the same time, we will not do less for the San Francisco service than we have been doing. That is the understanding on which Parliament agreed to subsidise the new company. I am making this explanation to show the position we are in. We have entered into this agreement, and Canada has entered into a similar agreement. Therefore, in order to effect a fortnightly service we should have to get these colonies to come in also. It would serve New Zealand to a very much greater extent than any of the other colonies. We are anxious to open up a trade with Canada if possible, and that is a proper reason to enter into a contract to subsidise this company to the extent we have done. If there is no objection I will lay this copy of the agreement on the table. I have already pointed out that the Vancouver service is a monthly one, and the other is every twenty-eight days. If the companies agreed we might run the service every fourteen days; that is, alternately *via* San Francisco and Vancouver.

Hon. Mr. WILSON (Queensland): Sir, I am unable to fall in with the suggestion that tenders be invited for this service, because I am really in the same position as the Hon. Mr. Kidd, except that Queensland has not yet come into this contract. We wanted the steamers to call at Keppell Bay as well as Brisbane, and it was on that point the negotiations fell through. I believe that something will still be done. Queensland is anxious that a service should be established between Vancouver and Australia, and intends to support it as far as she possibly can. Representations have been made which possibly may lead to some agreement between the parties. Under these circumstances, I prefer matters to remain as they are. Sir Thomas McIlwraith is now in London, and, no doubt, is negotiating further in the matter; therefore, I do not wish to hamper any action he may take at the present time.

Hon. Mr. WYNNE (Victoria): Mr. President, this is a matter which does not concern Victoria very much from a mail-service point of view; but, from a trade aspect, the Victorian Government were anxious to assist in the service if the company could have seen their way to make Melbourne a port of call; but the company are restricted as to the number of steamers, and were unable to do it. I have no doubt if the service is a success—which I trust it will be, in the interests of the colonies and Canada—the company will have to increase their fleet, and I have no doubt the Victorian Government will consider the matter in a favourable light, provided the company can arrange for their steamers to call at Melbourne, in the same way as the Government of New Zealand are anxious the company should call at New Zealand. We are at present well served by the existing service, and do not look at this service very closely from the point of view of a mail-service.

Hon. Mr. WARD (New Zealand): In reply, I would like to say it seems to me that the purpose I had in view has been to some extent served by the discussion which has arisen on this motion. I desire to point out that this motion does not in any way invite the calling of tenders, neither does it make a commitment. It leaves the question, as far as Queensland and Victoria are concerned, entirely to be settled in the way of details as between the respective colonies and the contracting parties in the future. The motion is, "That this Conference is favourable to a four-weekly service, alternating with the San Francisco service between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon." My own opinion is it would be as well if the Conference had given some marked action in this direction by passing this resolution. However, I propose, with the permission of the Conference, to ask to be allowed to modify the resolution, and to accept the debate which has taken place upon it as an indication of the desire of some of the colonies to support this service. As far as New Zealand is concerned, I may say that if the Vancouver steamers call at a port within the colony, either Auckland or Wellington, we will subsidise the service to the extent of £10,000 a year. We are very well served by mail-services as it is. We look upon the services entirely from a trade point of view, and not for the convenience of carrying mails at all, but as giving us fresh communication with an important country. On those grounds we will be prepared to subsidise this service to the extent of £10,000 a year, provided the steamers call at our colony.

Hon. Mr. KIDD (New South Wales): I would suggest a slight amendment to the motion, if you will allow me, so as to make the motion read as follows: "That this Conference is favourable to a four-weekly service, alternating with the San Francisco service, between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port of New Zealand and at such ports of Australia as may be determined upon." This would not interfere with the present contract or with the future.

Hon. Mr. PARKER (Western Australia): I regret to say I shall not be able to vote on this question.

Hon. Mr. WARD (New Zealand): I accept the Hon. Mr. Kidd's suggested alteration.

Then, the question being put, it was resolved in the affirmative.

Resolved, That this Conference is favourable to a four-weekly service, alternating with the San Francisco service, between Australia, New Zealand, and Vancouver, the mail-steamers calling at one main port in New Zealand, and at such ports of Australia as may be determined upon.

CANADIAN-PACIFIC MAIL-SERVICE.

The Hon. Mr. KIDD (New South Wales) laid upon the table particulars of the agreement between the Hon. the Postmaster-General, Sydney, and Mr. James Huddart, relative to the Sydney and Vancouver mail-service.

Ordered to be printed. (*Vide* Appendix F, p. xxix.)

SAN FRANCISCO MAIL-SERVICE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed, That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line, and that further representations be made to obtain a reduction in the heavy overland charges.

Debate arose thereupon.

Hon. Mr. WARD (New Zealand) having moved the above resolution,

Hon. Mr. WILSON (Queensland): I do not think anything can be gained by discussing this matter, as the reply from the United States Government was unfavourable.

Hon. Mr. KIDD (New South Wales): Sir, I second the resolution. At the same time I should like to get some expression of opinion from yourself as to what you intend to do with regard to the renewal of the contract. I wish to reiterate what we have said before, that we are prepared to subsidise to the same extent. Of course, all subsidies are with the approval of Parliament. The present contract falls in in November next.

Hon. Mr. WARD (New Zealand): I am prepared to renew the contract for this service. Three years was the last term we renewed it for, and I am disposed to renew it for a similar period.

Hon. Mr. KIDD (New South Wales): Before we renew the service we may have an opportunity of getting them to agree to the resolution which we have just passed. They might arrange their arrival and departure so as to make a fortnightly service. If you carry out your intention with regard to Vancouver with the Huddart-Parker Company, it would be a favourable opportunity for you to know that, so as to get them to fall in with an arrangement of that kind to give you a fortnightly service.

Hon. Mr. WARD (New Zealand): I will undertake to see that provision is made for the service being a fortnightly one, assuming the Vancouver service is established, and we shall thus have a fortnightly service.

Then, the question being put, it was resolved in the affirmative.

Resolved, That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government, pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line, and that further representations be made to obtain a reduction in the heavy overland charges.

DELEGATE TO NEXT UNIVERSAL POSTAL UNION CONGRESS.

The Hon. Mr. KIDD (New South Wales), seconded by the Hon. Mr. Wilson (Queensland), moved, and the question was proposed, That the question of the appointment of a delegate to attend the Postal Union Congress at its next meeting be postponed.

Hon. Mr. KIDD (New South Wales): Sir, we went into this matter at the Brisbane Conference, expecting that this Conference would have been held in 1896. It has now been postponed until 1897, and I think we can well allow this matter to stand over until the next Intercolonial Conference.

Hon. Dr. COCKBURN (South Australia): I presume a Conference will be held. This is a question which can be considered apart from a Conference. It could be settled by communications between the different Governments. At the same time I hope the Intercolonial Conferences will be continued, as I recognise them to be of infinite benefit.

And the question being put, it was resolved in the affirmative.

REPRESENTATION OF FIJI.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. Wilson (Queensland), moved, and the question was proposed, That no further action be taken with regard to the representation of Fiji at the Postal Union Congress and the Intercolonial Conferences until replies have been received from Fiji.

Hon. Dr. COCKBURN (South Australia): I think that as Fiji has already been communicated with on the question, and as there is a general feeling that as far as possible the colonies which have a communitive interest are working together in this respect, I presume community of interest is the ground upon which any colony would be represented. It seems to me that if Fiji feels that interest she will interest herself to secure representation. Fiji, perhaps, is not on all-fours with the other colonies, being a Crown colony, and therefore partly representing Imperial interests; but still I think it might be as well that Fiji should not be further pressed in the matter.

Hon. Mr. WARD (New Zealand): Then, if the Conference is agreeable, I will simply put a note against this item in the proceedings, "No further action." That will enable me to understand the position.

The question being put, it was resolved in the affirmative.

FEDERAL MAIL-SERVICE *VIÁ* SUEZ.

The Hon. Dr. COCKBURN (South Australia) moved, and the question was proposed, That the heads of departments revise the conditions of proposed new contracts in connection with the Federal mail-service *via* Suez.

Hon. Dr. COCKBURN (South Australia): I observed that in Brisbane the permanent heads of departments reported as to the new contracts under the Federal mail-service, and, as there are several matters referred to the permanent heads in connection with this question, I wish to understand whether the permanent heads are, in their report, considering any revision which may be necessary to bring their suggestions up to date.

Hon. Mr. WARD (New Zealand): It is not so at present. There is a notice of motion by Mr. Wynne for to-morrow, to the effect "That the conditions be now settled for which fresh tenders for Federal mail-service are to be called."

Hon. Dr. COCKBURN (South Australia): There are one or two matters in connection with this, the details of which were settled at the last Conference at Brisbane, which might be revised on behalf of South Australia. There is one matter I should like to be looked into again, and that is with reference to the date of the departure of mails from Adelaide. It was originally proposed at the Conference to be Thursday, at 2 o'clock, but was afterwards altered to Saturday at 2 o'clock, and that is how it stands now. As far as I can gather it is questionable whether the alteration is prudent. I may say at once that Saturday is regarded as a difficult day for the departure of a mail from Adelaide. I believe the mails should leave on Friday. I mentioned the fact this morning, that we were endeavouring to carry our ramifications of trade and produce into the various provincial centres in England, and I think it is desirable that the Australian letters should arrive in England so as to be answered not only in London, but also in the provincial centres by the out-coming mail. The mails now reach London on Sunday or Monday, giving them plenty of time to get to the provinces and be replied to; but the mails leaving on Saturday would preclude that. A deputation waited on the

Government I represent, and I believe similar deputations waited upon other Governments, to urge that in any new contracts for the Federal mail-service the contracting companies should be asked to state what class of labour they intend to employ. Of course we know that the French and German boats are equipped in such a way that if at any time national disturbance breaks out they would be available for defence purposes. It has always been a feeling that has animated Postal Conferences that our mails should be carried by English boats, which in case of emergency could act in a similar manner. This would hardly be possible unless the ships were manned by such a crew as would be available for the purpose, and therefore it would be well, when going further into the matter, to make a stipulation in the Federal mail-service contract that the tenderers should be asked to state what class of labour they intend to employ. I mention this to prepare the ground for any views which may be expressed by the colonies. I am bound to raise the matter, because, in reply to a deputation, I stated I would see that the matter was brought before the Conference. I regard it as of considerable, if not paramount, importance. Therefore, that must be my excuse at the present time in bringing it forward.

The question being put, it was resolved in the affirmative.

Resolved, That the heads of departments revise the conditions of proposed new contracts in connection with the Federal mail-service *via* Suez.

ADJOURNMENT.

On motion of the Hon. the PRESIDENT, *Resolved*, That this Conference do now adjourn until 10 a.m. to-morrow.

Then the Conference adjourned.

WEDNESDAY, 7TH MARCH, 1894.

THE Conference met at 10 a.m.

PRESENT :

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.
S. H. LAMPTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland* : The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia* : The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.
W. GRAY, Esq., Secretary, Posts and Telegraphs.
J. K. LOGAN, Esq., Telegraph Engineer.

HOUR-ZONE TIME.

The Hon. Mr. WILSON, (Queensland,) laid upon the table a letter from the Hon. Sir Thomas McIlwraith to the Premiers of the Australian Colonies, relative to the Hour-zone Time.

Ordered to be printed. (*Vide* Appendix I, p. xliii.)

CANADIAN-PACIFIC CABLE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed, That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this Conference recommend their Governments to consider the desirability of entering into a guarantee with the other countries interested for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams, to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following: Brisbane to Ahipara Bay (New Zealand), Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver: or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

Hon. Mr. WARD (New Zealand), in moving the resolution standing in his name, in a slightly amended form, said: The delegates who are present are all very conversant with the position in con-

nection with this cable. I need not elaborate any remarks I intend to make in moving the motion, as we have already discussed it very fully in Committee. I recognise it to be a very important matter. It is one which I think will have a considerable influence for good upon both the national and commercial affairs of the whole of the countries concerned. It will be an important link between the colonies and Canada, and a most useful cable for the Pacific Islands at which it is proposed to touch. The way in which the resolution now stands renders it quite unnecessary for me now either to point out whether the proposed cable will pay or not, or the amounts that will be required to be contributed by the respective colonies by way of guarantee, for the reason that the motion now is that a rate of interest of 4 per cent. is to be guaranteed by the whole of the countries concerned upon a fixed capital of £1,800,000 the profit or loss will only affect any company which undertakes it. That will amount to a guarantee of £72,000 a year for a period not exceeding fourteen years by the whole of the colonies interested, and that amount, divided upon the basis of population between the various colonies, works out, I may say, to very moderate sums indeed. So far as the colonies are concerned, Canada and England will have to bear the greater proportion of the cost of the guarantee. It is important, however, for us to recognise that we are not going to do anything by way of fixed subsidy; that the system we adopt is a system of guaranteeing only. I should also like to say it is not to be expected that either South Australia or Western Australia, from the position in which they are at present placed, and from the existing interests they are already concerned in, should come into this guarantee. It is recognised by the delegates who are here that neither of these colonies can be expected at present to do so. I have only to add that this cable, with the exception of Samoa and Honolulu, will pass entirely through British territory. Samoa is in a neutral position, and in that respect is to be distinguished from a colony, or place, which happens to be under the flag of a foreign nation. The routes indicated, it will be observed, render it possible for the Eastern Extension Cable Company (who are the proprietors of the existing cables) to tender, and to utilise existing cables between Australia and New Zealand. On the other hand, the proposal leaves it open to the world to compete for the laying of a cable between Australia and New Zealand, and from New Zealand onwards, as indicated. In moving the resolution I propose to ask the Conference to allow it to be printed and circulated, and to come up for final consideration to-morrow.

On motion of the Hon. Mr. KIDD (New South Wales), *Ordered*, That this debate be now adjourned.

Ordered that this debate be resumed to-morrow.

INTERCOLONIAL TARIFFS.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. WYNNE (Victoria), *Resolved*, That the delegates to this Conference, recognising the value of the decisions arrived at in reference to joint postal and telegraph services, by periodical meetings of representatives from the various colonies, would suggest to their respective Governments that similar advantages, in reference to trade relations between the respective colonies in the direction of reciprocity, would ensue, if similar conferences could be arranged to deal with questions in connection with intercolonial tariffs.

FEDERAL MAIL-SERVICE CONTRACT.

The Hon. Mr. WYNNE (Victoria), seconded by the Hon. Dr. COCKBURN (South Australia), moved, and the question was proposed, That the conditions be settled at this Conference upon which fresh tenders for the Federal mail-service are to be called.

In moving the above resolution,

Hon. Mr. WYNNE (Victoria) said: Mr. President, I think this is a proper time for us now to consider the terms of the renewed mail-contract. It seems to me there are two ways of dealing with the mails, either to pay upon the weight or to subsidise the steamship companies for the quick carriage of our mails. A large part of the business now is done by telegraphic communication; but still I think it is advisable to continue the mail-service somewhat on the present lines; and I would suggest that we recommend the Home Government that tenders be called for a term of, say five years, for a service between the Mother-country and the colonies; and that the tenders should state the time they will take in carrying the mails, what freezing-space they can supply to the colonies, and the rates to be charged for the carriage of our products; or we could call for tenders in the alternative, simply for the carriage of the mails and for the carriage of frozen produce. Since my visit to New Zealand I am inclined to think that, as the Australian Colonies can produce the frozen meats and butter to be carried, steamers will be put on without any subsidy whatever to carry these goods to the Mother-country. I notice that large steamers like the "Gothic" go from port to port and collect the frozen carcasses, and take them to England without any subsidy whatever. I think if tenders are called for, as I suggest, we will know exactly what is the price to be paid for carrying the mails, and whether the companies want an extra price for carrying the meat. If we consider their charge is too high, it may pay the colonies to subsidise a slow-going line of steamers, with a large carrying-capacity, which will carry the produce at lower rates. I think it was suggested at Brisbane that the tender-forms should be submitted to the colonies before they are dealt with. I still think we should have a voice in settling the tender-forms, and that they should be submitted to us. There is a year and ten months to spare, and that would give ample time to consider the terms of the contract. Under the present contract the steamship companies contract to carry letters only. I think our parcel-post should be included, and one of the conditions should be that they should undertake also the carriage of parcels on the subsidy rate, instead of paying, as we do now, an extra charge for the carriage of parcels in addition to the large subsidy given to these steamship companies. As the report of the permanent heads has not been completed, I will not discuss the details of the proposed contract any further, but simply suggest that tenders be called for a renewal of the service for a period of,

say, five years more on the lines I have suggested. The details can be more fully discussed when the report of the permanent heads is before the Conference.

Then, the question being put, it was resolved in the affirmative.

Resolved, That the conditions be settled at this Conference upon which fresh tenders for the Federal mail-service are to be called.

NEWSPAPERS IN BULK PARCELS.

On motion of the Hon. Dr. COCKBURN (South Australia), seconded by the Hon. Mr. KIDD (New South Wales), *Ordered*, That the question of the number of newspapers required to be contained in bulk parcels be considered and reported upon by the committee of permanent heads of departments.

ADJOURNMENT.

Then, on motion of the Hon. the PRESIDENT, *Resolved*, That this Conference do now adjourn until 10 a.m. to-morrow.

Then the Conference adjourned.

THURSDAY, 8TH MARCH, 1894.

THE Conference met at 10 a.m.

PRESENT :

- New South Wales* : The Hon. JOHN KIDD, M.L.A., Postmaster-General.
S. H. LAMBERTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria* : The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland* : The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia* : The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.
R. A. SHOLL, Esq., Postmaster-General and General Superintendent of Telegraphs.
- Tasmania* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand* : The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.
W. GRAY, Esq., Secretary, Posts and Telegraphs.
J. K. LOGAN, Esq., Telegraph Engineer.

PAPERS.

The Hon. Mr. WARD (Tasmania) laid upon the table,—

Return of the Tasmanian Telegraph Service, 1893.—*Ordered to be printed.* (*Vide* Appendix J, p. 1.)

The Hon. Mr. KIDD (New South Wales) laid upon the table,—

Papers relative to Mr. Sandford Fleming's Pacific Cable Scheme, and Memorandum thereon by Mr. P. B. Walker, Secretary of Telegraphs, New South Wales.—*Ordered to be printed.* (*Vide* Appendix G, p. xxxi.) Also,—

A Letter from the Hon. Mr. Audley Cote to the Premier, New South Wales, relative to the New Caledonian Cable. (*Vide* Appendix G, p. xxxviii.)

CANADIAN-PACIFIC CABLE.

The Conference, according to order, resumed the adjourned debate upon the question, That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this Conference recommend their Governments to consider the desirability of entering into a guarantee with the other countries interested, for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams, to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following: Brisbane to Ahipara Bay (New Zealand), Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver; or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

Hon. Mr. WARD (New Zealand): I think it would be as well to proceed with this order of the day, and for Mr. Kidd to proceed with the debate upon it. We could afterwards deal with order No. 2—viz., "Consideration of report of permanent heads of departments."

Hon. Mr. KIDD (New South Wales) : Mr. President, the motion which has been submitted by you in connection with this question is almost in accord with what I was prepared to suggest to this Conference myself. I arrived at this conclusion with the aid of Mr. Walker, of the Telegraph Department of New South Wales, after going very fully into the scheme submitted by Mr. Sandford Fleming, and his and other schemes seemed to be of such an impracticable character that the only scheme we thought at all practicable was that submitted by yourself yesterday. The only difference was that we thought, perhaps, the cable between Bundaberg and Gomen Bay might be utilised, and that then Fiji and the north of New Zealand might be connected. We thought that might meet all the requirements of the colonies in connection with the Pacific cable. But the alterations suggested by yourself and partly approved of by the Conference yesterday would start it at Brisbane, or the other route would be to take advantage of the cables laid from New Zealand, and start it at New Zealand just in the same way, and taking up the same line as we would by going from Brisbane to New Zealand and on. There was a communication sent some time ago by the London Post Office, copy of which I have here, and there was a letter addressed to the Secretary of State for the Colonies at Home, for the purpose of having it forwarded to the naval authorities, I suppose, in order that they might suggest a scheme; but what they submitted was very much on all-fours with Mr. Fleming's scheme. From Vancouver to Fanning Island, I think, is a distance of something like four thousand and odd miles, and they make a calculation that if the cable was taken that way it would cost twice as much as the ordinary cables would cost. Their estimate of it would be about £2,474,000, but they point out that it would necessitate a cable being manufactured of more than twice the substance of ocean cables generally. However, your proposal, sir, of course does away with the necessity for a cable beyond the ordinary size, therefore it will not be nearly so costly. And on inquiring into and discussing the matter we arrive at the same conclusion as you do yourself, with the only difference that we thought we might take advantage of the cable already laid between Bundaberg and New Caledonia, and branch them in a similar way as has been done in connection with other cables, which would reduce the distance to 6,751 miles. There, however, seems to be such a strong feeling against having to do with the French company, that your proposal, as worked out by your department, seems to be the best one. I have therefore much pleasure in heartily supporting the resolution submitted by you, Mr. President. I would like to lay on the table a report on the proposal of Mr. Sandford Fleming, which I think proves the position we have taken up in adopting the proposal submitted by yourself to be the proper one. I hope honourable members will approve of this report being printed, together with the other documents before this Conference. I also submit a map setting forth the line suggested, also the schemes formulated by Mr. Fleming. There is also a letter here from the Hon. Audley Coote, which is full of information, but of course I would treat Mr. Coote's proposals in much the same way as I would Mr. Fleming's, for the simple reason that they had evidently a personal object to serve in framing such proposals. However, I do not think we can have too much information of a character which would justify us in the conclusion we have arrived at, so with the consent of the Conference I would submit both Mr. Sandford Fleming's and the Hon. Audley Coote's letters, and move that they be printed.

Hon. Mr. WYNNE (Victoria) : Mr. President, I have to say that, as regards our own colony, we are fairly well served, or rather we are well served, by the present system, but this is capable of carrying a much larger number of messages than at present sent, but if all the colonies agree to this scheme through British territory, and the Imperial Government and Canada agree to pay their proportion, I am quite safe in saying our colony will join in and support the movement.

Hon. Mr. WILSON (Queensland) : I do not think I need say anything further than that I am in accord with the resolution suggested on Tuesday last, which was to the following effect :—

That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this Conference recommend their Governments to enter into a guarantee for a period of years to recoup the loss, if any, made by a company undertaking the laying of a Pacific cable, the cost of cable not to exceed £1,600,000, the interest chargeable on such amount to be 3 per cent.; office expenses, maintenance, &c., and amortisation fund to be computed at 4 per cent.; the maximum tariff to be at the rate of 8s. per word for ordinary telegrams and for Press telegrams 6d. per word to and from Great Britain and the colonies; and that the United Kingdom be asked to join in such guarantee.

I consider it would be better to leave the selection of the route to the Canadian Conference.

Hon. Dr. COCKBURN (South Australia) : Sir, in accordance with the custom adopted by previous representatives, the South Australian representative on this occasion will abstain from voting. Western Australia will, I also understand, do the same as her representative on previous occasions has done. Under these circumstances it is unnecessary for me to enter into any detailed criticism of the proposal submitted. I can only say that South Australia has every reason to be satisfied with the generous treatment accorded to her in the past by the other colonies in the matter of telegraphic communication with Europe, and I have every reason to trust that the same consideration that has previously animated the other colonies will in the future be extended to South Australia in recognition of her efforts in past days.

Hon. Mr. WARD (New Zealand) : It is unnecessary for me to avail myself of the right of reply, as it appears there is a general consensus of opinion on the matter. Of course, the representatives of South Australia and Western Australia have taken up the attitude that is to be expected from them. I am very glad to hear the Hon. Mr. Kidd express the opinion that it is not desirable for the colonies to have the communication between the Old Country by way of a French cable. I beg to move the motion standing in my name, and which has been seconded by the Hon. Mr. Kidd.

And the question being put, it was resolved in the affirmative, South Australia and Western Australia abstaining from voting.

Resolved, That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this Conference recommend their Governments to consider the desirability of entering

into a guarantee with the other countries interested, for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following: Brisbane to Ahipara Bay (New Zealand), Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver; or, from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

FUTURE FEDERAL MAIL-CONTRACTS.

The Hon. Mr. WARD (New Zealand) laid upon the table the report and recommendations by permanent heads of departments as to the terms and conditions of future Federal mail-contracts, which was as follows:—

REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS AS TO TERMS AND CONDITIONS OF FUTURE FEDERAL MAIL-SERVICE CONTRACTS.

The present contracts held by the Peninsular and Oriental and Orient Companies will expire on the 31st January, 1895.

The total subsidy paid is £170,000 per annum, of which the sum of £95,000 per annum is paid by the Imperial Government, and £75,000 by the Colonies of New South Wales, Victoria, South Australia, Queensland, Tasmania, Western Australia, and Fiji, the colonies contributing on the basis of population.

The following were the amounts paid by the colonies for the year 1892:—

New South Wales	...	...	...	...	...	£26,724
Victoria	...	...	...	...	...	26,368
Queensland	...	...	...	...	...	9,519
South Australia	...	...	...	...	...	7,608
Tasmania	...	...	...	...	...	3,460
Western Australia	...	...	...	...	...	1,326

We recommend:—

1. That the London Post Office be invited to call for tenders in *Great Britain and Australasia* for a weekly service, on conditions approved by the colonies, from *bona fide* British companies (to be performed by one or more companies, running on alternate weeks as at present). Before accepting any such tender, that all tenders be submitted to the colonies.

2. The following to be the principal conditions:—

- (a.) That alternative tenders be called for five or seven years.
- (b.) That greater regularity in the time of the arrival of mails be insisted upon, as under the present arrangement of slow and fast vessels the equal weekly interval is destroyed.
- (c.) That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days, or such lesser time as tenderers may offer.
- (d.) That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Freemantle or Albany both ways, the outward steamers to stay at that port not less than six hours.
- (e.) That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian Colonies or any of them.
- (f.) That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.
- (g.) That the steamers call at Colombo both ways.
- (h.) That it should be a condition of the new ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meats, butter, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same, and that tenderers shall state what cold-storage space they will be prepared to supply, having due regard to the requirements of each colony.
- (i.) That the other general conditions of the present contracts be adopted.

3. With regard to the division of cost, we recommend that the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail-matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present.

4. That clause 7 of the Peninsular and Oriental contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for in the preceding paragraph.

5. That the day of departure from Adelaide be *Thursday, not later than 2 p.m.*, reaching Albany in 72 hours. (Queensland and Western Australia dissenting, favouring Saturday.)

6. In view of the fact that, whilst the mails from Australasia are carried by the accelerated train through Italy and France, those by Orient steamers are carried by ordinary mail-train, the time occupied being about the same in each case, we recommend that the accelerated train-service be abolished, as decided by the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter, fifteen-sixteenths of 1d. has to be paid for the Continental transit by such trains, against three-eighths of 1d. by ordinary trains.

We deem it proper to mention that the words in italics comprise alterations made by Ministers in the draft conditions submitted by us to the Brisbane Conference, and we have therefore considered that it would be out of place on our part to disturb them, with the exception of the one relating to the day of departure from Adelaide, which, in the interests of all parties should, in our opinion, be Thursday, in lieu of Saturday.

W. GRAY, Chairman.
S. H. LAMBTON.
JAMES SMIBERT.

CHARLES TODD.
JOHN McDONNELL.
R. A. SHOLL.

The Conference then proceeded to consider the report, paragraph by paragraph.

Paragraph 1 read and agreed to.

Paragraph 2.

Subsection (a) read.

Hon. Mr. WYNNE (Victoria): I suggest the term should be "five" years in the new tenders, as larger and faster boats are being built every year; and for that reason it would be a mistake to allow too long a term. I move that the term be "five" years.

Hon. Mr. PARKER (Western Australia): I think, if tenderers were bound to "five" years, the subsidy asked would be considerably more than if the term were "seven" years.

Hon. Mr. WYNNE (Victoria) withdrew his motion.

Subsection (a) agreed to.

Subsection (b) read and agreed to.

Subsection (c) read.

Hon. Mr. WYNNE (Victoria): I suggest that, instead of fixing a time, tenderers should be required to state the time they would deliver the mails in. The colonies could get them delivered in less than thirty days, probably in twenty-eight or twenty-six days, and that would make a great deal of difference in the cost.

Hon. Mr. PARKER (Western Australia): I think the wording of the resolution is ample to cover what was intended.

Subsection (c) agreed to.

Subsection (d) read.

Amendment proposed. In line 6, to omit "that port," and insert in lieu thereof "the port of call." (Hon. Mr. Wynne, Victoria.)

Amendment agreed to.

Subsection (d), as amended, agreed to.

Subsections (e) and (f) read and agreed to.

Subsection (g) read.

Hon. Mr. PARKER (Western Australia): If Colombo were omitted from the contract, two or three days' time would be gained.

Hon. Dr. COCKBURN (South Australia): I support the clause, as there are certain advantages to be gained in the matter of trade between the Australian Colonies and India. At present there is a considerable trade in wines and copper, and we are endeavouring to extend the butter trade. There is also the advantage of the mail-service fitting in with the Eastern mail-service, and if the vessels did not call at Colombo that could not be done. The saving of time in not calling at Colombo is not sufficient to counterbalance the advantages I have named.

Subsection (g) agreed to.

Subsection (h) read.

The Hon. Mr. KIDD (New South Wales) moved, and the question was proposed, That subsection (h) be struck out.

Hon. Mr. KIDD (New South Wales): I am of opinion this clause should be omitted for the simple reason, as already stated by the Hon. Mr. Wynne, that in their own interests the steamship-owners would make all the provision they possibly could to carry out the desire of the colonies in the matter. If the company securing the mails had to make the provision required, the outside companies would simply do the same. If trade is to be obtained we would soon find shippers and others providing slow-going steamers that could more effectually overtake the trade than by putting in the conditions alluded to in the proposed tenders for the carriage of the mails. It would be a very great mistake to interfere in any way in this matter, or to make it a condition, because it is not right that the Postal Departments of the various colonies should have to bear the burden of anything in connection with a trade of the kind. The colonies would be charged a very much higher subsidy if they let a tender with a condition of the character mentioned than what they would under the present conditions of contract. I might state that my Government is very much opposed to any condition of the kind being inserted in any of the mail-contracts. It has been pointed out already at the Conference that if they could get vessels like the "Gothic" to come to New Zealand, where there was a large amount of trade, what is there to encourage such vessels if they gave a subsidy to one particular line. It has been explained to me that, although one voyage might not pay the owners for sending a large steamer like the "Gothic," the encouragement is sufficient without a subsidy, as it is considered the business will so enlarge that all these steamers would be continued. If a company would send a steamer like the "Gothic" without any subsidy, we shall have a good many "Gothics" sailing to the colonies to pick up the trade in the same way. This trade is growing in New South Wales; and vessels will have to pick up what they

can get in Sydney, Melbourne, and Adelaide, without encumbering the mail-service with any such conditions. I will be very glad if the Conference sees the matter in the same way as I have put it, and omits the clause altogether.

Hon. Mr. WYNNÉ (Victoria): I cannot agree with the Hon. Mr. Kidd with reference to this matter. I think he must have misunderstood me yesterday. When I was referring to the steamer "Gothic," I was referring to the frozen meat, and I think as the frozen-meat trade increases in the Australian Colonies large steamers will be put on to take it away; but with reference to the butter, which has only a value if it arrives in England regularly and at certain seasons of the year, I think it is absolutely necessary that we should insist on steamers carrying that, and it does not seem that it can be done in any better way than by mail-steamers. They cannot probably provide the large space required for thousands of carcasses of frozen mutton, but they can provide storage space for five or six tons of butter, and that is the produce for which there is the greatest necessity to carry quickly. I do not think myself that it would cost anything extra, or very little extra, to insist upon this clause being in the contract. And the Hon. Mr. Kidd says, "Leave it to the companies themselves." I think it is a mistake when we, at any time we enter into a contract to do a certain thing, ask the other party to do something of their own free-will. It seems to me, if we want our produce carried, it is better to say we want it carried, and, if necessary, we are prepared to pay something extra for it, though I doubt if we will be called upon to pay anything extra. The whole of the companies have refrigerating space on their steamers, and it is to their interest to fill it up; and if it is part of the conditions of their contract that they are to carry so much produce, they will in addition probably put on other boats to carry it. I think, therefore, as it is absolutely necessary that space should be provided to take our produce Home, that it would be as well to insert this clause in the agreement. I do not think there would be any objection to it, because last year this very same clause was discussed and there was no objection.

Hon. Mr. KIDD (New South Wales): I understood you to disagree to it yourself.

Hon. Mr. WYNNÉ (Victoria): I say, with reference to the "Gothic," that I do not think it would pay any steamer like the "Gothic" to go to Adelaide, Melbourne, or Sydney to take a few hundred tons. Whereas we can start our industry if we have some means of shipping the produce, therefore we should ask them what space they would provide, and the price. What objection there is to that I cannot see. I strongly urge that that should be put in the contract, and I strongly urge the retention of this clause.

Hon. Dr. COCKBURN (South Australia): I trust the Conference will retain this clause. I think the carrying of produce is second in importance only to the carrying of mails. There is no doubt that cool-storage is becoming every day a more essential condition for the carrying of our produce to the larger centres in every part of the world. Look at what the butter alone is doing for Australasia and will continue to do for Australasia. I consider, in view of that industry alone, it is most desirable to retain this clause. At present the butter is carried at—I do not like to say exorbitant rates—but there is every reason to believe that if a clause of this sort is inserted the present rates will be reduced; and even a very small reduction will be a great boon to our producers generally. The arguments used by the Hon. Mr. Kidd against the retention of this clause, to the effect that direct commercial enterprise would meet the requirements, might with the same effect be applied to the carriage of mails generally. As the Conference does not consider that policy applies to the one, I trust, also, the Conference will not apply it to the other. As the Postmaster-General of Victoria has stated, the clause was agreed to at the last Conference in Brisbane, and it is of no less importance now. The importance of the matter is growing day by day, and I trust the clause will be retained.

Hon. Mr. PARKER (Western Australia): Unfortunately, if the steamers did provide the cool-storage required, the colony I represent would not be able to take advantage of it for years to come, therefore I have no particular interest in the question. I recognise that we are here not simply to represent our own particular colonies and our own more selfish views, but to advance the interests of Australasia generally. In that view, and bearing in mind the remarks made by my honourable friend Dr. Cockburn, as to the advantages of increasing the commercial conveniences for carrying our commercial products from Australia to the Mother-country and to Europe, even supposing Western Australia has to pay a small increased subsidy, still I consider it advisable to support the proposed clause in the interests of Australasia generally.

Hon. Mr. WILSON (Queensland): I am in the same position as the representative from Western Australia, and I am anxious that the subsidy should not be increased by the addition of this clause. Queensland could not take any advantage of the clause, neither would she, under the circumstances, like to pay a higher subsidy than she is doing at present. I think that the clause might go through as it stands, because it is very important that mail-steamers should offer accommodation of the kind. The Queensland people employ their own steamers, and send their meat independently. They have a contract with the British India Company, and they will probably enter into a similar agreement shortly to the same effect as proposed in this clause with that company.

Hon. Mr. KIDD (New South Wales): In reply, I may state that the proposal is rather an innovation in mail-contracts. The subsidy is fixed on the basis of population, and if Queensland is going to be so generous as to give in proportion perhaps twice the amount of the present subsidy to enable frozen produce to be carried, it shows her generosity to be beyond what the generosity of the other colonies generally is.

Hon. Mr. WILSON (Queensland): We are not going to do so.

Hon. Mr. KIDD (New South Wales): I wish to mention that hitherto Tasmania has had the lion's share of the monopoly with regard to the accommodation necessary for her fruit, but if the clause is going to be inserted I think we shall have to alter the basis of subsidy and place each colony on the same footing, and make all pay in proportion according to the amount of storage they each occupied in the mail-steamers. I cannot see for the life of me how we can take any other course; because if, in

calling for tenders, we are going to ask them to make provision for the carrying of butter, or frozen meat of any kind, then the Colony of Tasmania and the Colony of Victoria should pay more. Of course, I can understand my honourable friend Mr. Wynne so warmly supporting the clause, because Victoria is able to use about double the space New South Wales has been able to use; but I do not say that is going to last very long. The position I have taken up with regard to the question is that it is more far-reaching than what I at first thought. At Brisbane the subject was brought hurriedly forward by the President, the Hon. Mr. Ward, and, strange to say, of course he has no interest in the matter whatever, neither has he any interest in it now. He is the representative of Tasmania at this Conference, and no doubt will support this resolution. One can easily afford to be broad-minded when they have not to pay for it. No doubt the clause will be carried, and I can only enter my protest. Further than this, I consider that it will be necessary to revise the subsidy altogether. The Imperial authorities are not likely to agree to pay 50 per cent. more on the £95,000 they are paying now for the purpose of enriching the producers in two or three colonies at the expense of the other colonies and the Imperial authorities. The subject has a far wider range than what I at first thought of at Brisbane. I thought it was a very wise thing to get the companies to make as ample accommodation as possible for the carriage of the frozen produce of these colonies. The exportation of frozen produce has become such a large thing now that I think we should not hamper our mail-contracts with any conditions, stated or implied. I might point this out, that Tasmania and two of the other colonies are likely to use the accommodation beyond their fair share; and, in connection with the subsidy, their portion of the subsidy will have to be allowed to count to cover the expenses necessary. It is not likely that Queensland is going to give anything to benefit Tasmania. Queensland is undoubtedly the most hard-headed of any of the colonies. You can never get any advantage from them. They will agree to this, but they will take very great care not to be a party to paying anything beyond what is absolutely necessary to carry the mails. England will not and could not agree. As I pointed out before, the business is becoming so great, that I can see in the future we will require a good many "Gothics" to take the produce away from New South Wales alone. One company in the valley of the Hunter is now treating 600,000 sheep per annum, and we have to get rid of something like ten millions. We have to get rid of our surplus produce, and that will require a great many liners like the "Gothic" to carry the produce away from Sydney alone; therefore it would be too paltry a thing to put this clause into a mail-contract which would only carry a very small portion of the produce we shall have to send away. The shipping companies will find it to their own interest to carry as large a quantity of produce as they can find space for. I must enter a strong protest against this portion of the clause being adopted by this Conference.

Hon. Dr. COCKBURN (South Australia): I think the last speaker has over-estimated any increase which is likely to be required from the subsidy on account of this clause being inserted. If I thought that the colonies which would avail themselves of any benefits would be required to pay more than otherwise would be required from them, I would not support the clause. Can any one say that the vessels tendering for a mail-service would not be up to date? If not, they would not be fit to carry our mails; and, being up to date, they would have a large amount of cool-storage.

Hon. Mr. KIDD (New South Wales): If you are satisfied why make a condition?

Hon. Dr. COCKBURN (South Australia): Because we can make better terms acting here in Conference. We know what we are doing, and it places us in a more advantageous position making an agreement. I am sure there is no feeling amongst the representatives voting for this clause that it would considerably increase the subsidy. If there were I do not think they would support it. I think, as a matter of business, the contracting companies will know their friends and accept the position. It is far easier for the delegates assembled here, in dealing with the question, to ascertain exactly the terms upon which they can get their produce carried, and afterwards they can make their arrangements accordingly, and by inserting this clause we can probably arrange a little earlier than we could in the ordinary course of business. It is purely a business affair, and I am sure any steamers carrying our mails will provide ample storage-space for their own interests, because if they did not they would know what the necessary result would be. Then, it will enable us to have definite information before us. I am sure the Conference will agree that the honourable gentleman who has brought the matter forward would be the last, with myself, to hamper the colonies with any unnecessary expense.

And then the question being put, That subsection (h), proposed to be struck out, stand part of paragraph 2, the Conference divided, and the votes were taken down as follow:—

Ayes, 5.

Victoria
Queensland
Western Australia
South Australia
Tasmania.

Noes, 1.

New South Wales.

So it was resolved in the affirmative, New Zealand abstaining from voting.

Subsection (i) read and agreed to.

Paragraphs 3 and 4 read and agreed to.

Paragraph 5 read.

Amendment proposed. To omit "Thursday," in line 1, and insert in lieu thereof "Friday if possible or, if not, Thursday." (Dr. Cockburn, South Australia.)

Hon. Mr. PARKER (Western Australia): I regret to have to ask that this recommendation be not approved. It will be observed that, if the steamers leave Adelaide on Thursday, they will reach Albany on Sunday morning. Although the time is stated to be seventy-two hours, as a rule they run about sixty-eight or seventy-two hours, therefore these steamers will probably reach Albany on

Sunday morning at 11 o'clock, and Sunday at Albany will be thus turned into a week-day. The hotels would necessarily be open to enable passengers by steamers to obtain refreshments, &c. It is obvious also that we shall have to run trains to Albany on Sunday, as we cannot allow mails to lie a day or two at that port. Then the Customhouse officials will be employed during the day examining and taking charge of luggage and merchandise which arrives by steamers. The Post Office officials will also necessarily be employed; and passengers, unless the telegraph-office is opened—which it is not, at present, on Sunday—will not be able to communicate with their friends in the neighbouring colonies; steam-launches will have to be at work; and, in fact, Albany will be without a Sunday if steamers are allowed there, as it is proposed. I think the other colonies concerned will see that in the interests of Western Australia, and in the interests of the people residing at Albany, it is very undesirable to turn the Sabbath into a week-day, and take away entirely the only opportunity the officials have of taking a rest, making Albany absolutely a town without a Sabbath. At present, the mails leave Adelaide on Wednesday, so that they arrive at Albany on Saturday; but, as far as I can say, it will be a matter of indifference to our colony as to which day the mails arrive, so long as it is not a Sunday. We are perfectly willing to sacrifice the Saturday afternoon—the half-holiday usually given to officials—to look after passengers, mails, and merchandise, but we certainly must enter a strong protest against having these steamers arriving on Sunday. The steamers arrive at Brindisi on Sunday—and I have been there on several occasions when coming out from London—and Brindisi is practically without a Sunday at all. When the P. and O. steamers are there, the hotels are open, the market-places are open, all the officials are about, just the same as on a week-day; and it seems to me that, if the steamers are to call at Albany on Sunday, that day will be treated in the same way as it is at Brindisi. I hope, therefore, in the interests of Western Australia, that the members of this Conference will kindly consider this question, and name any other day than Thursday for the departure of mails from Adelaide.

Hon. Mr. WILSON (Queensland): I thought this matter had been arranged at the last Brisbane Conference. I find it says here "that the day of departure from Adelaide be Saturday, not later than 2 p.m." That day suits us very well, but we would even agree to Friday. If Thursday is inserted we shall have to make up our mails on the Sunday, which would be very inconvenient. Now if our mails leave Brisbane on Monday evening, at 6.25 p.m., they reach Sydney at 11 o'clock next night, and leave again on Wednesday, at 5.15 p.m., arriving at Melbourne on Thursday, at 11.45 a.m., and Adelaide on Friday. It would be too late for the Adelaide mail if Thursday were the day of departure, but it would be in time supposing Friday was agreed to. On behalf of Queensland, I must object to Thursday. I would not object to Friday, but I prefer Saturday.

Hon. Dr. COCKBURN (South Australia): Saturday was inserted at the last Conference at Brisbane, but Thursday was recommended in the first instance and agreed to. There are grave reasons against Saturday. The time of arrival of the mails in England at present allows of replies being sent from provincial centres. That is a matter of importance, not only to the English people but to the great mass of our own people and producers generally who are trying to open up a trade in other centres than London. The mail leaving Adelaide on Wednesday or Thursday enables replies to be sent; Saturday will not, even allowing for the accelerated pace of the service. Wednesday or Thursday will meet this requirement, possibly Friday. I think I recognise the force of the statement made by the Hon. the Colonial Secretary of Western Australia, and I do not know whether if we put it in optional for Friday how that would do. I am sure that we are anxious to meet one another as far as we can, and I understand that Friday will suit the colonies generally. The chief point is what I have already expressed, that it will not be in time to get the replies from provincial centres in England, which I think we should recognise. Of course there is this to be said: that an accelerated mail-service may meet this difficulty. That of course could only be ascertained when the tenders are in, and I would suggest, therefore, that when the tenders are in this point can be considered by the Imperial authorities. If we have not then the material to settle the question we might make it optional for Thursday or Friday, and then possibly Friday would be fixed. Saturday throws replies absolutely out in the provincial centres, and dislocates the English service. I would suggest Thursday or Friday, if possible Friday.

Hon. Mr. KIDD (New South Wales): I understand that Friday will suit us just as well as Thursday, only for the reasons stated by the Hon. Dr. Cockburn—viz., that there would be no time for the replies, and the Imperial authorities would not be likely to agree to it. We want them to agree to what would be reasonable; and I think if the day of departure were put off a day in Western Australia they might have their Sunday on Saturday occasionally, when the mails are being made up. I suppose every one likes to have their Sunday. It makes no difference to New South Wales, and the objection to Thursday would apply to Queensland only. I would not like to deprive my honourable friend Mr. Parker of his Sunday by any means, but it makes no difference whatever to us in particular, as Friday will suit just as well as Thursday. If the Imperial authorities can see their way to comply with it, we may as well have it Friday as Thursday.

Amendment agreed to.

Another amendment proposed. To omit, in the same line, the word "later," and insert in lieu thereof the word "earlier." (*Hon. Dr. Cockburn, South Australia.*)

Hon. Dr. COCKBURN (South Australia): I would like to make a suggestion. I see the words are "not later than 2 p.m." I think, if the Conference is willing, it would be very much better to insert the words "not earlier than 2 p.m." I have been asked to press for a later hour, but I feel there is a difficulty in getting a later hour, because I know the difficulty Western Australia is in in the matter. A later hour than 2 p.m. would enable the mails to reach Albany in time. I ask that the clause be recommitted, with a view to inserting the words "not earlier than," in lieu of "not later than."

Amendment agreed to.

Paragraph 5, as amended, agreed to.

Paragraph 6 read and agreed to.

The Hon. Dr. COCKBURN (South Australia), seconded by the Hon. Mr. WILSON (Queensland), moved, and the question was proposed, That the following new subsection be added to paragraph 2, to stand as subsection (j) :—

(j.) Tenderers to state what class of labour they intend to employ in their vessels, and that a recommendation be made to the Imperial authorities that mail-steamers should be manned by white crews.

Hon. Dr. COCKBURN (South Australia): Sir, I have a matter which I think will come in at the end of clause 1. I mentioned it at an earlier stage, and I do not think it is necessary to allude further to it now. The clause I propose is: "That tenderers shall state what class of labour they intend to employ on their vessels, and that strong representation be made to the Imperial authorities that vessels be manned by white crews." I shall not say more at present, but I think there is a feeling in this Conference that this would be most desirable in the interests of the colonies and of the British Empire. Anticipating, therefore, that the matter will be agreed to without long debate, I shall move the motion.

Hon. Mr. KIDD (New South Wales): I think, if Dr. Cockburn would confine his clause to the first portion of it, that ought to satisfactorily cover all that he requires. My honourable friend suggested to me yesterday that the first portion of the clause would be sufficient. Of course, you could do this when the tenders are being considered; then you could state whether or not the labour is of a character such as you desire. I do not think it would be very satisfactory to pass the clause in the way it is drafted.

Hon. Dr. COCKBURN (South Australia): Perhaps I have worded it a little too strongly, but I think it is as well that we should acquaint the authorities in England with our views on the matter, otherwise they might be at a loss to know what we meant by inserting the clause in the tenders called for. It is simply a recommendation, and I can only understand the authorities taking one view of the matter. I think they would express themselves more strongly than Australasia, because the British Empire is very strongly interested. I think, therefore, it would on the whole be better to express our views to the Home authorities.

Hon. Mr. WARD (New Zealand): I agree with the Hon. Dr. Cockburn. I think that in subsidising these steamers as we do, we are justified in pointing out to them that our vessels should be manned by white crews. In view of the fact that these steamers are now being built and adapted for the purpose of converting them into armed cruisers, it is the more desirable they should be manned by white crews. This is nothing further than a recommendation. I look upon it as most desirable that all the colonies should know what class of crews it is proposed to have.

Hon. Mr. WILSON (Queensland): I may mention that, five years ago, in our contract with the British Indian Company, it was accepted by the company that the vessels should be manned by white crews. I think it is highly desirable that we should place this recommendation on record, in order that, if possible, a new arrangement should be come to.

Hon. Mr. WYNNE (Victoria): A deputation of members of Parliament and others waited upon me in Victoria in reference to this subject, and I promised to bring the matter before the Conference. I think the only thing is to make a recommendation to the Home authorities, and, of course, they may make objections, if they think fit.

Hon. Mr. PARKER (Western Australia): I think this is a simple recommendation to the Home Government that, if steamers will employ white labour, the colonies will be prepared to pay a small increase; and that, if the colonies find that this white labour cannot be employed upon the steamers without a large increase of subsidy, we should not be prepared to pay such large increase.

Then, the question being put, it was resolved in the affirmative.

The Hon. Mr. KIDD (New South Wales) moved, and the question was proposed, That the following words be added to subsection (h) of paragraph 2: "That alternative tenders be invited, requiring tenderers to name a subsidy with or without the stipulation proposed in clause (h)."

Hon. Mr. KIDD (New South Wales): I might, before we leave this matter, move a new clause, bearing upon the clause we have just agreed to—namely, clause (h). I do that for the object of ascertaining what additional subsidy they think they would require to make the provision asked for in the clause we have agreed to. Then it would be a very easy matter, if we put it in that way, to find out if it would be accepted with the stipulation contained in that portion of the clause we have agreed to. It would be easy enough then to readjust the subsidy required by the several companies. That is my only object in moving this resolution.

Hon. Mr. WARD (New Zealand): I will second the resolution, as I am bound to say I see no objection to giving tenderers the alternative suggested in the resolution.

Hon. Dr. COCKBURN (South Australia): At first sight it did seem as if no objection could be offered to the Hon. Mr. Kidd's amendment, but on thinking the matter over I am not altogether sure about it. There is danger. As the time for answering the call for tenders approaches it might be evident to the companies that in any case they would secure the contract, and naturally they might prefer tendering for one thing instead of for two.

Hon. Mr. WARD (New Zealand): They would tender both ways, I should think.

Hon. Dr. COCKBURN (South Australia): Yes, they might; but if they were masters of the situation they would be masters on such terms as would be easiest for themselves. In that case they would send in a reasonable tender for the mails, and a prohibitive tender for mails and freight. I am afraid it would work out in that way, although at first sight the proposal seemed free from objection. If other tenderers were in the field they would send in the same tender, both for the mails pure and simple, and for the carriage of produce. If they were in the field alone, they would perhaps charge what they liked for cool-storage and not care to bind themselves to any scale of rates. They might say, "Let us get it on the terms most advantageous to ourselves and give us a

free hand"; and if there are no other tenderers in the field, they could secure it at once, and they could put on so many thousands extra for the stipulation for produce—together an undue proportion for the stipulation—which would place the colonies in the unfortunate position of having to accept the tenders for the mail-service only. I think this should just be an ordinary matter of business, and, therefore, I shall have to oppose the new clause.

Hon. Mr. WYNNE (Victoria): I rather liked the idea at first of alternative tenders, but, on consideration, I think if we keep it the way we have it now it will not cost us so much to carry our produce. I might explain that in our colony I think tenders were invited for parcels-post, and when the contractors had an opportunity of charging separately they put on an extra sum for parcels, but when the two were amalgamated they were actually carried for less than the letters were carried at before. I believe there are eighty or ninety steamers in the world with refrigerating space, and they will probably see it is their business to carry the mails cheaper on account of having the opportunity of filling up the space with frozen produce. I think if we give them the opportunity of making two offers they will add a considerable sum for carrying frozen produce; whereas if it goes with the mails they will not charge anything extra whatever. In putting these alternative tenders in they will say, "If there is no market for the produce the people will not pay us for it;" and they will then, probably, put on a large sum for carrying the produce under the mail-contract, whereas mails and produce going together will be carried at a less rate than we now pay. I agree with the Hon. Dr. Cockburn in this matter.

Hon. Mr. WILSON (Queensland): I shall support the resolution of the Hon. Mr. Kidd. So far as Queensland is concerned, she will not know what the increase in the subsidy is likely to be, but if there is any increase in the subsidy on account of cooled meat being carried by these steamers, of course she will take her fair proportion of it. We may have to come back to the carriage of mail-matter by weight. However, if there is any increase of subsidy in consequence of this proposal, we do not agree to pay it. Therefore, I think the resolution in favour of inviting alternative tenders should be agreed to by the Conference.

Hon. Mr. KIDD (New South Wales): Mr. President, In reply, I may say that I think the reasons that have been given for opposing this resolution are not based upon reasonable grounds, to my mind, because if the contracting companies that are likely to tender for the carriage of our mails agreed to give any provision for cool-storage—if they are likely to be in the position to impose upon us by tendering at a higher rate than that which they should be able to carry the commerce for, and to provide the conveniences—I think they are more likely to take advantage of the cost we put into the alternative. They have no necessity for making provision for cool-storage unless what suits their own purpose. What the Hon. Mr. Wynne referred to is due more to the depression in the colonies generally than to the desire of the contractors to get the work. They have been carrying the parcels-post for us just the same as before; but that is due more to the competition induced by the pressure of the times than to the carrying of the mails. Instead of having to pay more since the introduction of the parcels-post, we have had to pay less. That is not because the parcels-post is included, but because of the keener competition for the carriage of the mails. I would like to point out this anomaly: We are altering the conditions with regard to the Mother-country, in the subsidy that they are asked to pay. We say, "We are going to weigh the mails coming from England, and we are going to charge you a proportion of the subsidy"; but on the mails sent from the colony the difference should not be charged against the Imperial authorities for the difference in weight. Are they not likely to take very strong objection to us if you put on a restriction like that? Hitherto they have been paying £95,000, and by that report of the permanent heads it is not enough, therefore we are going to have the mails weighed. I want to show that the Imperial authorities would be more satisfied, I think, if my resolution were carried. They would say, "Very well, this is fair and just enough to tender for the same amount for the carriage of any produce in addition to the mails"; and, while I shall be very glad if we are going to hamper it by saying "If you want so much space we must charge you so much more," then it is not fair that we should charge the Imperial authorities with any portion of that which is for our own convenience and outside the question of mails altogether. I think you should agree to this resolution for the reason if there is going to be any large addition to the subsidy charged on account of the condition that they have to provide the colonies with that accommodation, it should be for certain of the colonies only. Why should we expect Queensland and Western Australia, that are not using that accommodation, to pay; and how can we arrive at what would be a reasonable price? We only want to pay for the services that are rendered to us in connection with this question. I hope the Conference will agree to this, as it is only fair and reasonable, and I think it will show the Home authorities that we are calling for tenders with the knowledge that ours is a growing trade, and I think it will be satisfactory to them.

And the question being put, the Conference divided, and the votes were taken down as follow:—

Ayes, 3.

New South Wales
Queensland
New Zealand.

Noes, 4.

Victoria
Western Australia
Tasmania
South Australia.

It passed in the negative.

Then, the question being put, That the report as amended be agreed to, it was resolved in the affirmative, New South Wales dissenting. (*Vide* Appendix D, p. xxiv.)

Hon. Mr. WARD (New Zealand) said he had received a cablegram from the London Post Office, requesting that immediately on the terms of the Federal mail-contract being settled they should be cabled to London.

Hon. Mr. KIDD (New South Wales): I think we should cable the matter we have just been discussing, as it is just as important as other matters.

SPECIAL ADJOURNMENT.

On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That this Conference, at its rising this day, adjourn until 10 a.m. on Saturday, the 17th March, and that they meet then in Auckland.

On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That this Conference do now adjourn.

Then the Conference adjourned.

HARBOUR BOARD OFFICES, AUCKLAND, NEW ZEALAND.

MONDAY, 19TH MARCH, 1894.

The Conference met at 10 a.m.

Present:

- New South Wales*: The Hon. JOHN KIDD, M.L.A., Postmaster-General.
S. H. LAMPTON, Esq., Deputy Postmaster-General.
P. B. WALKER, Esq., M.I.C.E., M.I.E.E., Secretary, Telegraph Service.
- Victoria*: The Hon. AGAR WYNNE, M.L.C., Postmaster-General.
J. SMIBERT, Esq., Deputy Postmaster-General.
- South Australia*: The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture.
Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
- Queensland*: The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education.
J. McDONNELL, Esq., Under-Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
- Western Australia*: The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary.
R. A. SHOLL, Esq., Postmaster-General.
- Tasmania*: The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce, New Zealand.
- New Zealand*: The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, Electric Telegraph Commissioner, Minister of Marine, Commissioner of Customs, and Minister of Industries and Commerce.
W. GRAY, Esq., Secretary, Posts and Telegraphs.
J. K. LOGAN, Esq., Telegraph Engineer.

APPOINTMENT OF ACTING-SECRETARY.

On motion of the Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. WILSON (Queensland), *Resolved*, That Mr. F. Hyde be appointed acting-secretary to this sitting of the Conference.

LETTER OF THANKS.

The Hon. Mr. WARD (New Zealand): I wish to say that I have received a letter from Mr. Stowe, which was handed to me in Wellington, in which he desired to thank the Conference for appointing him as Secretary to the first Postal Conference held in New Zealand, which he esteems a high honour.

REPORT BY PERMANENT HEADS OF DEPARTMENTS.

The Hon. WARD (New Zealand), having laid upon the table the report of the permanent heads of departments, the Conference then proceeded to consider seriatim the various subjects contained therein. (*Vide* Appendix B, p. vi.)

OCEAN MAILS.

Subject 4 read.

Mail-train, Brisbane to Adelaide, Acceleration of: "We venture to suggest that the question of the acceleration of the mail-train between Brisbane and Adelaide receive further consideration, in connection with the following memorandum from the Sydney Post Office (see Appendix B, p. vi.), and we would also suggest that New South Wales should run a train from Albury to Sydney to connect with the Saturday night's express from Melbourne, so as to enable the Queensland portion of the mails to go forward to Brisbane without delay. If this is not feasible, it is suggested that the Victorian train should, on Saturdays, leave two hours earlier, the Sydney ordinary train to leave Albury on its arrival, in lieu of 2.45 p.m. as at present."

Hon. Mr. WILSON (Queensland): I would suggest that New South Wales be asked to take the necessary action in this matter, and perhaps, on its being gone into carefully, a further acceleration might be seen to be advisable, especially between New South Wales and South Australia. I hope that this will be done, because at present the mail arrangements between Brisbane and Sydney are very unsatisfactory. I need not go further into the matter, as the permanent heads are quite familiar with the whole subject, and have gone into it carefully, and I am glad to see that some acceleration will be made.

Subject 4 agreed to.

POSTAGES.

Subject 5: Paragraph (a): Division of postages between the United Kingdom and the colonies, read and agreed to.

Paragraph (b): Postages on newspapers to United Kingdom, read.

Hon. Mr. WARD (New Zealand): In regard to subsection (b) of this paragraph, this has not been the policy of New Zealand; but, as some of our newspapers are being surcharged by the London Post Office under the rates we have been charging, it appears to me that, in the interests of the posters, I am bound to the uniform system. I also desire to say I favour the London rate—that is, a minimum rate of $\frac{1}{2}$ d. for 2 ounces. As, however, I cannot get that, I have, under the circumstances, to agree to the proposal which is made here.

Paragraph (b) agreed to.

Subject 6: Question of landing English mails in certain cases at Glenelg instead of Semaphore. Read and agreed to.

UNIVERSAL POSTAL UNION.

Subject 7: Convention and detailed regulations, Unimportant amendments to, during recess, of International Congresses. Read and agreed to.

Subject 10: Metric system of weights, As to avoirdupois equivalent for 350 grammes. Read and agreed to.

Subject 11: Sea surtax, As to charging of, by Italy. Read and agreed to.

Subject 12: Glassware, Transmission of samples of. Read and agreed to.

Subject 13: Demonetization of stamps, Question of uniformity of practice. Read and agreed to.

Subject 14: Registered letters, Acknowledgment of receipt of. Read and agreed to.

Subject 14 (a): Question whether the colonies might not fairly object to deliver English packets prepaid $\frac{3}{4}$ d. whilst 1d. is levied in the colonies.

And the paragraph relating thereto having been read,

Hon. Mr. WARD (New Zealand) said: I desire to record my dissent from the recommendation contained in this clause. I do so because in this colony our rate is already a halfpenny rate, which conforms to that charged by England upon outward matter; and, in addition to that, I dissent from the recommendation, as I think the principle of foreign countries having a cheap rate to the colonies, such as this, is one that should be encouraged.

Hon. Dr. COCKBURN (South Australia): This seems rather a serious matter, and under the existing arrangements we are certainly placed at a great disadvantage. According to the report it appears that many people send their circulars not only to be posted in England at the halfpenny rate, but also to be printed there. We should remonstrate against this at the earliest possible opportunity. In addition to bringing the question before the next International Congress, we should make joint representations to the Post Office authorities in England on the subject, and I therefore beg to move, That this Conference, on behalf of the colonies represented, desires to make a joint representation requesting that the postage rate be raised from $\frac{1}{2}$ d. to 1d., so as to bring it into uniformity with the rate charged on such matter despatched from the Australian Colonies.

Hon. Mr. WARD (New Zealand): That is the recommendation of the report.

Hon. Dr. COCKBURN (South Australia): That recommendation will be acted upon in about two years hence, and in the meantime we shall have the present unfair arrangement continuing. I certainly approve of the report; but still we should leave no stone unturned to obtain justice before the meeting of the next International Congress.

Hon. Mr. KIDD (New South Wales): I would like to point out that the rate charged by England is the Union rate, and that, as with New Zealand, they are acting quite within their rights. This doubtless entails a heavy loss upon the Governments in the various colonies; but I do not see how we are going to remedy it, unless we make representations urging that the penny rate be reverted to, and that this be the Union rate. At present a double injustice is being done to us, as is shown by the report. If the Hon. Dr. Cockburn would alter his resolution so as to read, that we submit this recommendation to the Berne Bureau that the rate be increased to 1d., and that we try at the same time to get the Imperial authorities to agree to this, pointing out how inconvenient this loss is, they might, I think, see their way to revert to the penny charge.

Hon. Mr. WARD (New Zealand): I would suggest the following addition to 14 (a): "and that a request be addressed from this Conference to the authorities of the London Post Office to assist the colonies in this respect."

Hon. Dr. COCKBURN (South Australia): I move, That paragraph 14(a) be agreed to, with the addition suggested by the President.

Hon. Mr. WYNNE (Victoria): I second that.

Hon. Mr. WARD (New Zealand): It is understood, gentlemen, that I dissent from this recommendation.

Amendment proposed: To add to the paragraph, "and that a request be addressed from this Conference to the authorities of the London Post Office to assist the colonies in this respect."

Amendment agreed to.

Paragraph 14 (a) as amended agreed to.

Subject 14 (b) : Rate for commercial papers. Read and agreed to.

PARCEL-POST.

Subject 15 : United States—(a) Exchange of parcels with ; (b) Report by Queensland of action taken. Read and agreed to.

Subject 16 : Cape Colony, Exchange of Parcels with. Read and agreed to.

Subject 17 : Sea-transit rates intercolonially. Read and agreed to.

Subject 18 : Uniform conditions of transmission of transit parcels for foreign offices. Read and agreed to.

POSTAL NOTES.

Subject 19 : Poundage on ; suggestion by Hobart that payee receive face-value when having postal note cashed, instead of having to affix stamps to the amount of poundage.

Paragraph read and agreed to.

Subject 20 : Exchange of postal notes between other colonies and New Zealand.

The paragraph relating thereto having been read,

Hon. Dr. COCKBURN (South Australia) said,—I understand that there is no exchange of postal notes between New Zealand and Western Australia and the other colonies.

Hon. Mr. WARD (New Zealand) : No ; not between New Zealand and the Australian Colonies.

Hon. Dr. COCKBURN (South Australia) : I want now to speak with regard to the practice of each colony in relation to postal notes. When postal notes were introduced in South Australia we gave them a currency of six months, and at the end of that time they were not cancelled ; but, in order to be cashed, they required the payment of an extra fee. I should like to have the opinion of the members of the Conference on this point.

Hon. Mr. WARD (New Zealand) : That was formerly our practice also. Now ours are unlimited as to time of currency.

Hon. Dr. COCKBURN (South Australia) : Mr. President, that is the point. Although, at the time I thought this practice a good thing from a revenue point of view, still it appears to me that it greatly militates against the currency of these notes. As it is the object of most Post Offices that their notes should be used as far as possible in the place of cash, I should like to have the opinion of the other representatives as to what extent this practice of charging an extra fee of 3d. operates against the using of the postal notes in the place of cash by the people. The issuing of postal notes seems to be the beginning of a State bank of issue, which some of the Australian Governments are in favour of ; and, as I have already stated, I should like to have the opinion of yourself and the other delegates as to whether the extra charge made by most of the Australian Colonies in any way seriously operates against the notes being so used. I do not, however, intend to move in the matter, but I should like to know whether, in the interests of postal notes currency, the present practice should be continued. I myself am inclined to think the practice of New Zealand is the best.

Hon. Mr. WARD (New Zealand) : I should like to say I have given this matter of postal notes a very considerable amount of attention. The system which prevails in South Australia, to which reference has been made, was in existence here—that is, there was a limitation of currency while the note was renewed in the ordinary way. In this colony we have now changed the system. We now have an unlimited currency for our postal notes. The primary object is that they should be exchanged in the ordinary way, and they take the place of the ordinary bank-note for the time being. As long as it remains in circulation in that way people using it have the benefit of a State note. It is, I think, very desirable we should have this. We have fixed the maximum value of a postal note at £5, but we shall also issue £1 notes. I have no hesitation in saying they will be found to be of great convenience and considerable service to the public, and it will be very valuable to the Treasury. From any of the many points of view we like to look at it it is an advantage in the interests of the people generally, and a very proper thing for the Post Office to do. I should have been very pleased to have seen the whole of the colonies agreeing to the extension, and for an unlimited period. We are issuing 100,000 of these postal notes, and if necessary we shall increase that number from time to time as circumstances may arise.

Hon. Mr. WYNNE (Victoria) : It seems to me that the original idea of a postal note was to do away with money-orders which were issued from one place to another, and I think, if any country wishes to have an issue of paper-money, it would be better to do it directly—to have its State banks and issue their notes. But to my mind it is rather a mistake to convert postal notes into bank-notes. If you are going to have an issue of bank-notes it should not be done through the Post Office, but through the Treasurer, or some department which has charge of it. I think it is advisable to have a limit for postal notes, to make them returnable in a certain time, as is done in the Australian Colonies, and to keep the note-issue quite distinct from the Post Office. I shall support the recommendation as it stands now.

Hon. Mr. WARD (New Zealand) : You have the disadvantage in not having the use of the Post Offices throughout the colony.

Hon. Mr. WYNNE (Victoria) : You could easily arrange that.

Hon. Dr. COCKBURN (South Australia) : What do you charge for a five-pound note.

Hon. Mr. WARD (New Zealand) : We will probably charge 6d., and my idea is that finally they should be issued free of commission. There is no reason why, later on, we should not issue intermediate notes.

Hon. Mr. KIDD (New South Wales) : I quite agree with the Hon. Mr. Wynne that if we are going to have a State bank—a bank of issue—we ought to have it in connection with the Treasury,

and not the Postal Department. Postal notes are intended for convenience in transmitting small sums. We do not intend it to abolish the money-order system at all. Beyond that at the present time we do not desire to go. We do not want these notes to go knocking about for six months; we prefer to have the time limited. So far we have been very successful. We do, I think, an enormous amount of business, and we are very well satisfied with the system as it is. Beyond that, to issue postal notes up to £5, or to issue them for the purposes of circulation, I am not prepared to go. I shall support the recommendation as it is.

Hon. Dr. COCKBURN (South Australia): I do not propose to make any alteration. My desire is to get a discussion on the subject, and I think the remarks that have been made are worthy of consideration. The practice of New Zealand is certainly worthy of consideration, if not of imitation. I shall not press the matter, but I quite agree with what has been said by the Postmasters-General of Victoria and New South Wales—that the Treasury is the proper department from which the bank issue should be started. We are anxious to take every step possible in that direction, but whether it is a possible step will have to be reserved for some other time. But, so far as South Australia is concerned, it will have the fullest consideration.

Paragraph agreed to.

Subject 21: United Kingdom, Exchange of postal notes with. Read and agreed to.

AUSTRALASIAN POSTAL CONVENTION.

Subject 22: Consideration of Convention generally. Read and agreed to.

TELEGRAPH AND TELEPHONE.

Subjects 23, 25, 26, 27, 28, 29, 30, 31, 32, and 33 severally read and agreed to.

ELECTRIC TRAMWAYS, LIGHT, AND POWER.

Subject 34: Regulations for electric light and power wires, Consideration of committee of experts' report.

The paragraph relating thereto having been read,

Hon. Dr. COCKBURN (South Australia) said,—I think this Committee has done very valuable work in connection with electric power, which is coming more into importance day by day. I move a vote of thanks, and that the committee be requested to complete their labours by reporting on electric tramways, and drafting regulations in regard to electric-power leads generally.

Hon. Mr. Wilson (Queensland) seconded.

The question being put, it was resolved in the affirmative.

Paragraph, as amended, agreed to.

MISCELLANEOUS.

Subject 35: Express messenger system and express companies. Read and agreed to.

Subject 36: Payment to masters of vessels for carriage of mails. Read and agreed to.

Subject 37: Reply-paid envelopes. Read and agreed to.

HOURLY-ZONE TIME SYSTEM. (*Vide* also Appendix I, p xliii.)

Subject 38: The Conference proceeded to the consideration of the hour-zone time system.

Hon. Dr. COCKBURN (South Australia) moved, and the question was proposed, That the resolution relating to the hour-zone system arrived at by the Brisbane Conference in 1893 be reaffirmed.

Debate arose thereupon.

Hon. Dr. COCKBURN (South Australia): This is a matter of very considerable importance, having so many varying times, and we should take what steps we can towards arriving at uniformity, or, at least, such a measure of uniformity as may be agreed to by the colonies. I would move that the resolution arrived at at the Brisbane Conference be reaffirmed. And perhaps I may be allowed to lay upon the table of Conference a minute addressed by Sir Charles Todd on this question. The honourable gentleman then moved the following proposition: That it is desirable, in the public interests, that the hour-zone system be adopted in a modified form, so that there shall be one time for Australia—viz., 135th meridian, or nine hours east of Greenwich.

Hon. Mr. WARD (New Zealand): I will second the motion, so as to enable it to be discussed.

Hon. Dr. COCKBURN (South Australia): We are all of one opinion. We want to assimilate as soon as we can. Possibly we can place the colonies in three groups. That will be a great step in advance, and perhaps is as far as the Conference will be disposed to go.

Hon. Mr. WYNNE (Victoria): I think, if we adopt one, the difference will be too great as regards some of the colonies—Queensland, and probably Western Australia. It will be better, to my mind, to adopt three meridians, having 150, 135, and 120, making the difference in Victoria about twenty minutes earlier than the present time. That really was the line on which it was discussed at the Brisbane Conference, although the resolution does not read the same way. The feeling of all the colonies, I think, is to bring out as near as possible the nearest line. Each colony has a different time, and it would be a great convenience to travelling and commercial people if we could reduce the great difference that exists at present. If something on the lines I have suggested were carried out, Queensland, New South Wales, Victoria, and Tasmania would have one time.

Sir CHARLES TODD (South Australia): South Australia, under the new arrangement, will only alter her standard time fifteen minutes, and Melbourne forty minutes.

Hon. Mr. WYNNE (Victoria): If we adopted the three, the extreme, of course, would be about half an hour. But the 120th meridian would have to be extended to the Western Australian border so as to have only one time for Western Australia. If we adopt the three zones, it would be eight hours for Western Australia, nine hours for South Australia, and ten hours for Tasmania, Victoria, Queensland, and New South Wales.

Hon. Dr. COCKBURN (South Australia): If Mr. Wynne will move that, I will withdraw my proposition.

The motion was, with the leave of the Conference, withdrawn.

Hon. Mr. WILSON (Queensland): I have prepared a resolution which would be taken as an amendment if Dr. Cockburn had pressed his. It is, "That it is desirable, in the public interests, that the hour-zone system should be adopted as far as practicable in Australasia; that the mean time be the 120th meridian in Western Australia, 135 in South Australia, 150 in Queensland, New South Wales, Victoria, and Tasmania, and 175 in New Zealand." The matter has been very carefully considered by the Government of Queensland, who had to send forward the resolution come to at the last Brisbane Conference, and Sir Thomas McLlwraith prepared an elaborate paper upon the subject, which I have already laid upon the table. That paper contains the arguments as far as Queensland is concerned. We came to the conclusion that we could not agree to the resolution as passed at the Brisbane Conference, the reasons for which have been stated. So far as Queensland, New South Wales, Victoria, and Tasmania are concerned, I think the 150th meridian would suit exactly. The time would be very little different from the mean time, and would do no violence to public opinion. I shall therefore move the resolution I have read. I may state also that I have prepared a Bill to lay upon the table next session in the terms of the resolution—that is, so far as Queensland is concerned. I shall be very happy to let any of the delegates who wish have a copy of that Bill, in order that similar legislation should pass in the other colonies simultaneously.

Hon. Mr. WARD (New Zealand): I am very pleased to see there is a prospect of uniformity being arrived at in the colonies. It is very satisfactory indeed, and I compliment Sir Charles Todd on the result of his efforts. I second the motion.

Then, the resolution of the Hon. Mr. WILSON (Queensland) having been put, it was resolved in the affirmative.

Resolved, That it is desirable, in the public interests, that the hour-zone system should be adopted as far as practicable in Australasia; that the mean time be the 120th meridian in Western Australia, 135 in South Australia, 150 in Queensland, New South Wales, Victoria, and Tasmania, and 175 in New Zealand.

PAPER.

Hon. Dr. COCKBURN (South Australia) laid upon the table the referrendum of minutes by Sir Charles Todd on the hour-zone time system. (Appendix I, p. xlv.)

RACING LOTTERIES.

Subject No. 39: Registered letters for promoters of racing lotteries: Should obstacles be placed in the way of registration?

The paragraph relating thereto having been read,

Hon. Mr. KIDD (New South Wales) said,—I do not know how New Zealand stands with regard to this, but Victoria, New South Wales, and South Australia have not only passed legislation to prevent the carrying of letters for the promotion of sweeps, but we have put the law into force. In fact, I cannot understand any colony passing any legislation, knowing the other colonies had already done so, in order to put down gambling as much as possible, and then sheltering themselves behind a resolution of the House, as Queensland has done. We all know resolutions of the House cannot take the place of an Act of Parliament, and the sooner they follow up that resolution in the Queensland House of Parliament by repealing the Act the better. Of course, I do not want to imply that it is for the sake of the money for postage that they do this; they have to say what it is themselves; but it does seem a very improper thing, after having legislation, and after all the other colonies have fallen into line, that Queensland should do nothing. It was found that New South Wales was the great centre of all these sweep operations. They passed legislation, and abolished them. After that they went to Queensland to shelter themselves. I do not think it is for the credit of the colony. I am sure the Hon. Mr. Wilson will admit that it is a bit of sharp practice to pass such legislation as this, and, as soon as they had passed it and carried it into force, wink at it by saying, "We will get a resolution passed setting that aside." I think the Hon. Mr. Wilson ought to make a promise of one of two things—that is, not to shelter themselves behind a resolution of the House, or to say he does not agree with the Act, that he will encourage the operations of sweeps, and that he is going to ask his Parliament to repeal the Act. If he will do that I will forgive him. It is a proper position to take up to say we are going in for uniformity. No one can but regret the enormous evil that is wrought by the gambling spirit of the colonies, and we should endeavour to keep it down. I do not think it right for one colony to take advantage of another. My predecessor did not care to do anything, but he took a proper course—he believed in the use of the Post Office for circulating letters in connection with sweeps; he did not see any harm in it. That was a proper attitude. I believed differently myself, and as soon as I came into office I kept the promise made, on the representation of the Victorian Government, and introduced a Bill as speedily as possible, and successfully passed it without any difficulty at all. If I had not carried out the law I should, I think, have been very much to blame, especially after Victoria had had the courage to pass the Act to prevent the Post Office being used for the purpose. I hope the honourable gentleman will be able to give me a promise.

Hon. Dr. COCKBURN (South Australia): I cordially indorse what has fallen from the previous speaker in regard to the general question. Of course, in regard to what has passed between the Governments of Queensland and New South Wales, I shall not dream of expressing an opinion. But I do think every Government should do all in its power to stop not only the registration of these letters, but even their transmission. If we could strengthen one another's hands, I think each of us, in our own colonies, would be able to act to better advantage in stopping this practice. I hope Mr. Kidd will move an amendment, and I suggest something to this effect: "That representations be sent from this Conference recommending our Governments, as far as possible, to put a stop to the transmission of letters for racing purposes." If you do so, I am sure there can be only one opinion. I cannot understand any objection to the general principle, but I think the

objection is in carrying out the detail. I shall be glad if my hands can be strengthened by some resolution showing that the delegates are alive to the evil, and that each will do all in his power to recommend his Government to introduce and enforce legislation.

Hon. Mr. WYNNE (Victoria): I also indorse what has been said. The Victorian Legislature, I think, was the first to move in this matter of putting down sweeps, and the promoters were driven from that colony to New South Wales. The Hon. Mr. Kidd introduced his Bill on similar lines, and has done all he could to stop these racing lotteries. I understand Queensland has similar legislation, but they do not enforce it. The colonies should march in line in this matter where there is such a consensus of opinion. I must assume that the opinion of the majority of Queensland people is in favour of putting down these sweeps, otherwise they would not pass legislation; and it seems to me to be a wrong thing that, where legislation is passed, it should be allowed to lie dormant in cases like this. Therefore I would urge the representatives of that colony to fall in line with the other colonies and put down this system, which the great majority of the people desire to see put down. It seems a rather sordid way to look at it, that, because there is a little revenue to be obtained by allowing these sweep-promoters to carry on their operations, they should be allowed to continue in one particular colony, when all the others are opposed to it.

Hon. Mr. WILSON (Queensland): I am in this position with regard to Queensland: During the last session of Parliament an amendment was proposed in Committee of Supply on an item in the Post and Telegraph estimates in order to obtain an expression of opinion as to the Postmaster-General carrying out the 49th section of the Queensland Postal Act relating to the prevention of sweeps. This amendment was negatived by 37 to 12, showing that the Assembly was not in favour of any action being taken. Of course it is very desirable we should have uniformity in these matters, and it is rather awkward that, Victoria and New South Wales having decided to put the law into force, the gambling agents should have come to Queensland to exercise full operations there. But I am placed in this position: that until the next Parliament meets, and until that decision can be rescinded, my hands are tied. The fact was I had the subject under consideration, and before I had come to a conclusion about it this matter was ventilated in the House. The papers had been placed in the hands of the Attorney-General for legal advice. But this question having been decided in the Assembly as stated, the Government considered nothing could be done until the next session; so that until next session I cannot promise that any alteration will be made. But it will be carefully considered, especially in view of the unanimous opinion that has been expressed at this Conference, and also in the direction of uniformity.

Hon. Mr. WARD (New Zealand): I may say that legislation in the direction of preventing sweeps has been in existence in this colony for a very considerable time. New Zealand was the first of the whole of the colonies to take action in this matter, and I am thoroughly in accord with it. I think every country should do its best to put down this gambling spirit, and, at any rate, to prevent the Post Office from being made the medium. We cannot, so far as our legislation is concerned, prevent the transmission of letters to any other colony, but we can prevent it in our own colony. And I think every colony should prevent the circulation of these letters. If they did this, the machinery now being used for the circulation of these letters would to a very large extent be rendered useless. Of course, many people can still carry on gambling without the use of the Post Office, but that is a matter which does not come under our control. I have very much pleasure in cordially supporting the views expressed by Mr. Kidd, and I hope my friend Mr. Wilson may be able to give effect to similar views in his own colony.

Hon. Mr. KIDD (New South Wales): I move, as an amendment, That the representatives at this Conference recommend their various Governments as far as possible to put a stop to the transmission and delivery of letters promoting racing lotteries. And I would just like to add that the explanation given by the Hon. Mr. Wilson does not at all improve his position. The House, by a large majority, advises the Government to take no heed of an Act of Parliament. Now, the Executive of a colony or any country is bound to carry out the laws of a country, no matter what resolutions may be passed by the Assembly. They cannot suspend the operation of any law. If the Executive has not the courage to carry out the law as it stands they should at once say so. I can understand a resolution being passed asking the Government to repeal an Act which is obnoxious to the people of Queensland. But it is about the first time such a thing has ever been done for a Government to shelter themselves behind a resolution, and say they must suspend the operation of a law. I know very often in our Assembly, in connection with the land-laws, people from country constituencies think the Minister for Lands can do just as he pleases. But, of course, he cannot. I do not know whether it was the Government that recognised the necessity of asking Parliament to pass that law, but now that the House of Parliament have passed a resolution asking that that law shall be suspended, I think it would be better to say, Let the people of Queensland decide.

Hon. Mr. WILSON (Queensland): The representatives of the people have decided.

Hon. Mr. KIDD (New South Wales): The representatives of the people have nothing to do with the laws in the statute-book. The Executive are sworn to carry the law out; it does not matter how obnoxious it is. As far as the Executive is concerned, the only thing is to ask the Government, by resolution, to repeal the Acts which are so obnoxious. I hope my honourable friend will see the necessity of enforcing the law, and tell the Assembly of his colony if they desire the law repealed they must say so.

Then, the question being put, That the representatives at this Conference recommend their various Governments, as far as possible, to put a stop to the transmission and delivery of letters promoting racing lotteries,

It was resolved in the affirmative.

Subject 40: Should any inquiry be made after non-registered articles? If so, should a fee be paid? Read and agreed to.

Subject 41: Postal Guide. Mutual arrangements to be made for insuring the latest information appearing in the respective quarterly Postal Guides of each colony. Read and agreed to.

Subject 42: Postal rates, Consideration of Mr. Henniker Heaton's proposal to the Chancellor of the Imperial Exchequer that Great Britain adopt the penny postage to Australia, the postage from Australia to remain as at present.

The paragraph thereon having been read,

Hon. Mr. KIDD (New South Wales) said,—I propose the adoption of this recommendation; and, to make it more clear, and to show the magnitude of the interests involved in connection with the reduction; I would like to put it in rather a different form. I will read it, Mr. President: "That, with regard to the proposals from time to time made for penny postage between Great Britain and the colonies, and, more recently, that such be adopted for letters from the United Kingdom, leaving the rate from the colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rate, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to 2½d. in 1891 having resulted in an annual loss to the colonies of about £40,000; and that the partial reduction proposed—namely, in the rate from Great Britain—would be most undesirable, as such a measure would compel the colonies to reduce their inland and intercolonial rates from 2d. to 1d., involving a probable loss to them of a quarter of a million per annum, in addition to that already mentioned as the result of the reduction to 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government." My reason for submitting it in this way is that a reduction to 1d. would involve so much more than we are losing at present. New South Wales loses something like £13,000 to £14,000 in the reduction from 6d. to 2½d., and I assume Victoria loses about the same. I understand New Zealand loses about £8,000. Altogether it would be fully £40,000 we are losing now by the reduction from 6d. to 2½d. But there is a more serious question than the simple reduction—namely, that, having a letter transmitted from Great Britain, and from the colonies to Great Britain, at a penny rate, we could not possibly keep up the twopenny rate within our own colonies and intercolonially. Then, if we agreed to a rate of 1d. within our own colony, it would mean a loss of something like £70,000 or £80,000. In Sydney and the centres of population we have, within a radius of thirteen miles, a rate of 1d. But to make it universal throughout the colony would mean a loss of £70,000 or £80,000. I suppose it would mean fully that too in Victoria, while the loss, including intercolonial postage, would come to the enormous sum of £250,000. Those who are agitating for a reduction of postage between Great Britain and the colonies do not dream of the loss it is likely to involve. At the time they reduced the postage to 1d. in the Mother-country they had a great population to serve, and comparatively a small territory. Here we have a sparsely-populated continent—taking the whole of the colonies, it is a continent—where the population does not amount to more than four millions. It is a little over four millions, I think, including New Zealand. Why people should agitate for the reduction I cannot understand, unless it is they wish to make themselves notorious. I certainly think they are not able to judge of the enormous loss that it would entail upon the colonies, and the bad effect it would have, if it were carried out as they suggest, of 1d. only from the Mother-country to the colonies. We have had a little taste of it in connection with the halfpenny rate. The Mother-country has no right to inflict what would undoubtedly be a great amount of inconvenience and dissatisfaction by adopting the penny rate from herself to the colonies, unless the latter are able to reciprocate, and send out letters at the same rate. I do not think there is any necessity to enlarge upon the question, but I wanted to point out very shortly that aspect—that the loss would be very great to these colonies. If we have to adopt an internal penny rate, of course we could not possibly have more than an intercolonial penny rate. Then, the time is not opportune. Even if we were prepared to make big sacrifices the colonies are not in such a position to lose such an enormous amount of revenue. And I do not think those doing correspondence with the Mother-country have ever complained; 2½d. is so low in comparison with the rate they have had to pay in the colonies. They are not complaining or agitating for it, and we do not want people to interfere with our business. This is not going to be of the advantage which some people suppose, though we might get a few more letters. But the family relations of the colonies to the Mother-country are not as they were some thirty or forty years ago. Then a larger proportion had emigrated to these colonies, and most persons who emigrated left their relations in the Old Country. Thus there was a larger amount of correspondence necessary in those days in proportion to the population. Now we are growing up the flow of emigration is not so great in proportion to the population, and therefore there would not be the correspondence except for commercial purposes. The rate is so low at present, and it would cause so much dissatisfaction if we only had the rate reduced from England to the colonies, that altogether I do not see what benefit can come of it. But my only object in submitting it in this form, Mr. President, is to show the large amount of loss we would be likely to sustain if it were adopted. We want to prevent this agitation, and to discourage the agitators. We want to show we are not in a position to adopt it, and will not be for many years. That is my principal reason. It is right enough as put in this recommendation, but it does not show the loss in regard to the internal, nor the loss that the colonies would suffer if we had a penny rate all over. I beg to move this addition to, or, rather, substitution for, the recommendation.

Hon. Mr. WYNNE (Victoria): I will second that, for it is as well the colonies should show strongly their dissent from this reduction to 1d. It is all very well in theory this penny post from England to the colonies, and from the colonies to England, but the people who agitate for it do not have to pay for it. We all know that there is very little private correspondence amongst the poorer classes of people—the people who are always held up as being the ones hurt. It is the wealthy people—the large merchants and others who are well able to pay; these are the only ones who would gain by this reduction. It is a case of larding the fatted pig again. Those who are

able to pay the larger amount ought to pay it, and we say those who do not correspond very much ought not to be called upon to pay more money for the benefit of the few who are well able to pay the present rate. In the Colony of Victoria, the late Government, in the very prosperous times, thought they ought to follow this cry of the reduction to 1d. internally, and it was reduced. That involved a loss of £89,000 a year, which meant additional taxation to the general community. The present Government felt compelled to recommend a twopenny post to reduce the loss, and we have a charge of 2d. in our own colony on the carriage of letters. I think it is as well the people in the Mother-country who are agitating should know we cannot afford to reduce the carriage to 1d.

Hon. Dr. COCKBURN (South Australia): The sentiments expressed are those I personally hold, and I only rise to show my vote is not a silent one. I cordially indorse what has been said, and I would suggest the substance of the resolution be at once cabled.

Hon. Mr. WARD (New Zealand): I will see that that is done. I should just like to say a word or two. I admit that in the financial circumstances of the neighbouring colonies such a resolution as that proposed—

Hon. Mr. KIDD (New South Wales): Cannot you include your own?

Hon. Mr. WARD (New Zealand)—is not a proper one. At the same time, I am bound to say that, speaking for myself, I am one of those who thoroughly believe in cheap communication either to or from foreign countries, within the colonies, and intercolonially; and I look forward hopefully to the time when under the British flag there will be a universal penny postage between all countries over which that flag flies. The question, I may say, has been under the consideration of the New Zealand Government for a considerable time, as to whether we would not establish a penny postage between England and the colonies. The late Premier was strongly in favour of it; in fact, he communicated to me on the eve of my departure to Australia some twelve months ago the hope that our Government would be able to give effect to the penny postage between England and New Zealand. As the result of his communication, tables were prepared to show in what position this would place this colony. It was shown by the department that it would involve a loss of £3,367 per annum on the whole of our international correspondence upon the reduced rate. If we adopted an intercolonial rate it would be a loss of £2,093 per annum. We could therefore establish an international and intercolonial penny postage for £5,460 loss for the first year, and which would quickly be wiped out by the increase of business. Those were the estimated amounts. I do not believe in agitating for a reduction in this direction for the mere sake of agitating, or for the mere sake of having it said that they were the people who brought this about; but I am bound to say I do attach the greatest importance to it. I do not agree with my friend Mr. Wynne that a reduction such as this is sought only by those who are conducting commerce, and who expect to receive advantages. Domestic correspondence at the present time is estimated at about one-third of the whole; consequently, if £250,000 would be lost, the domestic portion of the community would, it is estimated, pay something over £80,000 per annum by keeping up the present rates; and it is idle to deny that every facility you give to commerce must, more or less, benefit every class in the community—domestic or otherwise. I am bound to say I am very strongly in favour of universal penny postage. The time at present may not be opportune; it may be well to defer it for a time. But I do not think, myself, that the time is far distant, because the whole of the colonies are not going to be always in financial distress. They are bound to emerge from it; and I should be very sorry if such a resolution should debar the English Government in giving effect to what they evidently contemplate—that is, the establishment of a penny postage outwards. There are thousands of people who never write, and the fact of being able to post a letter to the colonies for a penny would induce many persons to write who do not write at all. On the face of it, I admit, a considerable loss would be made, but that loss in the first instance, if the Imperial authorities reduced to 1d., would fall entirely upon their own community, and not on the Australasian community. On the other hand, we could not long remain in such an anomalous position as having a twopenny rate. I will, on behalf of New Zealand, simply dissent from the resolution, because I am not desirous of seeing deferred for a longer period than necessary the proposal to bring the whole of the British colonies and Great Britain into closer and more sympathetic touch, which, in my opinion, the establishment of a universal penny postage would do.

Hon. Mr. PARKER (Western Australia): Perhaps you will permit me to say it is not financial troubles that make me assent. Western Australia is most prosperous, financially and otherwise.

Hon. Mr. KIDD (New South Wales): I am very glad to hear there is one of the colonies that is all right, and no doubt you, sir, take credit that New Zealand is so. I am sorry, however, you have thought fit to dissent from the resolution, because I thought what had been advanced would have shown you differently. You want to make out it is not the cost, and yet you admit it is the cost. You say only one-third of the postage is of a domestic character, admitting, therefore, that two-thirds has to do altogether with commercial interests. As it would be a loss of £250,000, and as one-third of that is £80,000 odd, £170,000 would be made a present of at the expense of the taxpayers. I do not think it is a proper way to look at it at all. I view it in this way: The bulk of the taxpayers of a country are the working-classes, and, while they save in one-third, they will have to make good two-thirds of the loss. However, you do not see your way to vote for the resolution. I think the suggestion made by Dr. Cockburn is a very opportune one, and should be taken advantage of, for the benefit of the people in the Old Country, who have been agitating for some time past, and expecting the Home authorities to agree to their proposals, or at least to make it a penny postage from the Mother-country to the colonies. For the reasons I have stated, I think it would be disastrous to have anything of the sort unless and until we can make the postage uniform. I have nothing more to say. I would like to see the British-speaking communities more closely united, but that time has not arrived so far as the penny-postage rate is concerned, and I think it will be many years before we are able to take advantage of it.

Then, the motion having been put, it was resolved in the affirmative, New Zealand dissenting.

Resolved, That, with regard to the proposals from time to time made for penny postage between Great Britain and the colonies, and, more recently, that such be adopted for letters from

the United Kingdom, leaving the rate from the colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rate, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to 2½d. in 1891 having resulted in an annual loss to the colonies of about £40,000; and that the partial reduction proposed—namely, in the rate from Great Britain—would be most undesirable, as such a measure would compel the colonies to reduce their inland and intercolonial rates from 2d. to 1d., involving a probable loss to them of a quarter of a million per annum, in addition to that already mentioned as the result of the reduction to 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government.

Paragraph as amended agreed to.

Hon. Mr. WARD (New Zealand): I will see that the resolution is cabled to-day.

Subject 43: Circulars sent in bulk to Sydney for posting to New Zealand. Read and agreed to.

Subject 44: Remitting through Treasury Department. Read and agreed to.

Subject 45: Redirection. That the procedure of the British Post Office be adopted in regard to charge for. Read and agreed to.

Subject 46: As to delay in international messages in consequence of interruptions in international lines.

The paragraph relating thereto having been read,—

Hon. Mr. WYNNE (Victoria) said,—I think if there had been no great delay in matters of this kind you would not have had the Chambers of Commerce complaining. It seems to me that the messages for the Press are of greater importance than private ones. The Press publishes the news for the whole of the colonies; persons resident in the colonies obtain the news from Europe through the Press. There are very few people who receive these private messages, and to my mind it is of greater importance that the Press should have precedence than private people. And, if it is thought absolutely necessary, I would suggest that 8 o'clock be altered to 6 o'clock. If the public want it during the day-time let them have it up to 6 o'clock, and after 6 let precedence be given to Press messages. That will allow of their being got through in time for the morning's publication. The matter is not in favour of the Press having precedence over private individuals, but so many more are benefited by the Press obtaining the news than the few. I think we ought to consider very carefully whether we make any recommendation.

Hon. Mr. PARKER (Western Australia): I should have no objection to seconding the suggestion that the hour be 6 instead of 8.

Hon. Mr. WYNNE (Victoria) moved, and the Hon. Mr. PARKER (Western Australia) seconded, That the hour of 8 be struck out, and 6 substituted.

Hon. Mr. KIDD (New South Wales): Mr. Lambton thinks we must not forget that the Press messages are taken at a reduced rate. Press messages are transmitted at 1s. 10d. and private ones at 4s. 9d. I should think it would be the other way about.

Hon. Mr. WYNNE (Victoria): It means that twenty-four hours is lost. That is something to the Press, but it does not mean so much to private individuals.

Hon. Mr. KIDD (New South Wales): What they object to is to be tied down. Let them judge whether they can get Press messages through in a reasonable time, and not give precedence to Press messages. Private messages can be sent through in a few minutes, while Press messages are lengthy.

Hon. Mr. WYNNE (Victoria): Suppose we strike out the whole clause, and let it go as at present.

Hon. Mr. KIDD (New South Wales): It is better not to hamper the officers of the department. They use their own judgment, in the public interest. They are as anxious to get their messages through as the Chambers of Commerce.

Hon. Mr. WYNNE (Victoria): If we adopt this recommendation, the telegraph company will pay attention to it. If it is desirable to adopt it, I think 6 o'clock is quite early enough. Otherwise strike the clause out altogether, and let them make their own arrangements.

Hon. Mr. WARD (New Zealand): I may perhaps say, for the information of the Conference, that the rule we have is that such telegrams shall not interfere with the transmission of the ordinary telegraph traffic [rule read]. That is the system we carry out, and we find it is satisfactory.

Hon. Mr. KIDD (New South Wales): That refers to offices in your own colony.

Hon. Mr. WARD (New Zealand): No; it refers also to cables. I would rather agree to that, or something of that character. I think, if private parties come to the office and pay full rates, they are entitled to consideration. The officials are anxious to get Press messages through, and give every possible assistance, but I do not think private messages should be crushed entirely on one side.

Hon. Mr. WILSON (Queensland): I think it would be better to withdraw it. By having a hard-and-fast rule of this kind you give an opportunity for parties to insist upon certain things being done. As far as Queensland is concerned, we have no difficulty whatever. We have no rule upon the subject, and we have no complaint. I would very much prefer to see the clause struck out.

Ordered that the paragraph be struck out.

AUSTRALASIAN POSTAL CONVENTION.

The Conference then considered the draft of Australasian Postal Convention submitted by the heads of departments. (Appendix C, p. xv.)

Article 1 read and agreed to.

On Article 2 being read,

Hon. Mr. WARD (New Zealand) said,—In connection with Article 2, New Zealand cannot agree to one or two suggestions here. Perhaps if I have the dissent recorded it will be satisfactory to the Conference.

Hon. Dr. COCKBURN (South Australia): Is there any new matter here?

Mr. LAMBTON (New South Wales): Letter-cards.

Hon. Dr. COCKBURN (South Australia): But we have carried letter-cards already.

Hon. Mr. WARD (New Zealand): Our rates are lower for books and higher for newspapers at the present time. I am sorry we cannot subscribe to the proposal here; we may do it later on.

Sir C. TODD (South Australia) : Cannot you adopt that intercolonially?
 Hon. Mr. WARD (New Zealand) : We cannot do that.
 Article 2 agreed to, New Zealand dissenting.
 Articles 3, 4, 5, and 6 were read and agreed to.
 On Article 7 being read,
 Hon. Mr. WARD (New Zealand) said,—In this the word “colony” is substituted for “country.”
 Article 7 agreed to.
 Articles 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24 severally read and agreed to.
 Hon. Mr. WARD (New Zealand) moved, and Hon. Mr. PARKER (Western Australia) seconded, That the draft of the Australasian Postal Convention be agreed to. (*Vide* Appendix C, p. xv.)
 The question being put, it was resolved in the affirmative.

FEDERAL MAIL-SERVICE CONTRACT.

Hon. Mr. PARKER (Western Australia) asked the Hon. the President, If he has had any official notification of the cablegram we saw in the papers this morning, to the effect that the Postmaster-General in London had arranged with the P. and O. and Orient lines of steamers, or offered them a renewal of their contract for the term of one year, with the option of a further term of two years. I have no doubt you saw that cablegram, and perhaps you will be able to tell us whether Mr. Morley acted upon any suggestion of this Conference or not, or whether he acted upon his own responsibility.

Hon. Mr. WARD (New Zealand) : I may state I have received no notification. All I know is what has appeared in the Press. No official notification has been sent to me. The resolution passed by the Conference was at once cabled to the Postmaster-General, Mr. Morley, so that he had the whole matter before him. I presume he has acted upon the resolution of this Conference.

BRISBANE MAIL-TRAIN SERVICE.

On motion of the Hon. Mr. WILSON (Queensland), seconded by the Hon. Mr. KIDD (New South Wales), *Resolved*, That the Hon. the President be requested to forward resolution in relation to the mail-train service from Brisbane to Adelaide to the colonies concerned.

AUCKLAND HARBOUR BOARD CORRESPONDENCE.

Hon. Mr. WARD (New Zealand) stated that he had received a letter, sent by direction of the Chairman of the Harbour Board, transmitting copies of the reports and statements of accounts of the Board, and also copies of the report of the Chamber of Commerce.

On motion of Hon. Mr. WARD (New Zealand), seconded by Hon. Mr. WYNNE (Victoria), *Resolved*, That the Chairman of the Harbour Board be thanked for his courtesy, and also for the use of the Harbour Board rooms for the Conference.

VOTE OF THANKS TO HON. THE PRESIDENT.

Hon. Mr. KIDD (New South Wales) : As there appears to be no new business to come on, I have very much pleasure in rising, on behalf of the Conference, to move that we accord a hearty vote of thanks to you, sir, for all your kindness since we landed in New Zealand. You have done everything that was possible to make our sojourn as pleasant and as agreeable as it was possible to make it. You not only did for us all you possibly could at Wellington, while the Conference sat, but you have been kind enough to take all those who have come over with the delegates, and the delegates themselves, throughout the whole of your colony, so that we might see the people, and judge of the resources of the colony, and view it in all its aspects, not only with regard to the question of settlement, but with regard to the large measures of reform which you have introduced into the legislation of the country. I, for one, heartily approve of the vast strides and progress that you have been able to accomplish during the last few years, more particularly in connection with social reforms. You are far ahead, I think, of the other colonies; and it is very much to the credit of the people of New Zealand that they are alive to the necessity for still greater social reforms than those you have been able to effect. I have taken great interest in connection with the reforms, so to speak, that you have been able to bring about by giving women the franchise. I was rather sceptical as to the advantages to be derived from it, but as far as it appertains to New Zealand, and the effect of it in connection with the return of the present Assembly, I think they have acted wisely and well; and, if they would be simply satisfied to remain as voters, I would not have any great objection to agreeing to woman's franchise myself; but I expect the next move will be, like the good lady who occupies a seat as one of the mayors of a borough near Auckland, that they will endeavour to secure their return as members of Parliament. Nothing would please my friend Mr. Parker better than to have an equal number of ladies with gentlemen. With regard to the Colony of New Zealand, I visited it a few years ago, but it was only a run around, and I had little idea of the immense tract of splendid country which you have lying pretty well as nature left it. It shows, with increase of years, as settlement becomes more general, that the Colony of New Zealand has a great future before it. You have made rapid strides during the last few years, and I congratulate the Government of the colony and the people on the healthy financial position in which you find yourselves. I hope that, by able government, large settlements will speedily take effect on the lands through which we passed. Of course you have some trouble, which I hope will be easily overcome, notwithstanding the Native difficulty. There is much, I think, which we may admire in the character of the Natives; yet I think you are taking a wise course to carry out your intentions—that if they will not use the lands themselves they shall arrange for other people to use them, or that the Government shall resume them. I think, there-

fore, it is a wise step you are taking. The population of New Zealand is nothing to what it is capable of carrying, and making it, I believe, one of the most important colonies in the British Empire before many years. It is now almost the most important; but I had no idea until I went through the colony that you had so much valuable land for settlement as you appear to have. It is no use my going into questions of that kind further. All I have risen to do is to convey to you our hearty thanks for the handsome way in which you have treated us since we arrived in the colony, and to thank you heartily for the hospitality which you have extended to us. It will be a red-letter day to most of us to look back to our trip to New Zealand. We have been able to combine some pleasure with the business we have had in hand. Just one word more. Some think there is no good accomplished by Postal Conferences; but I think those who have had to do with them recognise that a great amount of good is not only done in regard to postal and telegraphic facilities and matters connected with the business of our various departments, but it brings about a spirit of federation, which will be fostered more largely than has been the case in the past. I simply move, That the thanks of this Conference be accorded to the Hon. the President for the hospitality extended by him to the delegates since their arrival in New Zealand, and for the able manner in which he has presided over this Conference.

Hon. Mr. WYNNE (Victoria): Mr. President, I am sure that we all feel deeply grateful to you, and also to Mrs. Ward, for your hospitality to us. The month we have been enabled to spend here has been one for which we will ever feel thankful to you. I feel, too, that meetings such as this greatly assist the cause of federation; they bring the members of the different Governments into close contact, and give them opportunities for discussing matters, outside of postal ones, that are of advantage to the whole community; and I trust some day, as a result of these Conferences, to see one held from which will result a Customs Union of material benefit to the whole of the Australian Colonies, New Zealand, and Tasmania. I have great pleasure in seconding the resolution proposed by the Hon. Mr. Kidd, and again thank you very sincerely for the kindly way in which you have treated us during our visit.

Hon. Dr. COCKBURN (South Australia): Sir, I also wish to add my testimony and hearty support to this resolution. From the very moment of our landing in New Zealand we have been overwhelmed with courtesy, consideration, and hospitality. I recognise now that to visit New Zealand is not to visit any one centre. If a person wants to know New Zealand he must visit many parts. It is still very much as it was formerly—a federation of a number of centres of industrial and commercial activity; and, sir, I think this gives the highest possible promise of a successful future to any land, because it enables every portion of the colony to combine all the advantages of the city and the country. To enable us to see these many centres you have, as we all know, put yourself to a very great deal of inconvenience, for which we now wish to tender you our hearty thanks. We have learnt, sir, since we have been here of the many modes of activity in which you are personally engaged. With so many departments over which you preside, and with so many private relationships, all of which are mixed up with the advancement of the colony, we recognise that your absence from these duties during the time in which you have enabled the delegates to make the most of their visit to New Zealand must have been a very serious privation to you, and must have entailed a very great deal of hard work on yourself. I wish, sir, to add my testimony to that of those who have already spoken in regard to your efforts on our behalf. I wish also to remark on the excellent manner in which you have put forward the business of this Convention. We have discussed many matters of very great importance, and, while every opportunity has been given for discussion, no delay has taken place; and the manner in which we have been enabled to despatch our business here and in Wellington with so much facility has been owing chiefly to the thoroughly business-like way in which you have brought the matters before the Convention. During our trips through New Zealand we have become acquainted with you in many ways. We recognise your accomplishments, social and political, but above all we recognise that you are a man of business, and that business tact has been of the greatest possible advantage to this Convention. I wish to say that, for my part, this visit to New Zealand has been an education. One has been brought into familiarity with problems of the deepest possible importance, socially and politically. We have seen here what, perhaps, it is not possible for us to see in any other part of the world. We have seen many social and political problems brought to a successful issue, and we shall return, each of us, to our respective colonies with an inspiration for fresh activity in endeavouring to work out those problems which at the present moment are exercising not only New Zealand but Australia and every other country of the civilised world; and no Government, no people, can afford to neglect anything tending to their successful solution. As tending towards that successful solution, I believe one and all of us have learned a very great deal during our visit. I wish also to thank you for the courtesy with which you have supplied myself and the other delegates with all the information in your power bearing on the various institutions of New Zealand. Here we see established throughout the country what many of us have been working for years to effect in our own colonies. When a person visits any of the important centres in New Zealand one of the most prominent buildings that meets his eye is that of the Government Life Insurance Department. The establishment of such a department has been a problem that has engaged the attention of many of the Australian Governments. In New Zealand we find the problem solved, and the department in a healthy state. In this respect, also, I have to thank you for the information which you have without stint, and at any amount of trouble to yourself, placed at the disposal of the delegates. I beg to indorse what has been said by the mover and the seconder of this resolution, and, as one of the delegates, to tender my best thanks to yourself, and also to Mrs. Ward, for your kindness and courtesy to us. We shall leave New Zealand with regret, but, at the same time, I am sure that for years to come we shall look back with pleasure upon our visit, and also profit by it in the despatch of the work of our various departments, and in the discharge of our political duties. I regret to leave New Zealand,

but it affords me infinite pleasure to know that we have seen so much of it in so short a space of time, and with that pleasure there shall be mingled the thought that we have been enabled to see so much of it by your own efforts, which have been made at a sacrifice in order to minister to our requirements.

Hon. Mr. WILSON (Queensland): On behalf of Queensland, I would like to add to the remarks that have fallen from the previous speakers. I thank you for your hospitality. When I left for New Zealand I had no idea that I would see so many wonders here. Having formerly passed through New Zealand on my way to England I had some knowledge of it, but I had no idea of the great extent of the country until I gained it through your hospitality. I can only say that I highly appreciate my visit to, and the information gained during my stay in, New Zealand. These will, I have no doubt, afford me great pleasure in the future, and be of profit to me. I have also to thank Mrs. Ward for her very great kindness and for the way in which she has attended to the ladies. Altogether, our visit has been most enjoyable, and we shall be very sorry indeed to leave New Zealand.

Hon. Mr. PARKER (Western Australia): I desire to say that I concur in the remarks made by the members of this Conference who have already spoken on this subject. I desire to thank you and Mrs. Ward particularly for your kindness to the delegates of my colony. I may truly say that before I arrived in this country I had very little knowledge of its resources. I have been very greatly impressed with this charming colony, not only with its magnificent scenery, but also with its agricultural and pastoral lands. I leave New Zealand almost regretting that I was not born a New-Zealander instead of an Australian.

Then, the question being put by the Hon. Mr. KIDD (New South Wales), it was unanimously resolved in the affirmative.

Resolved, That the thanks of this Conference be accorded the Hon. the President for the hospitality extended by him to the delegates since their arrival in New Zealand, and for the able manner in which he has presided.

Hon. Mr. WARD (New Zealand): I have to thank you very much for the resolution which has been passed. I also thank you very heartily for the kind expressions to which you have severally given utterance. I feel you have said many things which I accept as a compliment, but which I scarcely deserve. In connection with the tour we have made through the colony, I should be wanting in acknowledgment to Mr. Gray, the head of the department, were I to omit to say that to him largely is due the excellence of the arrangements which have been carried out. Upon him has devolved a very large share of the hard work in connection with the tour, so that any success which may have attended our visit through the colony is due to Mr. Gray. I have much pleasure in acknowledging it. I am too gratified to hear you say so many kind things of New Zealand, and I hope during the trip the representatives of the various colonies have acquired information which may be of use to them in the future. We have been exceedingly proud to have you amongst us and to have entertained you, and if we have succeeded in doing that it was all we hoped for. I cannot forget, myself, the universal kindness and courtesy extended to me and those with me upon each of our visits to the Australian Colonies, and if in New Zealand we have extended hospitality and courtesy we have only followed the good example set us when we were upon your shores. When you leave New Zealand we shall feel we have lost a number of friends. And if my friend regrets he has not been born in New Zealand I can only express my regret that I have not been born in each of the other colonies. However, I can only hope for good results from this Conference; that it will be productive of a considerable amount of good in the future. And I trust that at no distant date another Conference may be held in the direction to which this Conference has given utterance—a tariff Conference. I feel, myself, it is of the greatest importance to the whole of the colonies that such a Conference should be held. If our statesmen could only see their way to have a Customs Union it would be, in my opinion, of very considerably more importance than what is known as federation—in the meantime at any rate. I trust, as the result of the colonies' enterprise in sending their representatives here, that we may before long see some practical steps taken to adopt a Customs tariff which will enable the colonies to carry and improve regulations which day by day become necessary. I have only to thank you, Mr. Kidd, and the gentlemen here, for the resolution you have passed, and the kind expressions to which you have given utterance, and I shall have very great pleasure in informing Mrs. Ward of the kind way in which you have spoken of her.

VOTES OF THANKS.

Votes of thanks having been proposed by the various delegates to Mr. W. Gray, Chairman of the Heads of Departments, to the Departmental Heads, to the Press, to the Eastern Extension Telegraph Company, and to the Secretaries to the Conference,

And the question being severally put thereon, they were unanimously resolved in the affirmative.

BUSINESS OF CONFERENCE TO BE CONDUCTED THROUGH THE HON. THE PRESIDENT.

On motion of Hon. Dr. COCKBURN (South Australia), seconded by Hon. Mr. PARKER (Western Australia), *Resolved*, That all communications arising out of the business of this Conference should be despatched through the President of the Conference, and that there should be a distinct understanding on this point.

NEXT MEETING OF THE POSTAL AND TELEGRAPH CONFERENCE.

On motion of Hon. Mr. WYNNE (Victoria), seconded by Hon. Mr. WARD (New Zealand), *Resolved*, That the next meeting of the Postal and Telegraph Conference should be held in Melbourne.

ADJOURNMENT.

On motion of the Hon. Mr. WARD (New Zealand), *Resolved*, That this Conference do now adjourn.

The Conference accordingly adjourned *sine die*.

APPENDICES.

APPENDICES.

CONTENTS.

	Page.
AUSTRALASIAN POSTAL CONVENTION, Draft of, Appendix C	xv.-xxi.
CANADIAN-PACIFIC MAIL SERVICE,—	
Letter from Mr. Huddart to the Hon. the Premier, New Zealand, relative to his Contract with the Dominion Government, Appendix F, No. 1	xxix.
Sydney and Vancouver Service, Agreement relative to, between the Postmaster-General, Sydney, and Mr. James Huddart, Appendix F, No. 2	xxix., xxx.
CANADIAN AND AUSTRALASIAN PROPOSED CABLE SERVICE,—	
Intercolonial Conference relative to, suggested, Appendix G, No. 1	xxxI.
Memorandum on the, by Mr. Sandford Fleming, Appendix G, No. 1; and by Mr. P. B. Walker, Appendix G, No. 2	xxxI.-xxxviii.
COLOURED LABOUR ON MAIL STEAMERS, Paper relative to, Appendix K	ii.
FEDERAL MAIL SERVICES, Appendix D	
Correspondence between Mr. H. B. Forman and the Postmaster-General, South Australia, Appendix D	xxii., xxiii.
Terms and Conditions of future Contracts, Appendix D, No. 5	xxiv.
Letter from the Hon. the Colonial Treasurer, Hobart, to the Hon. the Postmaster-General, New Zealand, Appendix D, No. 4	xxiii.
FIJI, Papers relative to the Representation of, at the Postal Union Congress and the Intercolonial Conference, Appendix H	xli., xlii.
HOURLY-ZONE TIME SYSTEM, Papers relative to the, Appendix I	xliii.-xlv.
LIST OF SUBJECTS FOR CONSIDERATION OF THE CONFERENCE, Appendix A	iii.-v.
NEW CALEDONIAN CABLE, Appendix G, No. 3	xxxviii.-xl.
NEW ZEALAND TELEGRAPH BUSINESS, Appendix J	I.
PACIFIC CABLES, Memorandum on the Various, by Mr. Sandford Fleming, and also by Mr. P. B. Walker, Appendix G, Nos. 1 and 2	
	xxxI.-xxxviii.
POSTAL CONFERENCE, 1893,—	
Report of Postmaster-General, Queensland, upon Action taken upon certain Resolutions of the, Appendix E, No. 1	xxv., xxvi.
Letter from the Hon. Sir T. McIlwraith to His Excellency Sir H. W. Norman relative to Subsidies, Tenders for Weekly Service, and a Canadian-Pacific Postal Service, Appendix E, No. 2	xxvi.
Letter from the Hon. Sir T. McIlwraith to the Hon. the Postmaster-General, Washington, relative to the Subsidy to the San Francisco Mail-service, Appendix E, No. 3	xxvii.
Letter from the Superintendent of Foreign Mails in Reply to the above, Appendix E, No. 4; and also relative to Parcel-Post Service between the United States and Australia, Appendix E, No. 5	xxvii.
Correspondence with London Post Office <i>re</i> Postage on Newspapers from Colonies to United Kingdom, Appendix E, No. 6	xxvii., xxviii.
QUEENSLAND TELEGRAPH STATISTICS, Appendix J	xlix.
REPORT OF HEADS OF DEPARTMENTS, Appendix B	vi.-xiv.
SOUTH AUSTRALIA TELEGRAPH STATISTICS, Appendix J	xlvi.
SUBJECTS FOR CONSIDERATION OF THE CONFERENCE, Appendix A	iii.-v.
TASMANIA TELEGRAPH STATISTICS, Appendix J	I.
TELEGRAPH STATISTICS: South Australia, Queensland, Tasmania, New Zealand, Appendix J	xlvi.-I.

APPENDIX A.

LIST OF SUBJECTS FOR CONSIDERATION.

The subjects hereunder, with the exception of Nos. 1, 2, 3, 9, 24, and 46, were referred to the Heads of Departments to report upon, the excepted subjects being dealt with *ministerially* by the Conference.

OCEAN MAILS.

1. Federal Mail-service, *via* Suez : Report on, also consideration of London Post Office letter of 1st September, 1893.
2. Vancouver Service—
 - (a.) Report by Queensland.
 - (b.) To be considered.
3. San Francisco Service—
 - (a.) Report by Queensland.
 - (b.) To be considered.
4. Mail-train, Brisbane to Adelaide, Acceleration of.
5. Postages—
 - (a.) Division of, between the United Kingdom and the Colonies.
 - (b.) On newspapers to United Kingdom.
6. Question of landing English mails in certain cases at Glenelg, instead of Semaphore.

UNIVERSAL POSTAL UNION.

7. Convention and detailed regulations : Unimportant amendments to, during recess of International Congresses.
8. Vienna Postal Union Convention, Revision of.
9. Australasian delegate to next Postal Union Congress.
10. Metric system of weights : As to avoirdupois equivalent for 350 grammes.
11. Sea surtax : As to charging of, by Italy.
12. Glassware : Transmission of samples of.
13. Demonetization of stamps (question of uniformity of practice).
14. Acknowledgment of receipt of registered letters.

PARCEL-POST.

15. United States—
 - (a.) Exchange of parcels with.
 - (b.) Report by Queensland of action taken.
16. Cape Colony : Exchange of parcels with.
17. Sea-transit rates—intercolonially.
18. Uniform conditions of transmission of transit parcels for foreign offices.

POSTAL-NOTES.

19. Poundage on : Suggestion by Hobart that payee receive face-value when having postal-note cashed, instead of having to affix stamps to the amount of the poundage.
20. Exchange of postal-notes between other colonies and New Zealand.
21. United Kingdom : Exchange of postal-notes with.

AUSTRALASIAN POSTAL CONVENTION.

22. Consideration of Convention, generally, including following subjects:—
- (a.) Verification certificates.
 - (b.) Question whether the Colonies might not fairly object to deliver English packets prepaid $\frac{1}{2}$ d., whilst 1d. is levied in England.
 - (c.) Commercial papers—
 - (1.) Rate for.
 - (2.) What printed matter, if any, should appear in rate notices?
 - (3.) “Expiry” notices of fire policies, &c.
 - (d.) Should letters or commercial papers enclosed in envelopes bearing advertisements be allowed to pass at ordinary rates?
 - (e.) Invoices—
 - (1.) As to nature of remarks, or instructions to customers, which may appear in addition to the name of the firm and a description of its business.
 - (2.) Printed with code-letters having a secret meaning.
 - (3.) Should printed detached papers accompanying invoices be allowed or forbidden?
 - (f.) Type-writing: Facsimiles of.
 - (g.) Printed papers—
 - (1.) Special rate for publications such as “Australasian Ironmonger,” and for magazines, Christmas numbers, &c.
 - (2.) Minimum amount on printed papers to be $\frac{1}{2}$ d.
 - (h.) Travellers’ cards—
 - (1.) Conformity with Postal Union Regulations, as regards insertion of name and date of visiting in writing.
 - (2.) Postage on.
 - (i.) Charge made on packets closed against inspection. As to practice of colonies.
 - (j.) Unclaimed letters.
 - (k.) Uniformity of statistics.
 - (l.) Letter-cards: Intercolonially.

TELEGRAPH AND TELEPHONE.

- 23. Duplicate cable: Subsidy.
- 24. Pacific Cable—
 - (1.) Report by Queensland on action taken.
 - (2.) To be further considered.
- 25. Telephone systems: Regulations.
- 26. Press messages: Regulations.
- 27. Intercolonial repeats—
 - (1.) Despatch *re* joining Telegraph Union.
 - (2.) For corrections.
- 28. Telegraph money-orders—
 - (1.) Report by Queensland on action taken.
 - (2.) To be considered.
- 29. Standard dictionary: Whether it is possible to fix upon a standard dictionary.
- 30. Rectifying telegrams.
- 31. Telegrams addressed to initials or fictitious names: Whether telegrams so addressed should be accepted for transmission, or any distinction made between telegrams deliverable by letter-carrier or *poste restante*, and telegrams deliverable in the ordinary way by messenger.
- 32. Complaints of errors in telegrams transmitted to and from London *via* the Roebuck Bay cable and Western Australia.
- 33. Collect telegrams.

ELECTRIC TRAMWAYS, LIGHT, AND POWER.

- 34. Regulations for electric-light and power-wires: Consideration of committee of experts’ report.

MISCELLANEOUS.

35. Express messenger system, and express companies.
 36. Payment to masters of vessels for carriage of mails.
 37. Reply-paid envelopes.
 38. Hour-zone system.
 39. Registered letters for promoters of racing lotteries: Should obstacles be placed in the way of their registration?
 40. Should any inquiry be made after non-registered articles? If so, should a fee be paid?
 41. Postal Guide: Mutual arrangement to be made for insuring the latest information appearing in respective Quarterly Postal Guides of each colony.
 42. Postal rates: Consideration of Mr. Henniker Heaton's proposal to the Chancellor of the Imperial Exchequer, that Great Britain adopt the penny postage to Australia, the postage from Australia to remain as at present.
 43. Circulars sent in bulk to Sydney for posting to New Zealand.
 44. Remitting through Treasury Department.
 45. Redirection: That procedure of British Post Office be adopted in regard to charge for.
 46. Representation of Fiji at the Postal Union Congresses and Intercolonial Conferences.
-

APPENDIX B.

REPORT AND RECOMMENDATIONS BY PERMANENT
HEADS OF DEPARTMENTS.

*Presented at the Meeting of the Postal Conference held in Auckland on Monday,
the 19th March, 1894.*

In pursuance of the instructions of the Honourable the Ministers assembled in Conference, we have carefully considered the questions remitted to us, and have to report as follows :—

OCEAN MAILS.

4. MAIL-TRAIN, BRISBANE TO ADELAIDE, ACCELERATION OF.

We venture to suggest that the question of the acceleration of the mail-train between Brisbane and Adelaide receive further consideration in connection with the following memorandum from the Sydney Post Office, and we would also suggest that New South Wales should run a train from Albury to Sydney to connect with the Saturday night's express from Melbourne, so as to enable the Queensland portion of the mails to go forward to Brisbane without delay.

If this is not feasible, it is suggested that the Victorian train should, on Saturdays, leave two hours earlier, the Sydney ordinary train to leave Albury on its arrival, in lieu of 2.45 p.m. as at present.

“Acceleration of Journey of Mail Trains, Brisbane to Adelaide.

“There are two questions in connection with the Brisbane mail-service: 1st. Alteration of hours of departure of the train from Sydney and Brisbane respectively. 2nd. Acceleration of the time of journey from Brisbane to Adelaide.

“The first matter has been very fully considered, and the New South Wales Post Office Department is willing that the train leave Sydney at 5.45 instead of 6.15 p.m., which would involve the mails for the north closing at 4.15 instead of 4.45 p.m., letters for Brisbane itself closing at 4.45 p.m.—a gain of half an hour. A further saving of another hour and a quarter could, perhaps, be managed by the Railway Department in the journey north from Newcastle or Hamilton, which would enable the train to reach Brisbane at 8.35 p.m.

“Another suggestion of New South Wales is that the train leave Brisbane at 8.30 a.m., and, by a similar acceleration to that herein proposed for the Sydney-Brisbane mail, it could arrive in Sydney next day at 11.30 a.m., thus insuring the delivery of Sydney letters at 2.30; and to forward mails for Great Britain and the other colonies, as well as the southern and western districts of New South Wales, the same evening.

“On the 6th January, 1894, these suggestions were put before the Railway Commissioners of New South Wales, for their consideration, prior to submitting them to the Queensland Postal Department.

“The Queensland Department was, on the 20th January, 1894, informed that the Postmaster-General had further considered the matter, as promised, and conferred with the Railway Commissioners of New South Wales; and that he did not see his way to concur in any alteration of existing arrangements unless such an entire revision were practicable as would provide for the mails arriving in Sydney in the forenoon and leaving in the evening.

“It was pointed out that Mr. Mathieson, Chief Railway Commissioner for Queensland, urged the departure of the mail-train at 4.45 p.m., and that, from inquiry made, the public of New South Wales desired a *later* instead of an *earlier* despatch.

“Attention was also drawn to the fact that many years ago the hour was much later, but it had, as a compromise, though adversely to postal interests, been made gradually earlier, and to make it earlier still would cause considerable public dissatisfaction; and, moreover, the dispatch of the mail-train at 4.45 p.m. would entail additional cost to the Railway Department of this colony.”

5. POSTAGES.

(a.) *Division of, between the United Kingdom and the Colonies.*

As it is proposed that the net cost of the Federal mail-service under any new contract shall be apportioned between the United Kingdom and the Colonies on the basis of the weight of mail-matter they respectively despatch, we are unable to recommend any alteration in the existing system under which each country retains its own postage.

(b.) *On Newspapers to United Kingdom.*

That the rates of postage, as agreed to at the Brisbane Conference, and approved by special agreement with the London Post Office—viz., 1d. for the first 4 ounces, and $\frac{1}{2}$ d. for every additional 2 ounces—should be adopted throughout the colonies.

Telegram from POSTMASTER-GENERAL, South Australia, to the HESSE EASTERN EXTENSION TELEGRAPH COMPANY, London.

March, 1893.

COPY of messages *re* newspaper rates between Australia and Great Britain:—

“Todd to Hesse, London.—Ask Blackwood to reply immediately *re* newspapers as Conference sitting. It is proposed to charge four ounces or under one penny, and halfpenny every additional two ounces. Will he agree?”

To which Blackwood sent following reply:—

“Hesse to Todd.—Following from Blackwood: ‘Newspaper rates to England, penny first four ounces, and halfpenny each additional two ounces, agreed.’” (*Vide* also Appendix E, p. xxvii.)

6. QUESTION OF LANDING ENGLISH MAILS IN CERTAIN CASES AT GLENELG INSTEAD OF SEMAPHORE.

As the Postmaster-General, South Australia, reported: (1) That a Board, consisting of the Postmaster-General, the General Traffic Manager, and the President of the Marine Board of South Australia, reported in 1886 in favour of there being only one mail station—viz., at Largs Bay (Semaphore), for the reasons that all other vessels anchor there, that the water is smoother, that there is a difference in the distance between Cape Borda and the two places in question of only four miles, and that landing at Largs Bay (Semaphore) only involved a delay of half an hour; and (2) that a special train is always employed to meet the steamers at the end of the jetty, and that during the year 1893 there was not a single instance where the mails would have reached Melbourne earlier had they been landed at Glenelg; and, as to make the change proposed would involve considerable additional expense, we recommend that the existing arrangements be not disturbed.

UNIVERSAL POSTAL UNION.

7. CONVENTION AND DETAILED REGULATIONS: UNIMPORTANT AMENDMENTS TO, DURING RECESS OF INTERNATIONAL CONGRESSES.

We agree with the views of the Russian Post Office that it is unnecessary to discuss, through the medium of circulars from Berne, questions of procedure in postal practice except in cases of *urgency*; and think that the numerous points raised can be much better discussed *viva voce*, and settled more quickly at the meetings of the Congress.

10. METRIC SYSTEM OF WEIGHTS: AS TO AVOIRDUPOIS EQUIVALENT FOR 350 GRAMMES.

We recommend that for patterns and samples 12 ounces be the equivalent of 350 grammes.

11. SEA SURTAX: AS TO CHARGING OF, BY ITALY.

Complaints having been made of a surcharge of $1\frac{1}{2}$ d. upon letters from Italy addressed to Queensland, which bore postage at the rate of $2\frac{1}{2}$ d., making the rate equivalent to that fixed for countries not within the Union, we recommend that the Berne International Bureau be asked to explain why such letters are subject to this excessive charge, contrary to the principles of uniformity which should prevail amongst countries within the Union, the charge between which is $2\frac{1}{2}$ d., not 4d., as appears to be charged by Italy on letters to Australasia.

12. GLASSWARE: TRANSMISSION OF SAMPLES OF.

The Post Office at Berne, by letter dated the 23rd November, 1893, inquired of the Postmaster-General of South Australia whether the postal laws or regulations of the colonies absolutely prohibited the despatch or receipt by letter-post of glassware sent as samples. The Postmaster-General, Adelaide, wrote to the other colonies on the 9th January, 1894, recommending that the matter be considered at the Wellington Conference. The regulations of Great Britain, the Crown colonies, and Roumania absolutely prohibit the despatch of such samples through the post; while, on the other hand, those of the United States of America, Austria-Hungary, France, Italy, &c., admitted them. We recommend that the Berne Post Office be informed, in reply, that samples of glassware will be admitted, provided they are so securely packed that they cannot damage the contents of the mails.

13. DEMONETIZATION OF STAMPS: QUESTION OF UNIFORMITY OF PRACTICE.

The accompanying memorandum and synopsis having been submitted by the New South Wales Post Office, but, after very careful consideration, we are of opinion that no change should be made, as the present practice obtaining in the Australasian Colonies is also observed by Great Britain and other important countries.

“*Demonetization of Postage Stamps.*”

“Herewith is a synopsis of the replies received from countries in the Postal Union to the question of this department asked through the medium of the Berne Bureau.

“The synopsis is arranged according to the various systems adopted by the countries mentioned in connection therewith, and I have arranged the systems in accordance with the number and importance of the countries adopting them.

"It will thus be seen that the system (1) of notifying the withdrawal of a superseded series on some fixed date, the destruction of the stamps so withdrawn, and the consequent invalidation of all not exchanged within the given period, has the preponderance of support.

"The system (2) of 'once a stamp, always a stamp' is second on the list, and is that adopted by Great Britain, and, consequently, by the majority of the British Crown colonies.

"These two are the principal systems, Nos. 3 and 4 being, indeed, merely variants of them, showing minor details or a limited application of the principle.

"No. 5, although advantageous from a financial point of view, is not to be recommended, as it owes its existence solely to the demand for new issues by stamp-collectors, to whom the company look for sufficient support to repay them handsomely for their outlay in providing the plates and stamps gratis to the different Governments.

"The recommendation of the Brisbane Conference on the subject of demonetization of stamps appears to be open to several objections:

"1st. That in the natural course of events the stock of any superseded issue in the hands of the public becomes gradually smaller; but as the stamps are to remain available, however few in number, it necessarily follows that each letter-sorter and stamper is expected to recognise every kind of obsolete stamp, no matter of what age; and as they become older, and consequently less familiar, the difficulty of detecting forgery of these obsolete stamps becomes greater every year.

"2nd. If no stock of a superseded series is retained for purposes of exchange in response to the numerous demands from other Administrations, it sometimes becomes necessary to reprint specimens at a cost which might have been avoided.

"3rd. Unless the superseded series are deprived of their monetary value after a specified period there is great risk of loss to the revenue from the use of obsolete stamps, either forged or obtained by fraud.

"I may be permitted to suggest that the system of withdrawal after a specified period, and the subsequent invalidation of a superseded series, is the best, but with the detail adopted by Turkey and Peru—viz., that the stamps so withdrawn and demonetized be reserved for such purposes as may be determined upon."

"Synopsis of Replies received from Union Administrations through the Medium of the Berne International Bureau."

"1. On the issue of a new series: Notice of withdrawal of superseded series at a stated time; during the interval the old series may be exchanged for the new, but will also be allowed to frank correspondence; a further period being allowed during which the old series can be exchanged, but will not be allowed to frank correspondence. After the above two periods have elapsed the old series becomes absolutely demonetized, and will neither be exchanged nor allowed to frank."

"Countries adopting this System.—Italy, Netherlands, Switzerland, Germany, Roumania, Egypt, Hungary (exceptionally long period allowed, and extended in favour of licensed vendors); Uruguay, Denmark, Siam, Argentine, Japan, Surinam, Curaçoa, Russia, Liberia, Austria, Turkey, Peru, and Trinidad.

"1. The remaining stock of stamps thus withdrawn were: (a) Destroyed by Germany, Siam, Russia, Trinidad, Austria (in this case a limited stock being reserved for exchanges); (b) reserved for exchange, by Roumania; (c) reserved, for some purpose not defined, by Turkey and Peru.

"The remaining countries do not state the manner in which the withdrawn stock is disposed of.

"2. No withdrawal: Validity of stock until all is exhausted, whether in the hands of the Administration or the public.

"Countries adopting this System.—Great Britain, Sweden, Norway, France, Fiji, Queensland, Luxemburg, Antigua, and twenty-six other British Crown colonies; Bulgaria (small stock reserved for exchange).

"3. Notice of withdrawal of certain specified issues, and continued validity of others.

"Countries adopting this System.—Belgium (issues prior to 1865 invalid); United States (issues of 1847 and 1851 declared invalid in consequence of the rebellion); Ceylon, Mauritius, Newfoundland (these three, having changed their currency from pence to cents, declared the pence values to be invalid); Falkland Islands, Natal.

"4. On issue of a new series, the remaining stock is withdrawn without public notice and destroyed, those in the hands of the public being still available for postage.

"Countries adopting this System.—Canada, New Zealand, Portugal (this was the former practice; the superseded types are now surcharged 'Provisional,' and re-issued); British Guiana (stock withdrawn sometimes re-issued with fresh value surcharged).

"5. Contract with the Hamilton Bank-note Company for supply of new series every year (gratis). At end of year three months' notice of withdrawal given, and remaining stock then handed to the company, with the plates.

"Countries adopting this System.—Salvador, Nicaragua, Honduras.

"Bosnia and South Australia state that the question of demonetization has never been raised, there being no occasion for it."

14. ACKNOWLEDGMENT OF RECEIPT OF REGISTERED LETTERS.

We recommend: (1.) That the Bulgarian proposal to revert to the old system, as resolved upon at the Brisbane Conference, viz., that the office of origin prepare the "A.R." label, be agreed to; but, if this proposal cannot be carried out, that (2), the German-Austro-Hungarian proposition be accepted—viz., that the office of origin should attach a label to the letter, showing the name of the office, and the number of the letter. We might however, suggest to the Berne International Bureau that a stamp is preferable to a label.

14A. QUESTION, WHETHER THE COLONIES MIGHT NOT FAIRLY OBJECT TO DELIVER ENGLISH PACKETS PREPAID $\frac{1}{2}$ d., WHILST 1d. IS LEVIED IN THE COLONIES.

Attention has been drawn to the fact that, under the existing arrangement, the Colonies have to deliver, without remuneration, large quantities of British trade circulars on which only $\frac{1}{2}$ d. postage is paid, notwithstanding that the rate levied by the Colonies (with the exception of New Zealand, which charges $\frac{1}{2}$ d.) on the same articles is 1d.

Only a comparatively small quantity of such mail-matter is sent hence to England, and the system of unequal rates works unfairly, as owing to the lower rate obtaining in the United Kingdom many people send their circulars, &c., to be printed as well as posted in England, the colonies thereby losing so much trade as well as postage.

We therefore strongly recommend that, at the next International Congress, the Australasian delegate be instructed to press for the initial rate to Australasia being made 1d., and to point out that the Colonies are contributing at considerable loss to a costly mail-service, and cannot afford to make any reduction at their end in the minimum rate of 1d.

Amended by the Conference.

The above paragraph was agreed to with the addition of the following words: "And that a request be addressed from this Conference to the authorities of the London Post Office to assist the Colonies in this respect."

14B. RATE FOR COMMERCIAL PAPERS.

The Berne Office wrote on the 19th July, 1892, to the effect that, in order to comply with the Postal Union Regulations, certain alterations would have to be made by the Australasian Colonies in connection with commercial-paper rates, and submitted the accompanying table of necessary alterations. At the Brisbane Conference it was decided to reply to Berne that the limit of weight for commercial papers would be raised to 5lb. On the 5th May last, Berne again called attention to the fact that the commercial-paper rates levied in Australia did not yet conform to the Union scale; and the Postmaster-General, South Australia, suggested that the rates be altered accordingly, but that final consideration of the matter should stand over until the Wellington Conference.

We recommend that the table of rates submitted by the Berne Office should be adopted.

Rates now levied.				Rates which Berne Bureau states should be levied.			
Weight.	Union Initial Rate.	Surtax.	Total Postage.	Weight.	Union Initial Rate.	Surtax.	Total Postage.
Not exceeding 4oz. ...	d. $2\frac{1}{2}$	d. ...	d. $2\frac{1}{2}$	Not exceeding 2oz. ...	d. $2\frac{1}{2}$	d. $0\frac{1}{2}$	d. 3
Between 4oz. and 6oz. ...	$2\frac{1}{2}$	$0\frac{1}{2}$	3	Between 2oz. and 4oz. ...	$2\frac{1}{2}$	1	$3\frac{1}{2}$
" 6oz. and 8oz. ...	$2\frac{1}{2}$	$1\frac{1}{2}$	4	" 4oz. and 6oz. ...	$2\frac{1}{2}$	$1\frac{1}{2}$	4
" 8oz. and 10oz. ...	$2\frac{1}{2}$	$2\frac{1}{2}$	5	" 6oz. and 8oz. ...	$2\frac{1}{2}$	2	$4\frac{1}{2}$
" 10oz. and 12oz. ...	3	3	6	" 8oz. and 10oz. ...	$2\frac{1}{2}$	$2\frac{1}{2}$	5
Each additional 2oz. to 5lb.	$0\frac{1}{2}$	$0\frac{1}{2}$	1	" 10oz. and 12oz. ...	3	3	6
				Each additional 2oz. to 5lb.	$0\frac{1}{2}$	$0\frac{1}{2}$	1

NOTE.—New Zealand has adopted the minimum halfpenny-rate. Unable to agree to recommendation as applied to inland papers.

PARCEL-POST.

15. UNITED STATES.

(a.) *Exchange of Parcels with.* (b.) *Report by Queensland of Action taken.*

We recommend that, in view of the reply received from the Washington Post Office (copy of which has been laid on the table by the Hon. Mr. Wilson), in response to the invitation of the Brisbane Conference for the establishment of a parcel-post between Australasia and the United States, the matter be allowed to rest for the present.

16. CAPE COLONY: EXCHANGE OF PARCELS WITH.

The Capetown Post Office, having proposed the introduction of a direct parcel-post between the Cape and the Australasian Colonies,—

We recommend that the Capetown Office be informed that we are prepared to exchange parcels on the following terms and conditions:—

1. That the rate between the Colonies and Cape Colony be 1s. per lb., and between the South African Colonies and States and the Australasian Colonies, 1s. 3d. per lb.

2. That the division of postage be as follows:—

				Cape Colony. Per lb.		Other South African States. Per lb.
For sea-transit	...	...	...	2d.	...	2d.
Country of origin	...	...	...	5d.	...	5d.
Country of destination	...	...	...	5d.	...	5d.
Cape land-transit	...	...	...	...	...	3d.
Totals	...	...	...	1s.	...	1s. 3d.

ii.

3. That the size and weight be the same as that of the United Kingdom; that there be no limit to the value; and that the special provisions as regards the Post Office or Customs, and the general conditions, be the same as those existing between the United Kingdom and the respective colonies.

17. SEA-TRANSIT RATES—INTERCOLONIALY.

We beg to report that the several attempts made to obtain better terms for the carriage of parcels by steamers have not been successful, and that, in the absence of fresh legislation on the part of some of the colonies, it is found that nothing further can be done in this direction at present.

18. UNIFORM CONDITIONS OF TRANSMISSION OF TRANSIT PARCELS FOR FOREIGN OFFICES.

We recommend: (1.) That when parcels for any country beyond Australasia exceed five in number for any mail, a direct parcel mail be made up for such country; (2) that the country which includes "forward" parcels in its closed mails shall treat such parcels in every respect as its own, and, in return, be credited by the office of despatch with parcel rates to the country of destination.

POSTAL-NOTES.

19. POUNDAGE ON: SUGGESTION BY HOBART THAT PAYEE RECEIVE FACE-VALUE WHEN HAVING POSTAL-NOTE CASHED, INSTEAD OF HAVING TO AFFIX STAMPS TO THE AMOUNT OF THE POUNDAGE.

Having considered the objections of Tasmania, we are of opinion that the present practice be adhered to, as a change would involve loss of revenue. But we advise that, when making fresh issues of postal-notes, the denominations and rates of poundage be made uniform throughout the colonies of exchange, and be as follows:—

s.	d.	...	d.	s.	d.	...	d.	s.	d.	...	d.
1	0	...	0½	3	6	...	1	10	0	...	3
1	6	...	0½	4	0	...	1	10	6	...	3
2	0	...	1	4	6	...	1	15	0	...	3
2	6	...	1	5	0	...	2	20	0	...	3
3	0	...	1	7	6	...	2				

20. EXCHANGE OF POSTAL-NOTES BETWEEN OTHER COLONIES AND NEW ZEALAND.

When, on the passing of "The Postage Acts Amendment Act, 1893," it became possible to introduce the postal-note system in New South Wales, the other colonies were on the 16th August last invited by that colony to reciprocate in an extension of the system intercolonially. Queensland, Victoria, South Australia, and Tasmania have agreed to do so; but the Postmaster-General of New Zealand replied on the 16th September regretting his inability to fall in with the proposal, as he did not consider there was the same need for an exchange of postal-notes with New Zealand as there was between the Australian Colonies themselves; also, if extended to places beyond New Zealand, there would be great danger of fraud, &c.

A desire was expressed, however, to have the question discussed at the forthcoming Conference.

Having heard the objections of New Zealand that its postal-notes are now issued without limit as to time of repayment, we have no recommendation to make beyond suggesting the reconsideration of the question by the New Zealand Post Office, in the interests of uniformity of practice.

A similar difficulty exists with regard to postal notes issued in Western Australia.

21. UNITED KINGDOM: EXCHANGE OF POSTAL-NOTES WITH.

As no new circumstances have arisen since the Brisbane Conference, we do not think that this matter should be reconsidered at present.

AUSTRALASIAN POSTAL CONVENTION.

[For Draft Convention see on, Appendix C, page xv.]

22. CONSIDERATION OF CONVENTION, GENERALLY INCLUDING FOLLOWING SUBJECTS:—

A draft of the proposed Convention, as amended, is submitted in a separate report. With regard to the particulars (a) to (l) referred to us, they have been dealt with as follow:—

(a.) Verification certificates.

Form recommended for adoption:—

Post Office of Correspondence with the Post Office.

VERIFICATION CERTIFICATE.

For the correction and verification of errors and irregularities of every kind observed in the Mail from the Office for the Office.

Despatch of the, 189

ERRORS OR IRREGULARITIES.

(Failure of the Mail, failure of Registered Articles or of the Letter-Bill, Mail broken open, Mail torn, in a bad state, &c.)

*
ERRORS OF ACCOUNT DURING STATISTICS.

Numbers of the Tables of the Letter-Bill.	Description of the Correspondence.	Declaration of of the Despatching Office.	Verification of the Receiving Office.	Cause of the Correction.

Seen and accepted.

.....189 .

.....189 .

Receiving Officers.

The Chief of the Despatching Office.

- (b.) Question, Whether the Colonies might not fairly object to deliver English packets prepaid $\frac{1}{4}$ d., whilst 1d. is levied in England?
Dealt with under 14 (a).
- (c.) Commercial papers—
(1.) Rate for.
See 14 (b).
(2.) What printed matter, if any, should appear in rate notices? and
(3.) "Expiry" notices of fire policies, &c.
See Convention.
- (d.) Should letters or commercial papers enclosed in envelopes bearing advertisements be allowed to pass at ordinary rates?
No objection; provided in draft Convention.
- e.) Invoices—
(1.) As to nature of remarks, or instructions to customers, which may appear in addition to the name of the firm and a description of its business?
(2.) Printed with code-letters having a secret meaning? and
(3.) Should printed detached papers accompanying invoices be allowed or forbidden?
Dealt with in Convention.
- (f.) Type-writing: Facsimiles of.
Dealt with in Convention.
- (g.) Printed papers—
(1.) Special rate for publications such as "Australasian Ironmonger," and for magazines, Christmas numbers, &c.
Dealt with in Convention.
(2.) Minimum amount on printed papers to be $\frac{1}{4}$ d.
Not recommended.
- (h.) Travellers' cards—
(1.) Conformity with Postal Union Regulations, as regards insertion of name and date of visiting in writing.
(2.) Postage on.
Dealt with in Convention.
- (i.) Charge made on packets closed against inspection. As to practice of colonies.
Dealt with in Convention.
- (j.) Unclaimed letters.
Dealt with in Convention.
- (k.) Uniformity of statistics.
Having ascertained the different views on the forms first submitted, we recommend that New South Wales be requested to submit amended forms, with a view to uniformity.
- (l.) Letter-cards: Intercolonially.
Dealt with in Convention. We recommend their introduction generally, and that the charge be $1\frac{1}{4}$ d. each.

TELEGRAPH AND TELEPHONE.

23. DUPLICATE CABLE: SUBSIDY.

This matter has now been adjusted through the Agents-General, and no report is required.

25. TELEPHONE REGULATIONS.

We recommend that the Telephone Regulations in force in the various colonies be amended so as to admit of licenses being granted to private persons to erect Telephone Lines under regulations similar to those in force in Victoria. See page 205, "Victorian Postal Guide," January, 1894. Queensland dissenting.

26. PRESS MESSAGE REGULATIONS.

We are unable to recommend any departure from the regulations now in force with regard to the mode of charging Press messages.

27. INTERCOLONIAL REPEATS.

(1.) Despatch *re* joining Telegraph Union.

We recommend that the Colony of Queensland be asked to join the Telegraph Union the same as the other colonies.

(2.) For Corrections.

And that the recommendation of the Brisbane Conference be adhered to, but that the usual practice of division of receipts should be adopted intercolonially.

28. TELEGRAPH MONEY-ORDERS.

(1.) Action taken.

(2.) To be considered.

We find it impossible to agree on a uniform code of regulations to govern the transmission of telegraphic money-orders, and we advise that the Post Office of each colony adopts within its own territory such a system as it may deem expedient for its own and the public protection, and that the result of the working of each system be reported to the next Conference. The intercolonial regulations to remain as at present.

29. STANDARD DICTIONARY: WHETHER IT IS POSSIBLE TO FIX UPON A STANDARD DICTIONARY.

The Paris revision of the Berne Convention Regulation 20, paragraph 5, admits of any dictionary being used for the purpose of deciding the number of characters which may be passed in each word.

We do not consider it practicable to fix upon any particular dictionary as a standard.

30. RECTIFYING OF TELEGRAMS.

Dealt with under No. 27.

31. TELEGRAMS ADDRESSED TO INITIALS OR FICTITIOUS NAMES: WHETHER TELEGRAMS SO ADDRESSED SHOULD BE ACCEPTED FOR TRANSMISSION, OR ANY DISTINCTION MADE BETWEEN TELEGRAMS DELIVERABLE BY LETTER-CARRIER OR POSTE RESTANTE, AND TELEGRAMS DELIVERABLE IN THE ORDINARY WAY BY MESSENGER.

We recommend that telegrams addressed to initials be accepted for transmission, provided the initials be followed by a definite address such as :

A.O., Post-office, Sydney.

B.C., 27, George-street, Brisbane.

M.N., Care of John Brown, 301, Elizabeth-street, Melbourne.

D.O., Telegraph Office, Wellington.

No distinction should be made, whether delivered by letter-carrier, *poste restante*, or by messenger.

32. COMPLAINTS OF ERRORS IN TELEGRAMS TRANSMITTED TO AND FROM LONDON *via* THE ROEBUCK BAY CABLE AND WESTERN AUSTRALIA.

We suggest that this matter be referred to the Postmasters-General of South Australia and Western Australia for inquiry.

33. COLLECT TELEGRAMS.

We are unable to make any recommendation with regard to Collect Telegrams, owing to the difficulty of assimilating the regulations of the several colonies.

ELECTRIC TRAMWAYS, LIGHT, AND POWER.

34. REGULATIONS FOR ELECTRIC-LIGHT AND POWER-WIRES: CONSIDERATION OF COMMITTEE OF EXPERTS' REPORT.

In view of the extension of electric-lighting to towns, we consider it very desirable, and recommend that the report of the Committee of Experts, which was laid before the Brisbane Conference, and which is published at pages 41 to 52 of the Proceedings of the Brisbane Conference, 1893, be adopted.

Amended by the Conference.

The above paragraph was agreed to with the addition of the words: "That a vote of thanks be recorded to the Committee; and that they be requested to complete their labours by reporting on electric tramways, and drafting regulations in regard to electric-power leads generally."

MISCELLANEOUS.

35. EXPRESS MESSENGER SYSTEM, AND EXPRESS COMPANIES.

An express messenger company having been formed in Adelaide, a test case was tried, with the result that the defendants were fined a nominal sum of 10s., and costs £6 4s. 6d., for carrying letters sent otherwise than through the post. The Postmaster-General of South Australia wrote to the other colonies, and also to the London Post Office, on the subject, and a copy of the letter to the latter and the substance of the reply are attached hereto. It is clear that the practice is illegal under the laws of the different colonies, which are similar to those of South Australia; and we strongly recommend that no steps should be taken to legalise or sanction the operation of any such companies.

"SIR,—

"General Post Office, Adelaide, 5th December, 1893.

"Some months since an Express Messenger Company was started in this city, which, amongst other things, undertook the delivery of invoices and circulars at considerably less cost to the senders than the ordinary rates of postage.

"The actual *modus operandi* was, I believe, to let the messengers in their employ out on hire at terms mutually agreed to.

"As this was considered an infringement of the Post Office Act (section 108, Part VI., 1891), an information was laid against the company as a test case, with the result that the defendants were fined a nominal sum of 10s., and costs, £6 4s. 6d.

"The principal of the company has since called my attention to statements (of which I enclose copies) extracted from the Melbourne *Argus* and *Age*, of 29th May, 1891, to the effect that a company carrying on similar operations in London has been licensed by the Postmaster-General.

"I enclose a copy of the newspaper report of the test case tried here, which may be of interest to you, and shall be glad to know whether it is true that the London company has been licensed, and, if so, upon what terms such license has been granted, and to what description of correspondence or postal matter it relates.

"Personally, it appears to me to be highly undesirable, at least in these colonies, where the postal service is necessarily carried out at a great cost relatively to the population, that a private company should be allowed to assume the functions of the Post Office, selecting, of course, the larger centres of population where the work can be performed at a profit.

"I have, &c.,

"CHARLES TODD,

"Postmaster-General and Superintendent of Telegraphs.

"The Secretary, General Post Office, London."

In reply to the foregoing, London writes strongly supporting the action taken by South Australia, fully endorses contention that hiring out messengers to deliver letters is in contravention of Act, and states that district messenger company licensed in London was connected with telegraph-call system, and permit for one depended upon maintenance of the other; and that even this concession was granted only as matter of expediency.

36. PAYMENT TO MASTERS OF VESSELS FOR CARRIAGE OF MAILS.

The New South Wales Post Office has made the following arrangement, which we consider fair and reasonable, and would therefore recommend that, if possible, a similar arrangement be made in the other colonies:—

For conveyance in harbours and on rivers, 8d. per lb. of letters and post-cards; 1s. 6d. per cwt. of other articles, comprising packets, books, parcels, and newspapers.

For conveyance between places on the New South Wales coast, 1s. 4d. per lb. of letters and post-cards; 3s. per cwt. of other articles (as above).

For conveyance beyond New South Wales, 2s. per lb. of letters and post-cards; 4s. 6d. per cwt. of other articles (as above).

The payments to be made only on the weight of contents of mails.

37. REPLY-PAID ENVELOPES.

Cav. E. G. Ravesi, of Catania, Italy, submits specimens of the "Columbus" Reply-paid Envelopes, which he has patented, and also submitted to all the other Postal Administrations of the Universal Postal Union. Mr. Ravesi says his envelope has many advantages, being safe, simple, and capable of being made of any shape or material, and by arrangement it could be universally used by Union countries; its adoption would vastly increase correspondence; it would be very profitable, and it would enable persons to insure replies from foreign countries, now attended with so much difficulty.

The Department points out that, before adopting such an envelope for international use, it would be necessary to re-open the question of an international postage-stamp.

We have no recommendation to make on this matter.

38. HOUR-ZONE SYSTEM.

This subject we leave to be dealt with by the Conference.

39. REGISTERED LETTERS FOR PROMOTERS OF RACING LOTTERIES.

Registered Letters for Promoters of Racing Lotteries: Should Obstacles be placed in the way of their Registration?

We have no recommendation to make, but consider that the matter should be left to each colony to deal with.

40. SHOULD ANY INQUIRY BE MADE AFTER NON-REGISTERED ARTICLES? IF SO, SHOULD A FEE BE PAID?

We recommend that the present practice be continued.

41. POSTAL GUIDE: MUTUAL ARRANGEMENT TO BE MADE FOR INSURING THE LATEST INFORMATION APPEARING IN THE RESPECTIVE QUARTERLY POSTAL GUIDES OF EACH COLONY.

We recommend that each colony furnish the other colonies, not later than the first week in the third, sixth, ninth, and twelfth month in the year, with all alterations *re* opening and closing of offices, changes of mail times, and other changes in which the other colonies are concerned; and we further advise that the Postal Guides of the various colonies be prepared as far as possible in uniform style.

42. POSTAL RATES: CONSIDERATION OF MR. HENNIKER HEATON'S PROPOSAL TO THE CHANCELLOR OF THE IMPERIAL EXCHEQUER, THAT GREAT BRITAIN ADOPT THE PENNY POSTAGE TO AUSTRALIA, THE POSTAGE FROM AUSTRALIA TO REMAIN AS AT PRESENT.

We consider it most undesirable for the United Kingdom to adopt the penny postage to Australia, as this would render the maintenance of the present existing rates from Australia very difficult; and we consider that the Colonies are not in a position to reduce their rate whilst having to pay large subsidies to insure speed and regularity in the delivery of the mails.

Amended by the Conference.

The above paragraph was agreed to with the addition of the following resolution: "That, with regard to the proposals from time to time made for penny postage between Great Britain and the colonies, and more recently that such be adopted for letters from the United Kingdom, leaving the rate from the colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rates, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to 2½d. in 1891 having resulted in an annual loss to the colonies of about £40,000; and that the partial reduction proposed—namely, in the rate from Great Britain—would be most undesirable, as such a measure would compel the colonies to reduce their inland and intercolonial rates from 2d. to 1d., involving a probable loss to them of a quarter of a million per annum in addition to that already mentioned as the result of the reduction to 2½d.; and that a copy of the foregoing be transmitted to the Imperial Government."

43. CIRCULARS SENT IN BULK TO SYDNEY FOR POSTING TO NEW ZEALAND.

We see no reason for interfering with the present practice.

44. REMITTING THROUGH TREASURY DEPARTMENT.

That the present arrangement, although causing inconvenience in some of the colonies, be allowed a further trial; and the result of its working be reported to the next Conference.

45. REDIRECTION: THAT PROCEDURE OF BRITISH POST OFFICE BE ADOPTED IN REGARD TO CHARGE FOR.

Dealt with in Convention.

The following additional subject has been dealt with, and our recommendation is submitted:—

46. AS TO DELAY IN INTERNATIONAL MESSAGES IN CONSEQUENCE OF INTERRUPTIONS IN INTERNATIONAL LINES.

Complaints having been made by the Chamber of Commerce at Adelaide, and by Reuter's Agent for Australasia, that the receivers of private telegrams are put to great disadvantage on account of precedence being given to Press messages when there is an accumulation of international telegrams, caused by interruption of the lines, we recommend, with a view of obviating this, that during the day messages take their ordinary turn, but that, after 8 o'clock in the evening, precedence be given to Press messages in the interests of the general public.

[This paragraph was struck out by the Conference.]

W. GRAY, Chairman.
S. H. LAMBTON.
JAMES SMIBERT.
CHARLES TODD.
JOHN McDONNELL.
R. A. SHOLL.

APPENDIX C.

DRAFT OF AUSTRALASIAN POSTAL CONVENTION SUBMITTED TO THE CONFERENCE BY HEADS OF DEPARTMENTS.

[See also Appendix B, pages x. and xi.]

*Presented at the Meeting of the Postal Conference held in Auckland, on Monday, the
19th March, 1894.*

AGREEMENT REGULATING THE EXCHANGE OF CORRESPONDENCE BETWEEN THE AUSTRALASIAN COLONIES.

Article 1.

THERE shall, as far as practicable, be an exchange of correspondence between the Australasian Colonies, one with the other, comprising letters, letter-cards, post-cards, newspapers, printed matter of every kind, packets (as per definition appended to Article 12), parcels, and such other postal articles as may be mutually agreed upon, originating in any one colony and addressed to and deliverable in another.

Article 2.

The rates of postage to be collected in each colony on intercolonial correspondence shall be as follows, viz. :—

Letters	...	...	...	...	...	...	2d. per $\frac{1}{2}$ oz.
Letter-cards	...	...	...	...	...	...	1 $\frac{1}{2}$ d. each.
Post-cards	...	...	...	...	...	...	1d. each.
Reply-cards	...	...	...	...	...	...	2d. each.
Books, not exceeding 4oz.	...	...	...	...	...	...	1d.
And for every additional 4oz. or portion of 4oz. (up to 5lb.)	...	...	...	...	...	...	1d.
Magazines, not exceeding 8oz.	...	...	...	...	...	...	1d.
Every additional 4oz.	...	...	...	...	...	...	$\frac{1}{2}$ d.
Commercial and printed papers, not exceeding 2oz.	...	...	...	...	...	...	1d.
Every additional 2oz. up to 4lb.	...	...	...	...	...	...	1d.
Packets, not exceeding 2oz.	...	...	...	...	...	...	1d.
And for every additional 2oz. or fraction of 2oz. (up to 1lb.)	...	...	...	...	...	...	1d.
Newspapers, as hereinafter defined, not exceeding 10oz. in weight,	...	...	...	...	...	...	$\frac{1}{2}$ d. each, and, if over 10oz., $\frac{1}{2}$ d. for every additional 10oz. or fraction thereof.
Newspapers—Bulk parcels of newspapers of the same issue, posted by the publisher or news vendor, and which have been registered or accepted by the Postmaster-General,	...	...	...	...	...	...	1d. per lb. No parcel containing less than four newspapers to pass at bulk rates.
Registration-fee, 3d., in addition to ordinary postage. Acknowledgment of receipt,	...	...	...	...	...	...	2 $\frac{1}{2}$ d.
Parcel Post—For each parcel not exceeding 1lb.	...	...	...	...	...	...	8d.
Each additional 1lb., or fraction thereof	...	...	...	...	...	...	6d.

Article 3.

Wholly unpaid and insufficiently prepaid letters, and insufficiently prepaid packets and newspapers, may be forwarded from one colony to another; but wholly unpaid packets and newspapers shall not be sent.

Article 4.

Correspondence forwarded as fully prepaid from one colony to another shall be delivered free of all charge whatsoever; but wholly unpaid, where allowed, and insufficiently prepaid correspondence so forwarded shall be charged on delivery with double the deficient postage due thereon.

Article 5.

No accounts shall be kept between the Postal Departments of the several colonies enumerated on the intercolonial letters and post-cards exchanged between them, but each shall retain to its own use the whole of the postage and fees which it may collect, except as regards articles sent by parcel-post, which are to be dealt with as provided for under Article 21.

Article 6.

On correspondence despatched to places beyond Australasia the despatching colony shall pay to each colony through which such correspondence shall be conveyed by rail the sum of 4d. per pound of letters, and 4s. per hundredweight of other articles.

Article 7.

Prepayment of postage on every description of correspondence shall be effected only by means of postage stamps valid in the colony of origin, or (in cases where the despatching Postmaster is out of stamps) by money, except where the laws or regulations of any colony permit the payment in money of the postage on large numbers of circulars or newspapers forwarded by one person.

Article 8.

Letters which from any cause cannot be delivered shall be mutually returned, tied in a separate bundle labelled "Dead letters," to the respective colonies of origin without charge, monthly, or as frequently as the regulations of the respective colonies will permit. But newspapers, and all other articles of purely printed matter, which from any cause cannot be delivered, shall be retained at the disposition of the receiving colony.

Article 9.

Wholly unpaid and insufficiently prepaid correspondence shall be stamped in black ink on the address side with the letter T, and the amount of postage chargeable under Article 4 shall also be expressed in plain figures in black ink on the face thereof, and such sum shall be collected on delivery.

Article 10.—Verification of the Mails.

1. The office of exchange which receives a mail ascertains whether the entries in the letter-bill and in the registered-letter list, if there be one, are correct.

The mails must be delivered in good condition. Nevertheless, the receipt of a mail cannot be refused on account of its bad condition. In the case of a mail for an office other than that which has received it, it must be packed up afresh, but the original packing should be preserved as far as possible. The repacking is preceded by a verification of the contents, if there is reason to suppose that they are not intact.

2. When the office of exchange detects errors or omissions, it immediately makes the necessary corrections on the letter-bills or lists, taking care to strike out the erroneous entries with a pen in such a manner as to leave the original entries legible.

3. These corrections are made by two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A verification-certificate (in accordance with the form printed on page x.) is prepared by the receiving office, and sent without delay, officially registered, to the despatching office. At the same time a duplicate of the verification-certificate is sent by the receiving office to the administration to which the despatching office is subordinate.

In the case contemplated in paragraph 1 of the present article, a copy of the verification-certificate is inserted in the repacked mail.

5. The despatching office, after examination, returns the verification-certificate with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, of the letter-bill, or of the special list, the fact is immediately reported, in such form as may be desired, by two officers of the receiving office, and notified to the despatching office by means of a verification-certificate. If needful, the latter office may also be advised thereof by telegram, at the expense of the office which sends the telegram.

7. In case of the loss of a closed mail, intermediate offices become responsible for the registered articles contained in the mail, within the limits of Article 8 of the Vienna Convention, provided that the non-receipt of such mail shall have been notified to them as soon as possible.

8. In case the receiving office shall not have forwarded by the first mail to the despatching office a verification-certificate reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the due receipt of the mail and its contents, until the contrary be proved.

Article 11.

The following shall be considered as a newspaper, and be allowed to pass as such, viz. :—

- (a.) A publication consisting wholly or in great part of political or other news, or other articles relating thereto, or to other current topics, with or without advertisements.
- (b.) It must be printed and published in numbers at intervals not exceeding one month.
- (c.) The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date at the top of every subsequent page. This regulation applies also to "Tables of Contents" and "Indices."
- (d.) A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on paper; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the paper. It must in every case be published with the paper, bear the printer's name, and have its title and date printed at the top of every page: or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side. Insets, handbills, or advertisement sheets are not supplements; but sheet almanacs may pass as such if marked "Supplement," and bearing the title and date of the newspaper, and the name of the printer of the newspaper.
- (e.) Collected numbers of any publication registered as a newspaper shall not be transmitted through the post as a single newspaper, but postage will be charged on each number of issue comprised therein.
- (f.) Every newspaper may be sent with or without a cover, and must be open at both ends; and there shall not be in or upon any such newspaper or the cover thereof any communication, character, figure, letter, or number (other than the words "Newspaper only"; or a mark to indicate any report, article, or paragraph therein; the printed title of such newspaper; the printed names, occupations, and places of business of the printer, publisher, and vendor thereof; the name, occupation, and address of the person to whom it is sent; and the name of the person who sends the same); nor shall anything be enclosed in or with or accompany such newspaper or cover, otherwise such newspaper shall not be transmitted or delivered.

xvii

Any publication fulfilling the above conditions can, upon payment of a fee of 5s., be registered at the General Post Office of the colony of publication for circulation as a newspaper, and also for transmission to places abroad, and unless so registered it cannot be transmitted as a newspaper: Any newspaper complying with the foregoing definition, registered in Great Britain or in any of the colonies, may be posted in any other country or colony (except Queensland) at newspaper rates of postage.

When, owing to a great influx of newspapers the transmission or delivery of letters would be delayed if the whole mail were dealt with without distinction, newspapers may be kept back till the next despatch or delivery.

Article 19.

All correspondence, not otherwise provided for or defined herein, shall be classified under the heading: (1) Books; (2) Magazines; (3) Commercial and printed papers; and (4) Packets: and the list and definition of each shall be as follows:—

1. The following shall be considered as books, and be allowed to pass as such, viz.:—

Printed books, pamphlets, printed music (bound or loose), photographs, and, generally, anything printed and bound and published in book form.

Catalogues and reports of societies or companies are not accepted as books intercolonially, even if published in book form.

2. The following shall be considered as magazines, and be allowed to pass as such, viz.:—

Magazines, reviews, serials, and other publications published at intervals of not exceeding three months, that do not come within the definition of newspapers.

3. The following shall be considered as commercial and printed papers, and be allowed to pass as such, viz.:—

Acceptances.

Accounts, receipted or unreceipted. The remark "With thanks" will be allowed; but either printed or written communications in the nature of a letter, or of the character of actual or personal correspondence, by code or otherwise, are chargeable as letters. Invoices may be receipted, and may advise when or how the goods are forwarded, but may contain no other printed or written matter, nor anything in the nature of actual or personal correspondence, by code or otherwise. They may, however, bear ordinary trade notices, whether printed or impressed with a rubber or other stamp, such as, "All empties returned must be advised;" "When remitting, please return the statement to be receipted;" "Terms, cash in advance;" "Terms, 2½ per cent. discount for cash."

A packet containing a mixture of commercial and printed papers will be treated as if the whole contents were commercial.

Affidavits.

Balance-sheets and reports (printed) of public societies and companies.

Bankers' parcels (*i.e.*, packets sent from one bank to another), containing bank-notes, cheques, cheque-books, drafts, or orders, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that the packets contain nothing of the nature of a letter. Packets containing bank-notes must be registered if sent from one colony to another, and cannot be forwarded at packet rates to the United Kingdom or to New Zealand or Western Australia.

Bank pass-books may be sent from or to any bank at packet rates, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that pass-books only are being transmitted. The packet must be indorsed "Pass-book only."

Bills of exchange.

Bills of lading and ships' manifests.

Briefs.

Cards (other than birthday, Christmas, Easter, or New Year cards), either plain or bearing printed matter or pictures, or both (the name only of the addressee may be written on the face of such cards).

Cards: Birthday, Christmas, Easter, or New Year cards may have written on them complimentary or such like remarks, together with the names and addresses of the senders and of the person for whom the cards are intended, also the date of sending. (For example: "To John Smith, with best wishes, from Mary Smith. Christmas, 1891.") But cards having messages or other communications written on them, such as "Hoping to see you shortly," "Be sure to write soon," will be liable to letter rate of postage.

Cards: Travellers' cards or circulars may be sent at packet rates, and, if necessary, may include a catalogue or list of prices. They may also bear the date and name of the traveller.

Catalogues, printed (prices, in figures, may be written).

Circulars, *i.e.*, letters wholly printed, engraved, lithographed, chromographed, or produced by other mechanical process, bearing internal evidence that they are intended for transmission in identical terms to several persons (the name of the addressee may, however, be added in writing); but in the case of circulars not wholly printed in ordinary type or engraved or lithographed, that is, circulars produced by other mechanical process, such as chromography, copying-press, type-writer, or imitations thereof, at least twenty copies of such circular must be submitted to the post office and be posted at the same time in order to constitute it a circular, otherwise every copy will be charged letter rates.

Deeds, or copies thereof. Depositions. Drafts. Drawings.

Engravings. Examination papers (corrections allowed, but nothing in the nature of a letter).

Fashion-plates, or similar publications.

Insurance documents, not being in the nature of a letter.

Invoices (see Accounts *supra*).
 Legal documents, not being in the nature of a letter.
 Manuscript for printing.
 Maps.
 Music (written).
 Notices of meetings, of subscriptions, calls, or premiums, due, printed, engraved, lithographed, or produced by other mechanical process (names, dates, and amounts only to be inserted in writing).
 Pass-books or cards connected with any society.
 Pay-sheets.
 Placards.
 Plans.
 Policies of insurance.
 Powers of attorney.
 Prices current, printed (prices of articles included therein may be filled in in writing).
 Printed matter.
 Printers' proofs.
 Prints.
 Prospectuses (printed).
 Rate notices, not being of the nature of a letter.
 Receipts (see Accounts).
 Recognizances.
 Reports (printed) of societies or public companies.
 Returns or periodical statements, if so indorsed on the cover.
 Scrip.
 Specifications.
 Stock-sheets.
 Valentines (printed).
 Way-bills.

4. The following shall be considered as packets, and allowed to pass as such, viz. :—
 Bottles containing fluid, &c., very securely corked so that their contents cannot escape, and packed in boxes sufficiently strong so as to prevent breakage of the bottles and damage to the mails.

Glass, if securely packed so as not to damage contents of mail.
 Merchandise.
 Mineral specimens.
 Paintings.
 Paper.
 Parchments or vellum.
 Patterns (manufacturers' or trade-mark, and prices may accompany them).
 Photographs (not on glass, except in cases of leather, or other strong material).
 Pictures.
 Queen bees, &c. (see Regulation No. 16).
 Samples (manufacturers' or trade-mark, and prices may accompany them).
 Seeds.
 Wedding-cake (securely packed).
 Other articles similar to above can also be forwarded as packets.

Book and Packet Regulations.

1. All packets containing bank-notes, jewellery, or articles of high value must be registered, or they will be officially registered and charged double registration fee on delivery. Coin and bullion will be passed at letter-rates only, and must be registered.

2. None of the articles mentioned in the above list will be forwarded as packets beyond the limits of the colony, if the law or postal regulations of the colony or country to which they may be addressed prohibit their reception into such colony or country as packets.

3. If any articles, which can only be sent if paid as letters, are posted bearing the packet rate of postage, they will be treated as insufficiently-paid letters; and no packet must contain anything of an epistolary character, except as herein provided for.

4. Officers of the Post Office may examine the contents of any package for the purpose of ascertaining whether they are in accordance with these regulations, but such officers must securely refasten any packet so opened; but this authority does not apply to bankers' parcels containing notes.

5. Books and packets may be sent through the post without a cover (but not fastened with anything adhesive such as gum, sealing-wax, &c.), or in a cover entirely open at one end or side, or with the flap left unsealed, or fastened with a binder; if the cover be slit the opening must be to the full extent of the end or side, and the contents must be easy of withdrawal. For the greater security of contents the packets may be tied with string, but in such cases postal officials are authorised to cut or untie the string, but if they do so they must securely tie up the packets. Officers will, however, if possible, satisfy themselves as to contents without withdrawing them.

6. Samples of seeds, drugs, &c., which cannot be sent as open packets, may be enclosed in bags or boxes (fastened so as to be easily undone and refastened) except where disallowed by the regulations of the foreign countries.

7. If the above conditions be not complied with, the packets will be regarded as insufficiently-

xix

paid letters and charged accordingly; but if, on the opening in the Dead Letter Office of a letter which has been surcharged and refused by addressee in consequence, it is found to contain enclosures entitled to pass at packet rates, and if it was fully prepaid at such rates, it shall be at once forwarded to its address without charge. If, on a letter surcharged as above the addressee shall open it in the presence of a postal official, and it be found to contain matter entitled to pass at packet rates, the surcharge may be refunded on application to the Head Office.

8. Postal officials may refuse to receive any packets under Class 4 exceeding 16oz. in weight.

9. No article to exceed 2ft. in length, 1ft. in depth or breadth, or, if in a roll, 2ft. 6in. in length, or to be of inconvenient form.

10. Books may have on the title-page complimentary or such like remarks, as per regulation in the case of Christmas, Easter, and New Year cards, and passages in a book to which it is desired to call attention may be marked with a single stroke.

11. When, owing to a great influx of books, commercial and printed papers, and packets, the transmission or delivery of letters would be delayed if the whole mail were dealt with without distinction, such articles may be kept back until the next despatch or delivery.

12. Prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or a *mixture of them*,

13. All legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached, as also rollers in case of prints or maps, markers, whether of paper or otherwise, in the case of books, or whatever is necessary for the safe transmission of such articles or usually appertains thereto.

14. Articles liable to injury by stamping, or being pressed in mail-bags, should not be sent through the post unless securely packed.

15. The following articles are not allowed to be sent as packets: Gold or silver money, jewels, or precious articles, or anything liable to Customs duty, addressed to any country in the Postal Union except the United Kingdom, unless specially permitted by the regulations of such country, in which cases they may be forwarded if paid letter-rate and registered.

Glass, except as provided under Class 4, and perishable substances such as game, fish, flesh, fruit, vegetables, or any other matter or thing likely to be injurious to or endanger the officers of the post-office or the contents of the mail-bags.

Photographs on glass, when not in strong cases.

Anything sealed or fastened against inspection.

Packets bearing on the outside or containing any profane, obscene, or libellous address, signature, picture, or thing.

Packets posted in fraud or violation of the Postal or Customs laws.

16. Queen-bees, and live but harmless entomological specimens, will be transmitted by post to any country or colony where allowed by local regulations.

All live specimens must be secured in strong, safe, and properly ventilated boxes or cages of wood or metal. Specimens enclosed in cardbox or other fragile material will not be forwarded.

Size of box or cage not to exceed 12in. x 6in. x 4in. Each box or cage to bear a label, securely attached, giving name and address of sender and particulars of contents.

Boxes, &c., posted in violation of these conditions, or *addressed beyond the colony*, except where allowed by local regulations, or containing poisonous or dangerous live specimens, or improperly or insecurely packed, will not be transmitted.

Article 13.

The despatching colony shall pay to the forwarding colony whatever sums may be payable to masters of vessels under the regulations of the forwarding colony on any correspondence to be sent on to another colony or country by sea, it being understood that these rates shall not apply to correspondence conveyed by mail vessels under contract with any Australasian colony or colonies.

Article 14.

Each mail despatched from one colony to another shall be accompanied by a letter-bill, on which shall be stated the contents of the mail, and, if registered correspondence be enclosed, the same shall be plainly stated. If correspondence to be forwarded on to destination by sea be sent in closed transit-mails, the total number of letters and packets for each office of destination shall be stated in black ink on the labels of the bags.

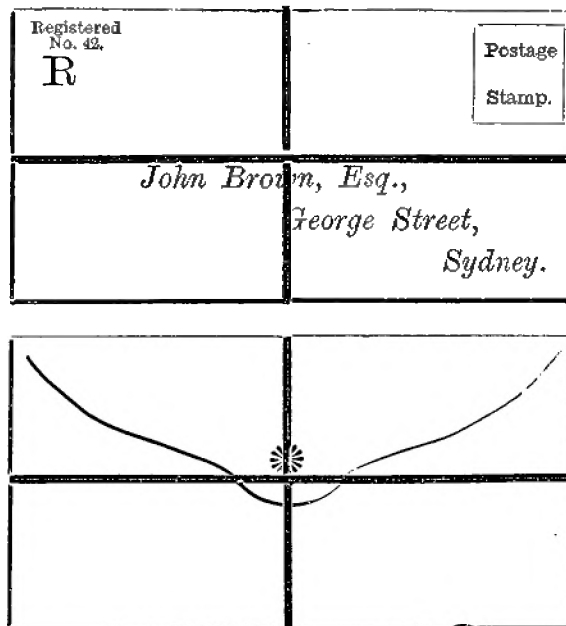
Article 15.

The receipt of a mail at the office of exchange in one colony from that of another shall be acknowledged by return mail on the prescribed form, in which shall be pointed out any discrepancies which may occur.

Article 16.

Registered articles must bear the impression of a stamp reproducing conspicuously the capital letter R in Roman type under the word "Registered," such impression to be placed on the address side of the letter or packet. By each mail containing registered correspondence shall be forwarded a registered letter-list, on which shall be entered the following particulars respecting every such article, viz.: The name of the office of origin, the name of the addressee, and number given to the article by office of origin.

In order that registered letters, packets, &c., may be readily distinguished from those unregistered, each registered letter or packet shall be marked with *red or blue pencil* (in imitation of tape) in the following manner:—

*Article 17.*

Registered articles shall be made up in a separate packet from ordinary correspondence, and shall be suitably enclosed and sealed so as to preserve the contents. The post offices of the respective colonies undertake no liability with respect to any correspondence, registered or otherwise, which may be lost in transmission.

Article 18.

Where articles supposed to contain money, &c., are observed passing through the post unregistered, the same shall be officially registered, and the addressee shall be subjected to a charge equal to double the ordinary registration-fee upon delivery of such article; but letters, &c., containing money-orders, postal-notes, crossed cheques, and non-negotiable enclosures need not be registered.

Article 19.

When an acknowledgment of receipt of a registered article is required from the addressee such article must be stamped with the letters "A.R.," and the post-office of destination will obtain the necessary acknowledgment duly filled up and transmit it to the sender. An inquiry respecting the delivery of any registered article must be accompanied by a fee of 2½d.

Article 20.

Except where contrary to the laws and regulations of any colony, no charge will be made for the re-direction of letters (including registered letters), whether re-directed by an officer of the post-office or by an agent of the addressee, after delivery, provided in the latter case that the letters are reposted not later than the day (Sundays and public holidays not being counted) after delivery, and that they do not appear to have been opened.

Re-directed letters which are reposted later than the day after delivery will be liable to charge at the prepaid rate. Any which appear to have been opened will be chargeable as freshly posted unpaid letters.

Article 21.—Intercolonial Parcel-Post.

The following are the regulations under which parcels will be accepted from the public:—

1. Limit of weight: 11lb., except where otherwise stated in the Postal Guides of the several colonies.
2. Limit of size: 3ft. 6in. in length, or 6ft. in length and girth combined, unless otherwise specified in Postal Guide.
3. The postage must be fully prepaid by stamps affixed to the parcels.
4. Parcels to be received at and delivered from parcel-post offices only.
5. The sender of any parcel to be required to sign a declaration, on a form provided for the purpose (to be obtained free of charge at any parcel-post office), furnishing an accurate statement of its contents and the value thereof, address of the addressee, as well as the sender's signature and place of abode.
6. Parcels with regard to which a false declaration shall have been made may be confiscated.
7. A certificate of posting may be obtained, if desired, and applied for at the time by the person posting a parcel, on payment of a fee of 3d.
8. No parcels will be received or delivered which contain articles of an explosive, combustible, dangerous, or offensive character, live animals, or articles likely to injure other parcels, or articles the admission of which is not authorised by the Customs or other laws and regulations of the countries to which such articles may be addressed. All prohibited articles may be forthwith confiscated.

xxi

9. No parcel may contain any letter, or communication of the nature of a letter; and should any letter or communication be enclosed, such letter or communication will be treated as an unpaid letter, and charged for accordingly.

10. No parcel may consist of or contain two or more parcels addressed to different persons at different addresses. If such parcel be discovered, each of its contents will be treated as a separate parcel and be charged for accordingly.

11. In the case of parcels from the United Kingdom, or any other country or colony, their contents will be examined by the Customs officers employed in the post-office; and where duties are payable, the same must be paid or remitted before the parcels are delivered.

12. The necessary Customs entries will be passed free of cost to the addressees of parcels received.

13. Parcels will be delivered in accordance with the Inland Parcel-Post Regulations of the several colonies.

14. In the event of any parcel being addressed to a place beyond the limits for the transmission of parcels, the addressee, on being advised of the arrival of the parcel at the General Post Office, must state to what parcel-post office he wishes the parcel to be forwarded.

15. Parcels will be retained at the post-office to which they are sent for delivery for a period of three months, when, if unclaimed, they may be returned to the sender, through the colony from which they were received. Should any parcel be refused by the addressee, it may be forthwith returned to the sender, subject, however, to fresh postage and any other charges to which it may become liable.

16. If a parcel cannot be delivered from any cause, the sender will, if possible, be consulted as to its disposal.

17. Parcels returned to another country at the request of the sender will be surcharged with the ordinary parcel postage. Such surcharge, together with any other charges to which the parcel has become liable, will be collected on delivery, unless remitted by the sender or the addressee of the parcel.

18. At the written request of either the sender or addressee, or the authorised agent of either, a parcel can be redirected to another country with which arrangements have been made for the exchange of postal parcels, but will be subject to fresh postage and any other charges to which it may have become liable, which must be either prepaid or collected on delivery.

19. Parcels which cannot be delivered, or redirected, or returned to the sender, will be sent back to the colony from whence they came.

20. The contents of parcels returned to the colony, being unclaimed or undeliverable, which cannot be returned to the sender, will be sold or destroyed by the order of the Postmaster-General.

21. The contents of parcels should be securely packed and closed in such a manner as to preserve them from injury.

22. Parcels will only be received and forwarded at the risk of the owners. In no case will the Postmaster-General be responsible for the delay, non-delivery, injury, or loss of any parcel.

23. No current coin or bullion shall be allowed to be sent by parcel-post.

Article 22.

The commission chargeable on money-orders exchanged intercolonially to be as follows:—

	£	s.	d.
Not exceeding 2 ...	...	0	6
" " 5 ...	...	1	0
" " 7 ...	...	1	6
" " 10 ...	...	2	0
" " 12 ...	...	2	6
" " 15 ...	...	3	0
" " 17 ...	...	3	6
" " 20 ...	...	4	0

Article 23.

Where one person has occasion to send more than one telegraphic money-order to the same person he shall only be charged for one message of advice.

Article 24.

This Convention shall come into operation on the 1st July, 1894, so far as the laws and regulations of the several colonies will permit.

W. GRAY, Chairman.
S. H. LAMBTON.
JAMES SMIBERT.
CHARLES TODD.
JOHN McDONNELL.
R. A. SHOLL.

APPENDIX D.

PAPERS RELATING TO THE FEDERAL MAIL SERVICE.

Laid upon the Table by the Hon. Dr. Cockburn, Minister of Education and Agriculture, South Australia, and ordered to be printed.

No. 1.

CORRESPONDENCE RELATIVE TO THE FEDERAL MAIL CONTRACTS.

The Hon. the POSTMASTER-GENERAL and SUPERINTENDENT of TELEGRAPHS, Adelaide, to Sir S. A. BLACKWOOD, K.C.M.G., London.

Post Office and Telegraph Department,

General Post Office, Adelaide, 5th June, 1893.

SIR,—

I have the honour to forward herewith three copies of the Report of the Conference held in Brisbane in March, 1893, and shall be obliged if you will favour me at an early date with your opinion respecting the suggestion in regard to the Federal mail-contracts.

I have, &c.,

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

Sir S. A. Blackwood, K.C.M.G., General Post Office, London.

No. 2.

Mr. H. B. FORMAN, General Post Office, London, to the POSTMASTER-GENERAL, South Australia.

General Post Office, London, 1st September, 1893.

SIR,—

The Postmaster-General has had before him your letter of the 5th June, No. 6336, forwarding copies of the Report of the Brisbane Postal and Telegraph Conference of 1893, and asking the opinion of this department respecting the suggestion in regard to the Federal mail-contracts.

I apprehend that this inquiry is made by you on behalf, not only of South Australia, but also of the other Australian Colonies, and, taking it to relate to the series of resolutions passed at the Conference, as recorded at pages 5 to 12 of the report, I have, of course, pointed out to Mr. Morley how considerable are the questions which the resolutions in the aggregate raise.

Subjects of so much importance naturally demand, and will certainly receive, the most careful consideration on this side; but it is scarcely to be doubted that some of them will need prolonged discussion before they can be finally settled.

With reference to the suggestion that fresh tenders for the packet service between this country and Australia should now be invited, Mr. Morley directs me to call the attention of the colonial Governments, through you, to the shortness of the time which remains for an exhaustive discussion of anything in the shape of a revised contract to come into force on the 1st February, 1895, especially if, as appears to be desired, the tenders are to be submitted to the Colonial Governments.

Although there has not yet been time to examine the bearings of all the resolutions maturely, it is evident that they point to an improved service, and therefore, in all probability, to a more expensive service than at present; and I am to state that, although six years ago the Imperial Government consented, at a considerable financial sacrifice, to enter into the present joint arrangement for the packet service for seven years, the present moment is especially inopportune for any increase of Imperial expenditure. Hence, if the suggestion of an improved service under more arduous conditions for the Mother-country were pressed, it might even become a question whether some such system as that in vogue before 1888 might not have to be reverted to, the Imperial Post Office providing a mail conveyance as far as Ceylon, and the Australian Colonies providing a line of packets to that island, as formerly.

Such an arrangement would obviously compare unfavourably with the present, except as regards economy; and Mr. Morley desires to assure the Colonial Post Offices that he would be sorry to have to resort to that plan. He is disposed to think that, if the present arrangements could be maintained intact until the 31st of January, 1898, when the India and China contract is terminable, there would be a better chance of coming to satisfactory conclusions in connection with the difficulties arising from the Brisbane suggestions, while the Canadian Pacific scheme would doubtless be considerably advanced, and the financial situation both here and in the colonies might have become more favourable.

xxiii

I am to state that, even if other suggestions could be adopted unhesitatingly, the term of seven years proposed for any new contract or contracts would be open to very grave objections, because, in the present state of steam communication with the various parts of the empire in the east, it is greatly to be desired that no one section of the packet service of the future should be prejudiced when the time comes for revision, by the fact that other sections have still a term to run.

Although, therefore, the Postmaster-General cannot pledge himself even to the continuance of the present arrangements after the 31st January, 1895, the clear advantages of co-terminous contracts for all the eastern packet services cannot be ignored, and he would be glad to learn whether, in the event of the Imperial Post Office and the contractors being willing to continue the service on the present terms till the 31st January, 1898, such a scheme would be agreeable to the colonies.

I am, &c.,

H. BUXTON FORMAN.

The Postmaster-General, South Australia.

No. 3.

Mr. H. B. FORMAN, General Post Office, London, to the POSTMASTER-GENERAL, South Australia.

SIR,—

General Post Office, London, 26th January, 1894.

On the 23rd of this month I had the honour to telegraph to you in the following terms: "How soon answer letter 1st September, Federal Service?" and I received yesterday your reply, from which it appears that the question dealt with in my letter of the 1st of September last (No. 336 T), will be considered at an intercolonial Conference to be held at Wellington in March.

The Postmaster-General, of course, sees how desirable it is that the Colonial Governments should have time to examine thoroughly the highly-important question of the mail-service between the Mother-country and the Colonies, and he is also anxious that no final decision should be come to by Her Majesty's Government until every aspect of the question has been carefully gone into.

It will be obvious to you that by the time the Conference, which is to commence its deliberations in March next, has discussed the present phase of the question and communicated the results arrived at to Her Majesty's Postmaster-General, so long a period will have elapsed since the subject was first brought forward that the interval remaining before the expiration of the present contracts will not suffice for the arrangement of a service under fresh conditions to commence on the 1st of February, 1895.

In these circumstances the Postmaster-General feels that, unless some immediate step is taken, inconvenience may be caused to the public both here and in the Colonies, and in order to obviate this he would be willing to arrange for the continuance of the service in its present conditions till the 31st of January, 1896—that is to say, for one year beyond the contract time, so that no interests may be unduly prejudiced by the prolonged discussion which seems likely to take place on the larger issues. Mr. Morley has reason to believe that the contractors would consent to such an arrangement.

Perhaps you will be so good as to suggest to your colleagues at the coming Conference that this question of a year's continuance of the service on existing terms and conditions should be at once considered, and that if, as the Postmaster-General anticipates, the Colonial Governments accept his suggestion, a reply in that sense should be telegraphed on the earliest possible date.

It is still desirable that the original question put in my letter of the 1st September, namely, whether the Colonies would be willing to agree to a three years' continuance of the service in present conditions, should be answered as soon as convenient, although the Postmaster-General cannot even now pledge himself to the continuance of the present service for more than one year.

As it is probable that you may have left Adelaide for Wellington before the arrival of this letter, I am addressing it to you in duplicate—sending one copy to Adelaide and one to Wellington.

I am, &c.,

H. BUXTON FORMAN.

The Postmaster-General of South Australia.

No. 4.

FEDERAL MAIL-SERVICE CONTRACT.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

The Hon. Mr. HENRY to the Hon. Mr. WARD.

(Telegram.)

Hobart, 14th February, 1894.

HAVE received letter from Government of Victoria *re* communication from London Post Office; subject, Ocean mail-contract. I concur with Victoria that resolution passed at Brisbane Conference, March, 1893, should be adhered to: That it should be a condition of the new Ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meat, butter, fruit, and other products of Australia, at stipulated maximum rates of freights for the same; the tenderers shall state what cold-storage space they will be prepared to supply, having due regard to the requirements of each colony. Kindly support same as representative acting for Tasmania.

JOHN HENRY, Treasurer.

The Hon. J. G. Ward, Postmaster-General, Wellington, New Zealand.

FUTURE FEDERAL MAIL-SERVICE CONTRACTS.

RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS AS TO TERMS AND CONDITIONS OF FUTURE FEDERAL MAIL-SERVICE CONTRACTS, AS AGREED TO BY THE CONFERENCE.

1. That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service, on conditions approved by the Colonies, from *bonâ fide* British companies (to be performed by one or more companies, running on alternate weeks as at present). Before accepting any such tender, that all tenders be submitted to the Colonies.

2. The following to be the principal conditions :—

- (a.) That alternative tenders be called for five or seven years.
- (b.) That greater regularity in the time of the arrival of mails be insisted upon, as under the present arrangement of slow and fast vessels the equal weekly interval is destroyed.
- (c.) That the time to be occupied between Brindisi or Naples and Adelaide be reduced to thirty days, or such lesser time as tenderers may offer.
- (d.) That Brindisi and Naples, or either, be the European termini, and Adelaide the Australian terminus; but outward vessels to go on to Melbourne and Sydney, carrying mails to either of those ports if required. Homeward steamers to start from Sydney, calling at Melbourne and Adelaide, receiving, if required, the whole or a portion of the mails at Melbourne; to call at Fremantle or Albany both ways, the outward steamers to stay at the port of call not less than six hours.
- (e.) That the Postmaster-General, South Australia, be empowered to delay the departure of a steamer for a period not exceeding twenty-four hours, if such delay is deemed necessary in the interests of the Australian Colonies or any of them.
- (f.) That in any future contract the term "mails" shall be held to include parcels, but the parcels to be conveyed wholly by sea as at present.
- (g.) That the steamers call at Colombo both ways.
- (h.) That it should be a condition of the new ocean mail-contract that the steamers should be required to afford conveniences for the carriage of frozen meats, butter, fruits, and other products of Australasia, at stipulated maximum rates of freight for the same, and that tenderers shall state what cold-storage space they will be prepared to supply, having due regard to the requirements of each colony.
- (i.) That the other general conditions of the present contracts be continued.
- (j.) Tenderers to state what class of labour they intend to employ in their vessels, and that a recommendation be made to the Imperial authorities that mail-steamers should be manned by white crews.

3. With regard to the division of cost, we recommend that the sea-transit rates collected from other countries or colonies making use of the service be placed to the credit of the subsidy, together with any fines that may be inflicted, the balance of the subsidy to be apportioned between the United Kingdom on the one part and the contracting colonies collectively on the other part, on the basis of the amount of mail-matter they respectively despatch, the colonies, parties to the contract, to apportion their contribution on the basis of population as at present.

4. That clause 7 of the Peninsula and Oriental contract be amended in regard to the conveyance of the Indian-China mails connecting at Colombo. Should it be deemed necessary for the Australian steamers to carry mails in connection with the new contract between Colombo and Brindisi, we consider the Postal Union rates should be paid by the countries despatching those mails, such rates to be dealt with in manner provided for in the preceding paragraph.

5. That the day of departure from Adelaide be Friday if possible, or, if not, Thursday, not earlier than 2 p.m., reaching Albany in 72 hours. (Queensland and Western Australia dissenting, favouring Saturday.)

6. In view of the fact that whilst the mails from Australasia are carried by the accelerated train through Italy and France, those by Orient steamers are carried by ordinary mail-train, the time occupied being about the same in each case, we recommend that the accelerated train service be abolished, as decided at the Adelaide Conference of 1890, especially as out of the postage of 2½d. per ½oz. letter, fifteen-sixteenths of 1d. has to be paid for the Continental transit by such trains, against three-eighths of 1d. by ordinary trains.

APPENDIX E.

PAPERS RELATIVE TO ACTION TAKEN WITH REGARD TO CERTAIN
RESOLUTIONS OF THE POSTAL CONFERENCE HELD IN 1893.

Laid upon the Table by the Hon. Mr. Wilson, Postmaster-General of Queensland, and ordered to be printed.

No. 1.

REPORT OF THE POSTMASTER-GENERAL OF QUEENSLAND UPON CERTAIN RESOLUTIONS OF
THE CONFERENCE OF MARCH, 1893 (WITH PAPERS).

As the Postmaster-General of the colony in which the last Postal Conference met, I have the honour to report the action taken to give effect to the resolutions which, on the motion of the Hon. J. G. Ward, the President was requested to transmit to the Governments concerned.

POSTAL SERVICE.

1. *Representative Postal Union Congress.*

1. "That, in the opinion of this Conference, one representative should be sent from Australasia on behalf of all the colonies to represent them at the Postal Union Congress."

Upon this resolution no action was necessary or taken.

2 and 3. *Ocean Mail-service.*

2. "That, in view of the necessity for speedy and regular communication between the United Kingdom and Australasia, this Conference is of opinion that the system of subsidies should be continued and the mail-service maintained by the United Kingdom and the colonies as at present."

3. "That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service, on conditions approved by the colonies, from *bonâ fide* British companies (to be performed by one or more companies, running on alternate weeks, as at present). Before any tenders are accepted, it be a request that they be submitted to the colonies for approval. The principal conditions are set forth in the proceedings of this Conference."

On the 29th June, 1893, the Chief Secretary, at the instance of the Postmaster-General (President), wrote to His Excellency the Governor requesting him to communicate these resolutions to the Secretary of State for the Colonies, with such recommendations as he might think fit in support of them.

But in the meanwhile the Postmaster-General at Adelaide wrote to the London Post Office on the subject, and has forwarded a copy of the reply, in which the Imperial Post Office raises objections to the terms of Resolution 3, and asks whether, in the event of the contractors and the Imperial Post Office being agreeable to continue the existing arrangement until the 31st December, 1898, when the China contract is terminable, such a scheme would meet the approval of the colonies. The Hon. Dr. Cockburn has already laid a copy of the letter on the table.

No direct reply has been received by our Government from the Secretary of State for the Colonies.

4. *Fumigation of Mails.*

4. "This Conference is of opinion that any fumigation of mails for Australasia should be at Adelaide (not at Albany), and at Thursday Island for northern mails."

No action was taken upon this resolution.

5. *Canadian Pacific Mail-service.*

5. "That this Conference considers it desirable to negotiate for a Canadian Pacific postal-service."

The Chief Secretary, at the instance of the Postmaster-General (President), wrote on the 29th June, 1893, conveying this resolution to the Premier of Canada, and to His Excellency the Governor, for transmission to the Secretary of State for the Colonies.

6. *San Francisco Mail-service.*

6. "That this Conference directs that a communication be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco mail-service, and also directs his attention to the excessive overland transit rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms."

The Chief Secretary, at the instance of the Postmaster-General (President), wrote to the Postmaster-General, Washington, on the 3rd July, 1893, in terms of this resolution, and a letter has been received by the Post Office here from the Superintendent of Foreign Mails to the effect that the amount now paid by the United States of America for the conveyance from San Francisco to Australia—about 55,000 dollars—is the maximum amount allowed by statute; and that the rate charged for closed mails is less than the cost. Both matters had already received careful consideration, but any change at present was impracticable.

7. *Parcel-post with the United States of America.*

“That negotiations be opened with the United States of America with the view to the introduction of the parcel-post between the United States and the Australian Colonies.”

The Chief Secretary, at the instance of the Postmaster-General (President), communicated this resolution to the Postmaster-General at Washington in a letter dated the 12th July, 1893, and a reply has been received stating it is not deemed advisable by the United States Government to establish the service in question at present.

TELEGRAPH SERVICE.

1. *Continuation of Cable Guarantee.*

1. “That this Conference does not consider it desirable, after the recent arrangement as to rates, to give notice to the Eastern Extension Cable Company to terminate the existing guarantee. Queensland objecting.”

No action was taken on this resolution.

2. *Pacific Cable Route.*

2. “That, in the opinion of this Conference, the time has arrived when a second cable route should be established *via* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon. South Australia not voting. Western Australia not voting.”

This resolution was communicated to the authorities of Fiji, Hawaii, Canada, and Samoa by the Chief Secretary, at the instance of the Postmaster-General (President), on the 3rd July, 1893, and to the Canadian Government and Imperial Government (through His Excellency the Governor), on the 29th June, 1893. Acknowledgments in favourable terms have been received from Hawaii and Samoa, though the latter states it is unable at present to subscribe money for the furtherance of the enterprise. The Governor of Fiji stated he had no official knowledge of the Conference.

MISCELLANEOUS.

1. *Hour-Zone Time.*

3. “That it is desirable, in the interests of the public, that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that on the 135th meridian, or nine hours east of Greenwich.”

The Chief Secretary wrote to the other colonies on this subject on the 19th August, 1893.

No. 2.

The Hon. Sir T. McILWRAITH to His Excellency Sir H. W. NORMAN, G.C.B.

SIR,—

Chief Secretary's Office, Brisbane, 29th June, 1893.

Referring to the report of the Postal and Telegraph Conference held in Brisbane in March last, of which I had the honour to enclose a copy of my letter to your Excellency of the 16th ultimo, I have now the honour to request that your Excellency will be good enough to communicate to the Secretary of State for the Colonies the following resolutions, which were adopted by the Conference, with such recommendations as your Excellency may think fit to make in support of these resolutions:—

“That, in view of the necessity of speedy and regular communication between the United Kingdom and Australasia, this Conference is of opinion that the system of subsidies should be continued, and the mail-service maintained by the United Kingdom and the colonies as at present.”

“That the London Post Office be invited to call for tenders in Great Britain and Australasia for a weekly service, on conditions approved by the colonies, from *bona fide* British companies (to be performed by one or more companies running on alternate weeks, as at present). Before any tenders are accepted, it be a request that they be submitted to the colonies for approval. The principal conditions are set forth in the proceedings of this Conference.”

“That this Conference considers it desirable to negotiate for a Canadian-Pacific postal-service.

“That, in the opinion of this Conference, the time has arrived when a second cable route shall be established *via* the Pacific to Vancouver, touching at such places *en route* as may be hereafter agreed upon. South Australia not voting. Western Australia not voting.”

I enclose a copy of the report of the Conference for transmission to the Secretary of State, and I take leave to request that, in forwarding the resolution, your Excellency will be good enough to direct attention to the “Recommendations by Permanent Heads of Departments,” on page 63 of the report, as to the conditions of the contract for the ocean mail-service.

I have, &c.,

THOMAS McILWRAITH.

His Excellency Sir Henry W. Norman, G.C.B., &c., Governor.

xxvii

No. 3.

The Hon. Sir T. McILWRAITH, Brisbane, to the Hon. the POSTMASTER-GENERAL, Washington.
 SIR,— Chief Secretary's Office, Brisbane, 3rd July, 1893.

I have the honour to inform you that a Postal and Telegraph Conference of representatives of all the Australasian Colonies was held in this town in March last, and I have been requested to communicate to you the following resolution which was adopted by the Conference relating to the mail-service between Australia and San Francisco: "That this Conference directs that a communication be sent to the Postmaster-General, Washington, regretting the continued non-participation of the United States in the matter of the subsidy to the present San Francisco Mail-service, and also directs his attention to the excessive overland transit-rates between San Francisco and New York, and respectfully requests him to urge the Pacific Railway Company to give more favourable terms."

With regard to this resolution, I take the liberty of calling attention to the fact that the overland transit-rates between San Francisco and New York amount to over 70 per cent. of the total postage of letters carried by the line in question.

The Hon. the Postmaster-General, Washington.

I have, &c.,
 THOMAS McILWRAITH.

No. 4.

The SUPERINTENDENT OF FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Brisbane.

Post Office Department, Office of Foreign Mails,
 Washington, D.C., 10th August, 1893.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter, No. 6134, of the 3rd ultimo, communicating, by direction of the Postal and Telegraph Conference held in Brisbane in March last, a resolution adopted by the Conference regretting the non-participation of this department in the matter of the subsidy to the present San Francisco mail-service, and calling attention to the excessive overland transit-rates between San Francisco and New York. In reply, I have to inform you that the amount now paid by this department for the sea-conveyance of mails from San Francisco to the Australasian Colonies, about fifty-five thousand dollars annually, is the maximum sum allowable under the statutes now in force in this country, and that the rate charged for the transportation of closed mails between San Francisco and New York is less than the actual cost of the transit in question.

The questions covered by the resolution adopted by the Conference have already received the very careful consideration of this department, and it has been found to be impracticable at this time to change existing conditions so far as this department is concerned.

The Postmaster-General, Brisbane.

I am, &c.,
 A. M. BROOKS,
 Superintendent of Foreign Mails.

No. 5.

The SUPERINTENDENT OF FOREIGN MAILS, Washington, to the Hon. the POSTMASTER-GENERAL, Queensland.

Post Office Department, Office of Foreign Mails,
 Washington, D.C., 18th August, 1893.

SIR,—

I have the honour, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 12th ultimo, No. 93/7687, transmitting a copy of a communication addressed to you by the Postmaster-General of Queensland, embodying a resolution, relative to the establishment of the parcels-post service between Australia and the United States, which was adopted at the Post and Telegraph Conference of representatives from all the Australasian Colonies held at Brisbane in March last, and asking that the views of this department on the subject be communicated to the Postmasters-General of the colonies concerned.

In reply, I am directed to request that you will be so good as to inform the Postal Administrations of the colonies referred to, that it is not deemed advisable by this department to establish the service in question at this time. The matter will not be lost sight of, however, and, as soon as the inauguration of the service appears to be practicable, the Administrations interested will be promptly advised.

The Postmaster-General, Queensland.

I am, &c.,
 A. M. BROOKS,
 Superintendent of Foreign Mails.

No. 6.

CORRESPONDENCE with the LONDON POST OFFICE re POSTAGE ON NEWSPAPERS from COLONIES to UNITED KINGDOM.

SIR,—

General Post Office, London, 26th August, 1892.

It is observed that at the Hobart Postal Conference a resolution was adopted to the effect that the practice at present followed in most of the Australasian Colonies of sending newspapers to the United Kingdom at 1d. each paper up to 10oz., or in some instances irrespective of weight, must be discontinued, being repugnant to the provisions of the Postal Union,

As you are aware, the Imperial Post Office has no wish to enforce the Union Regulations by charging newspapers from the Australasian Colonies at Union rates, when received here as fully prepaid in accordance with a rate recognised by the colonial Post Offices. At the same time, as already intimated, this department would greatly prefer the adoption of the ordinary Postal Union tariff by the colonies, and has already pointed out that the exceptional rate for newspapers leaves the colonies open to Postal Union criticism.

In view of the fact that, in adopting this exceptional rate, the colonies are not regarding strictly the provisions of the Postal Union Convention, it is hoped that the resolution on the subject come to at the Hobart Conference will before long be generally carried into effect.

Perhaps you will be good enough to inform me how the matter now stands so far as your office is concerned.

I am, &c.,

H. BUXTON FORMAN,
For the Secretary.

The Postmaster-General, Adelaide.

SIR,—

General Post Office, Adelaide, 28th October, 1892.

Referring to your letter of 26th August, No. 231 S, relative to the exceptional rates of postage on newspapers from the colonies to the United Kingdom, I have now the honour to inform you that the matter will be very carefully considered at the next intercolonial Conference.

As I have before pointed out, our difficulty is that the principal newspapers published in the colonies considerably exceed 4oz. in weight, and you will readily understand the powerful opposition which would be met with on the part of the Press to any increase in the rates of postage which have so long obtained.

The rate of 1d. per newspaper up to 10oz. is generally regarded as a graceful concession by the Mother Country, and I hope you will see your way clear to allow it to be continued.

It appears to me that under the rules of the convention full provision is made for special arrangements as far as postage is concerned between the United Kingdom and her colonies, and therefore foreign countries would have no grounds of complaint against arrangements which might be made within the limits of the Empire.

I have, &c.,

CHARLES TODD,

Postmaster-General and Secretary for Telegraphs.

The Secretary, General Post Office, London.

(Telegram.)

20th March, 1893.

20. EXPRESS.—Conference Brisbane propose newspaper rates to England penny first four ounces, and halfpenny each additional two ounces. Will you accept?

Blackwood, Post Office, London.

TODD, Brisbane.

(Telegram.)

22nd March, 1893.

22. FOLLOWING from Blackwood: Newspaper rates to England penny first four ounces and halfpenny each additional two ounces agreed.

Hesse, London, to Todd, Brisbane.

19.

APPENDIX F.

CANADIAN-PACIFIC MAIL SERVICE.

No. 1.

CANADIAN MAIL-SERVICE.

Mr. HUDDART to the Hon. the PREMIER, New Zealand.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

SIR,—

Ottawa, 2nd September, 1893.

I have the honour to inform you that I have completed a contract with the Dominion Government for a mail steamship service for a period of ten years. At present the time-table includes as ports of call Sydney, Moreton Bay, Honolulu, Victoria (B.C.), and Vancouver (B.C.). I have offered to continue to call at Moreton Bay, and also to touch at Keppel Bay, in Queensland, in consideration of a subsidy of £10,000 sterling per annum for ten years from the Queensland Government. I proceed to England to-day to complete arrangements for the building of a third swift powerful mail steamship. On the arrival of that steamship it is intended to develop our service into a three-weekly, and within five years we anticipate that we shall be running a fortnightly service. If your Government will offer sufficient inducement, I am prepared, on behalf of the Canadian-Australian Steamship Company, to provide a branch steamship service to connect with each steamship at Sydney from Lyttelton. These steamships will probably be the "Warrimoo" and "Miowera," and they would maintain between Wellington and Sydney all the year round an average speed of fourteen knots. I should be glad to know what subsidy your Government can offer for such a service. In the event of Queensland at once declining to subsidise my company, it has been decided to cease calling at any Queensland port. In that event, we shall be prepared, subject to the approval of the Dominion and Australian Governments, to negotiate with your Government as to the possibility of calling at a New Zealand port *en route* to and from Canada. As you are probably aware, the Dominion Government is sending by the R.M.S. "Warrimoo" a Ministerial Commission to Australia with a view to negotiate for free or freer trade relations between Canada and Australia. I am authorised by Mr. Bowell, the Hon. Minister of Trade and Commerce, to say that he is most desirous that your Government should send a representative to discuss with him the feasibility of including New Zealand in these negotiations. I respectfully urge that you should at once send a Minister to meet the Hon. Mr. Bowell. He would be glad to visit New Zealand, but public business at the opening of the Dominion Parliament next session imperatively demands his return within a period that precludes the possibility of his visiting New Zealand.

I have, &c.,

JAMES HUDDART,
22, Billiter Street, London, E.C.

The Hon. the Premier, Wellington, New Zealand.

No. 2.

CANADIAN MAIL-SERVICE.

Laid upon the Table by the Hon. Mr. Kidd, and ordered to be printed.

An experimental service between Sydney and Vancouver is now being carried out under contract by Messrs. Huddart, Parker, and Co., the Government of New South Wales contributing a subsidy of £10,000 a year thereto. Future developments are being awaited.

Particulars of the contract with papers.

SYDNEY AND VANCOUVER SERVICE.

Particulars of Agreement between the Postmaster-General and James Huddart, dated the 10th October, 1893.

1. Maintain a monthly service between Sydney and Vancouver, calling at Honolulu.
2. Two steamers to be employed—viz.: The "Miowera" and "Warrimoo"—steamers to be not less than 3,300 tons, and to be capable of an average speed of not less than 15½ knots per hour.
3. Duration of voyage: The round trip to begin and end in Sydney; and the "Miowera," which sailed from Sydney on the 18th May last, and arrived at Vancouver on the 8th June, shall be deemed the first voyage under the contract. The period of each voyage from Sydney to Vancouver, and from Vancouver to Sydney, shall not exceed twenty-one days including one day's detention at Honolulu. In the event of the steamers calling at Brisbane or Fiji, a further period of thirty-six hours to be allowed for the time spent in calling at each port. The service to be monthly.

4. The steamers during the contract shall not call at any port in the United States.
 5. Carriage of Freight and Passengers.—To be carried at tariff rates, to be approved of by New South Wales Government with approval of Canadian Executive body.
 6. New South Wales merchants and shippers shall at all times have preference for the carriage of their goods over other merchants and shippers as far as regards the Australian connection; but, in the event of a subsidy from Queensland or other colony being received, space shall be provided *pro rata* to the respective subsidies.
 7. Carriage of Mails.—The steamers shall, at the cost and the expense of the contractor, receive and carry on every voyage all mails that may be tendered by or on behalf of the Postmaster-General, and shall provide sufficient and convenient accommodation and protection for such mails.
 8. Accommodation on board.—The contractor shall provide all suitable accommodation, including lights, for the purpose of sorting or making up the mails.
 9. Master to take charge of mails if required.—If the Postmaster-General shall think fit to intrust the charge and custody of the mails to the master, he shall, without charge, take due care of, and the contractor shall be responsible for safe custody and delivery.
 10. The contractor shall at all times attend to the orders of the Postmaster-General or his officers as to the mode, time, and place of landing, transshipping, &c., of mails.
 11. First-class accommodation to be provided for Mail Officer and one assistant, without charge.
 12. Mail Officer to have full authority to require a due and strict performance of the contract.
 13. Conveyance of Mails at Ports.—The expense of conveying mails to and from the steamships to the post-offices and the terminal ports of the several voyages, or at the ports at which the vessels call *en route*, shall be borne by the contractor.
 14. Power of Postmaster-General to delay sailing: In case of need, for purpose of forwarding mails, shall have the right to delay sailing for twenty-four hours.
 15. Definition of "Mails"—Shall be deemed to mean all boxes, bags, &c., transmissible by post.
 16. Not to carry other letters than those contained in Her Majesty's mails, nor the mails of any other country except such as shall be specified by the Postmaster-General.
 17. Nitro-glycerine nor explosive substance to be carried.
 18. Contract shall not, nor shall any right or interest therein, be assigned, underlet, or otherwise disposed of without the consent in writing of the Postmaster-General.
 19. To furnish copies of manifest.—The contractor shall furnish complete copies of manifest of cargoes and passenger-lists.
 20. Covenant for Payment of Subsidy.—A subsidy of £833 6s. 8d. for every round trip.
 21. Deduction for Delay.—A sum of £30 for every complete period of twenty-four hours by which the time actually occupied shall have exceeded the period of transit contracted for.
 22. Deduction not to be deemed a penalty.
 23. Duration of Contract.—The contract shall remain in force until thirty-six round voyages shall have been performed.
 24. Proviso for replacing steamers disabled.
 25. Notices or directions of the Postmaster-General to be delivered or sent by post to the master or agents.
-

APPENDIX G.

PAPERS RELATIVE TO THE PROPOSED CABLE-COMMUNICATION BETWEEN AUSTRALASIA AND CANADA.

Laid upon the Table by the Hon. Mr. Kidd, New South Wales, and ordered to be printed.

No. 1.

SUGGESTED INTERCOLONIAL CONFERENCE.—ALTERNATIVE SCHEMES.—
BOWEN TO VANCOUVER, 6,244 MILES.

[Extract from *Brisbane Courier*, 20th October, 1893.]

THE following letter has been addressed by Mr. J. L. Payne, private secretary to the Hon. Mackenzie Bowell, to the Premier of each of the Australian Colonies interested in the proposed establishment of telegraphic communication between this continent and Canada:—

“Sir,—I am directed by the Hon. Mackenzie Bowell, Minister of Trade and Commerce, Canada, now on a visit to Australia for the purpose of exchanging views upon the matters of trade and telegraphic communication between these colonies and the Dominion of Canada, to enclose to you herewith a copy of a communication received by him from Sandford Fleming, Esq., C.M.G., on the subject of the Pacific cable. As Mr. Bowell’s stay in these colonies is limited, owing to the meeting of the Canadian Parliament in January, it may not be possible within so short a period to discuss fully these matters with each Government separately. I am directed to ask if your Government would be disposed to send a representative to some central point in the colonies, to be agreed upon by the Governments, to consider the whole subject. Should this suggestion commend itself to your judgment Mr. Bowell will be glad to attend any conference which may be arranged. Mr. Bowell desires it to be understood that the Canadian Government is not committed to any particular scheme for the establishment of cable-communication between the colonies and Canada, that being a subject for mutual consideration and decision.”

MEMORANDUM ON THE PACIFIC CABLES BY SANDFORD FLEMING, ESQ., C.M.G.

Sydney, New South Wales, 11th October, 1893.

The printed proceedings of the Postal and Telegraph Conference held in Brisbane in March last reached Canada a few weeks back. The resolution passed by the Conference, expressing the opinion that the time has arrived when a cable should be established to Vancouver, was welcomed with peculiar satisfaction by those who have for years looked forward to the prospect of having the two countries connected telegraphically. The debate, however, by members of the Conference, together with letters attached to the proceedings, gave rise to misgivings, which were in no way lessened when a copy of the agreement between the French Government and the New Caledonia Cable Company was subsequently received from Europe.

As one who has long taken an active interest in the proposal to connect Australia and New Zealand with Canada by a Pacific cable, I have been impelled by a sense of duty to visit these colonies at this juncture to inquire into all the circumstances, and, if the facts appeared to require it, to submit a respectful representation on the subject, and to appeal with all the earnestness I can command against a contemplated step which, if carried out, would, in my humble judgment, greatly lessen the commercial utility of the Pacific cable, and render it comparatively valueless as a national undertaking.

The French Cable.

Before leaving Canada I gathered from the proceedings of the Postal Conference, and the papers appended thereto, and I learn from other public documents since my arrival in Sydney, in substance as follows:—

1. It is designed that the cable from Queensland to New Caledonia shall form the first link of the trans-Pacific cable, and that it is the intention of the company to proceed section by section as further subsidies are obtained.

2. An opinion is expressed in some quarters that it is impossible to lay a cable through the Pacific Ocean from any part of Australia or New Zealand to Canada without landing at some places, such as New Caledonia, Samoa, and Hawaii, where British influence is not supreme.

3. From the fact that the lines of the Eastern and Eastern Extension cable system touch foreign soil at several points, it has been urged that the Pacific cable, landing at New Caledonia, would be in no worse position than the present line of telegraph between Australia and England.

In considering these points, I would first direct attention to the character of the agreement between the French Government and the Société Française des Télégraphes Sous-Marins, dated 3rd February, 1893, subsequently ratified by the Parliament of France.

I beg leave to submit a translation of the following five articles of this agreement:—

Article III.—As far as the establishment and maintenance of the proposed cable, as well as the organization of the service, the fixing and collecting of rates, the control, the relations with the public, and the connecting of the new line at either end with submarine or land-line systems is concerned, the Société Française des Télégraphes Sous-Marins shall observe the table of rules and obligations approved by the Under-Secretary of State for the Marine Department and the colonies, all the clauses and conditions of which it accepts as having the same force as the terms of this agreement.

Article V.—The society agrees to have its head offices in France, to engage French administrators only, to have the cable manufactured by French employés in works situated on French territory, and to guarantee the laying of the cable by a French ship and crew.

Article VI.—The society shall not, without the expressed written consent of the French Government, cede any of the rights resulting from the present agreement, nor lease its lines, nor amalgamate its interests with those of any other company.

Article X.—The transit rate over the cable between Australia and New Caledonia shall be mutually agreed upon by the French Government and the society. The maximum rate shall be 90 centimes a word.

Article XII.—Any dispute as to the interpretation or the non-performance of these presents arising between the Government, of the one part, and the Société des Télégraphes Sous-Marins or persons claiming under them, of the other part, shall be decided by the Council of State.

These provisions of the agreement make it plain that the telegraph from Queensland to New Caledonia will be under the absolute control of the French Government, and hence no parallel can be instituted between the new line across the Pacific, as contemplated by its promoters, and the Eastern and Eastern Extension system. The lines of that system certainly pass over portions of foreign soil, but it cannot be held that any foreign Power controls the administration and management of the company's affairs. Moreover, if, owing to unavoidable geographical reasons, the wires of the Eastern and Eastern Extension Telegraph Company necessarily touch territory which is not British, the more is it to be desired that Australia should be connected with the Mother-country by a line of communication which nowhere would pass over the soil of another nation, or in any sense be subject to the dictates of a foreign Power.

A British Route required.

The Pacific cable, as originally projected and advocated for many years, has been designed to connect the two greatest divisions of the British Colonial Empire—Australia and Canada—by a route substantially British throughout. Unless such a route be physically impossible, it would, in my judgment, be unwise in the last degree to place the first section of this undertaking absolutely under the control of a foreign Power.

I venture to think it can be indisputably established that there is more than one route from Australia and New Zealand to Canada eligible for a British cable; that there is no necessity whatever for landing at New Caledonia, Samoa, or Hawaii, or indeed at any island occupied by natives who are not already wholly under British protection. I beg leave to describe several of such routes or combination of routes:—

Four Suggested Routes.

Route No. 1.—Commencing at Vancouver Island, the cable would extend to Fanning Island, thence to the nearest island of the Fiji Group. From Fiji it may run direct to New Zealand, and thence to the Australian Continent; or it may run first to Norfolk Island, and from that point bifurcate to the northern part of New Zealand, and to a convenient point near the boundary between New South Wales and Queensland.

Route No. 2.—From Vancouver Island the cable would be laid to a small unoccupied island indicated on the charts as Necker Island, favourably situated about 240 miles westward from the Hawaiian Group. From Necker Island the cable would extend to Fiji, and thence, as in route No. 1, to New Zealand and Australia.

Route No. 3.—As in route No. 2, the cable would extend from Vancouver Island to Necker Island, thence to Onoatua or some one of the eastern islands of the Gilbert Group. From this station in the Gilbert Group two branches would extend, one to Queensland and the other to New Zealand. The Queensland branch would touch at San Christoval Island in the Solomon Group, and terminate at Bowen, connecting at that point with the land lines, easterly to Brisbane and Sydney, westerly to the Gulf of Carpentaria, where a connection may be formed with the Port Darwin-Adelaide transcontinental telegraph leading to Victoria, Tasmania, South and West Australia. The New Zealand branch of this route would find a mid-station on Viti Levu, the southern island of the Fiji Group.

Route No. 4.—As in routes Nos. 2 and 3, the cable would be laid from the northern terminal point to Necker Island. From Necker Island it would extend in a direct course to Bowen, touching at Apamana—a central island of the Gilbert Group—and at San Christoval, of the Solomon Group. At Bowen this route may, as in the case of route No. 3, connect with Melbourne, Adelaide, Tasmania, by the South Australian overland line. Route No. 4 is probably the shortest possible line that can be drawn on the surface of the globe between any part of Canada and any part of continental Australia. It has the disadvantage of excluding from its telegraph service the Fiji

xxxiii

Islands and New Zealand. To connect the latter colony a special cable from Queensland or New South Wales would be required. The Fiji Islands, however, would remain without a telegraph by this route.

	The distance by each route is ascertained to be as follows (details are appended):—	Knots.
Route No. 1,	including both branches from Norfolk Island to New Zealand and Australia ...	7,145
Route No. 2,	including branches to New Zealand and Australia	7,175
Route No. 3,	including both branches to Queensland and New Zealand from the Gilbert	
Group	... ..	8,264
Route No. 4,	Vancouver to Bowen... ..	6,244
Route No. 4A,	Vancouver to Bowen, with a special cable from the mainland to New Zealand	7,310

Cost.

In estimating the cost of a cable there are various circumstances that require to be considered. One of the most important is the allowance for slack. It is customary to add an allowance to the ascertained superficial distance of 20 per cent., in order that the cable may be safely laid at all depths and under all conditions likely to arise. This practice has been followed in estimating the cost of establishing a cable by each route. In the case of route No. 1 a special allowance is made on account of the unusually long section between Vancouver and Fanning Island. In each case the estimate is intended to cover the cost of cables of the best type manufactured:—

		£
Route No. 1,	estimated cost, completed... ..	1,678,000
" No. 2,	"	1,585,000
" No. 3,	"	1,825,000
" No. 4,	"	1,380,000
" No. 4A,	"	1,610,000

Having pointed out that there is a choice of routes for an essentially British cable across the Pacific, and presented estimates of cost, which I believe to be fairly reliable, I ask permission to add a few remarks bearing on the means which may be taken to carry out the undertaking.

Means to be adopted.

There are two ways by which the object may be accomplished: first, through the agency of a company liberally subsidised; second, as a public work under Government control. I have given this question much consideration, and year by year I have become more and more firmly convinced that if economy, low rates for telegraphy, and the highest efficiency be desired, the latter means of establishing the cable is the best. Promoters of companies generally desire to make large sums of money. The policy of companies is to obtain from the public as large profits as possible, while that of Governments is to accommodate and benefit the public in every possible manner by reducing the rates to the lowest practicable point, and by giving the most efficient service. The principle of ownership of telegraphs by Government is not new. It has long been adopted in the United Kingdom, India, in these colonies, and elsewhere, and in every case I am aware of where the principle has been tried the public has derived the greatest advantage.

Various efforts have been made during the past ten years to have the Pacific cable established by a subsidised company; but no company has offered to carry out the undertaking for a less subsidy than £75,000 a year continued for a period of twenty-five years. It can be indisputably shown that under the plan of Government ownership a much less annual payment for a very much shorter period will suffice. Moreover, when established, the cable will be public property, controlled by Government for the public benefit.

Joint Ownership by the Colonies.

The proposal, then, is that Australia, New Zealand, Fiji, and Canada should be joint owners of the Pacific cable, and that it should be established and worked as a public undertaking for the common good. There is one difficulty to be met at the outset. Certain of the Australian Governments are under obligations to pay an annual subsidy of £32,400 to the Eastern Extension Company until May, 1899, and, in consequence, they may not consider themselves in a position to co-operate on equal terms with the other Governments concerned in establishing the new line. This difficulty is not, however, insuperable, and in my judgment it can most readily be overcome by providing out of capital an annuity to meet the subsidy as it annually becomes due. By this arrangement the liability of New South Wales, Victoria, South Australia, and Western Australia to the Eastern Extension Telegraph Company would be practically removed, and these colonies would be free to enter with Queensland, New Zealand, Fiji, and Canada into a joint agreement to accomplish the establishment of the trans-Pacific telegraph. As will hereafter be seen, the annuity so provided to extinguish the subsidy of £32,400 a year would be met by profits accruing from the new cable. Meanwhile, all liability incurred in the raising of the capital would be borne in equitable proportions by all the co-operating Governments.

To illustrate the proposal set forth, let us assume that the cable itself, say on	
route No. 2, requires an expenditure of	£1,600,000
To this capital add the sum needed to purchase an annuity to meet the annual	
subsidy of £32,400, from May, 1894, to May, 1899—five years	145,000
Total	£1,745,000

This total capital, raised on the joint guarantee of the Australian Colonies, New Zealand, and Canada, could be placed at the low rate of 3 per cent., making a total charge of £52,350 per annum.

This interest-charge is less than the lowest subsidy asked by a company, and I shall establish by the strongest possible evidence, that, unlike a subsidy for a fixed period of twenty-five years, long before the expiry of that period the whole interest will be met by surplus revenue.

Cost of Working.

I have obtained estimates from the best authorities of the cost of working the Pacific cable under Government. These estimates range from £45,000 to £60,000 per annum, and include the salaries of superintendents, electricians, and operators, two steamers for current repairs, and all necessary expense at terminal and mid-ocean stations. As it is desirable to have adequate allowance for every service, it is expedient to base our calculations on the highest estimate (£60,000) as the total cost of working the cable. £60,000 will accordingly be a first charge on the revenue, and it will remain a constant charge whatever the volume of business, whether five million words per annum or half a million only.

Renewal Fund.

Next to working-expenses there should be an annual charge on revenue for renewals. It is proposed, therefore, to place to a cumulative reserve the sum of £32,000 a year, equal to 2 per cent. on the entire cost of the cable. This provision is considered ample until the earning qualities of the cable come to be thoroughly established.

Revenue.

In many cases it is difficult, owing to the lack of information, to form estimates of the probable revenue of a projected undertaking. In this instance, however, the best data is available for our guidance. We have the published statistics of telegraph business by the existing line between Australia and Europe for a number of years, and it is fair to assume that on the establishment of the Pacific cable, rates and all other things being equal, the business will be equally divided between the two lines.

I am unable to ascertain the business for the past year, but I gather from the published returns that the number of words transmitted in the year ending 1st May, 1892, was 1,275,191. If we divide this into equal parts, we have 637,595 words as a basis for estimating the revenue of the Pacific cable.

In examining the returns for previous years some striking peculiarities are apparent. During the eight years from 1882 to 1890 the telegraph business between the Australian Colonies and Great Britain increased, on an average, 54,441 words each year, equal to 14 per cent. per annum. This may be viewed as the normal increase under a high tariff, inasmuch as throughout these eight years the charges on ordinary messages were never less than 9s. 4d. per word. On 1st May, 1891, the rate was reduced from 9s. 4d. to 4s. per word, and within the twelve following months the business increased by 448,913 words—an increase of 54 per cent. on the business of the previous year, and 831 per cent. over the normal annual increase during the preceding eight years. The further expansion of business will, no doubt, for the present be disturbed and retarded by an increase in the charges on messages on the 1st January last; but there remains the experience of the year 1891–92 to establish the remarkable effect of a low tariff in stimulating telegraphy. In that single year the increase in the number of words transmitted under a 4s. rate was greater than the growth of the business during the whole of the preceding eight years under a 9s. 4d. rate.

One of the direct benefits to the public from the Government ownership of the Pacific cable will be the reduction in charges for transmitting messages. I have already mentioned that, with a full and efficient staff such as the estimate for working-expenses provides for, it will cost no more to do a large business than a small. There will therefore be no reason for preventing the freest expansion of telegraphy by the new line by lowering the charges. In my humble opinion, the rates across the Pacific should be lowered to 2s. per word immediately on the cable being laid, in order that the public may have the advantage of cheaper communication at the earliest moment.

The proposed rate of 2s. per word for transmitting messages across the Pacific would reduce charges between Australia and England to 3s. 3d. in place of 4s. 9d. as at present. Moreover, messages from Australia received at Vancouver would be forwarded to all parts of Canada and the United States for an average charge not exceeding 2s. 3d. per word in place of 6s.—the present charge.

I wish to avoid extravagant statements or too sanguine estimates. I would, in submitting my ideas, particularly desire to keep strictly within reasonable probabilities. If we base estimates on the existing volume of business merely, we must anticipate that there will be no great advance over the business of 1891–92 for a few years if the charges on messages are again raised, as they already have been to some extent. In the calculations which follow I shall therefore assume the business to be at a standstill for three years; that is to say, I shall assume that the business in 1894 will not be greater in volume than it was in 1891–92, and that thenceforth the normal increase of not more than 14 per cent. per annum shall apply. The number of words transmitted in 1891–92 was 1,275,191. It is assumed that the Pacific cable would, if in operation in 1894, obtain one-half of this business.

Year.	Words per Annum.	Earnings at 2s. per Word.	Year.	Words per Annum.	Earnings at 2s. per Word.
1894	637,595	63,759	1900	1,173,176	117,318
1895	726,858	72,686	1901	1,262,439	126,244
1896	816,122	81,612	1902	1,351,703	135,170
1897	905,386	90,539	1903	1,440,967	144,097
1898	994,649	99,465	1904	1,530,230	153,023
1899	1,083,913	108,391			

XXXV

It is scarcely likely that the Pacific cable will be established before the year 1896. The above estimate shows that in the year following (1897) the revenue from the cable would be £90,539, a sum equal to the whole working-expenses, together with £30,539 for the renewal fund.

In the five following years the revenue, in addition to paying working-expenses and providing for gradually reducing the interest charges, would finally, in 1903, within about seven years after the completion of the undertaking, be sufficient to meet every current charge, and the contributing Governments would practically be relieved from further liability. Not only would all fixed charges be then met, but in succeeding years the productive capacity of the undertaking would yield an annually-increasing surplus, to be dealt with as the co-operating Governments may determine.

If instead of a 2s. rate we reckon the same business for each year at an additional 6d. per word, or 2s. 6d. in all, a charge on messages across the Pacific which would still be considered comparatively low, we have as follows:—

Year.	Earnings at 2s. 6d. per Word.	The Fixed Charges, including Working-expenses, Renewal Fund, and Interest, being in all £144,350 per Annum.	
		Deficiency.	Surplus.
	£	£	£
1897	113,173	31,177	...
1898	124,331	20,019	...
1899	135,489	8,861	...
1900	146,647	...	2,297
1901	157,805	...	13,455
1902	168,963	...	24,613
1903	180,121	...	35,771
1904	191,279	...	46,929
1905	202,437	...	58,087
1906	213,595	...	69,245

This last estimate gives the result for the first ten years of operation of the cable based on a 2s. 6d. rate and a low normal increase. It shows that the revenue for the first year would be insufficient to pay the whole interest on capital in addition to working-expenses and provision for renewal fund, and that the co-operating Governments would together require to pay £31,177 to make up interest. In the following year the deficiency to be made good would be £20,019; in the third year, £8,861. A small surplus would result in the fourth year, and at the end of ten years there would be an accumulated surplus of over £250,000 after meeting interest on cost and every other charge.

Comparison with Present Subsidy.

If we compare these estimated results with the sums now paid for the temporary use of the existing telegraph at lower rates than formerly, we shall find everything in favour of an independent cable owned and controlled by Government.

There is first a fixed annual subsidy of £32,400 paid to the Eastern Extension Cable Company by five of the colonies. In addition to this annual payment, I find in the Postmaster-General's (N.S.W.) report for 1892, page 25, that further sums have been paid to the same company for the past two years, to obtain a reduction in charges from 9s. 4d. to 4s. and 4s. 9d. Under the heading "Cable Guarantee," I find that £27,520 was paid for the year 1891-92, and £21,778 for the year 1892-93. If we add this guaranteed payment to the subsidy, we find the payments in each case to have been:—

	Subsidy and Guarantee paid.	
	For Year 1891-92.	For Year 1892-93.
By Victoria	£25,730	£23,048
By New South Wales	23,787	21,126
By South Australia	7,966	7,213
By Tasmania	1,447	1,102
By Western Australia	990	874
Total sums paid	£59,920	£53,363*

* This does not include £815 paid by New Zealand.

Thus it appears that five colonies have paid, in each of the past two years, to the Eastern Extension Cable Company sums in excess of the interest (£52,350) on the whole capital required to establish the Pacific cable. I do not know that it is at all necessary to carry the comparison any further. I will only remark that in the case of the Pacific cable the liability for interest would not be confined to the present five contributing colonies; the intention is that it shall be borne in equitable proportion by all, including New Zealand, Queensland, Fiji, and Canada, and in consequence would fall lightly on each. Moreover, it is perfectly clear from the estimates of revenue that, while at no time would the interest-charge, distributed over nine Governments, exceed £52,350, so soon as the cable goes into operation the payments on interest account would gradually be reduced, and in a very few years would be wholly covered by surplus revenue. It is quite true that in the case of the Eastern Extension cable the guarantee may cease any year by giving notice, and the obligation resting on five colonies to pay the annual subsidy of £32,400 will in any event

terminate in 1899; but, without an alternative line under Government control, is there any certainty that the Eastern Extension Company may not raise charges to the old high rates unless an extension of the subsidy be granted them?

Conclusion.

In connection with the estimates of revenue, I have pointed out from statistical returns two elements of increase of business—(1) a normal increase under an exceedingly high tariff; (2) a very much greater increase under a lower tariff. There will be a third increase, which will be due to the development of traffic with Canada and in bringing the Australian Colonies into direct telegraphic touch with the whole telegraphic system of North America. At present telegraphic intercourse is insignificant; but, with a 2s. or 2s. 6d. rate across the Pacific in place of a 6s. rate by a circuitous route, the circumstances will be favourable to the growth of telegraph business between the two continents, and, in consequence, the revenue to the Pacific cable from this source will rapidly develop to large proportions.

In the foregoing estimates of revenue I have reckoned only the normal increase under a high tariff, and taken no account of the greater increase which certainly will result from the charges being lowered as proposed. I have likewise added nothing for the Australasia-North American business, the whole of which would flow to the Pacific cable. I am quite warranted, therefore, in expressing the opinion that the estimates of revenue I have presented are not exaggerated or unreasonable, and that the Pacific cable established by Government in the manner proposed would effect very important results. It would practically extinguish all subsidies now paid, and render guarantees unnecessary. It would permanently establish low rates for ocean telegraphy. It would yield a revenue which, after paying working-expenses, providing for maintenance and renewals, would make good all interest-charges on the whole cost of the undertaking from the beginning, and in a very few years would furnish large surplus earnings. I venture to think, then, that if the resolution passed by the Postal and Telegraph Conference in March last be generally assented to in these colonies, the Governments need not hesitate in incurring the comparatively small—almost nominal—liability necessary to secure a telegraph connection across the Pacific, which every British subject will recognise to be of the greatest national and commercial value.

No. 2.

MEMORANDUM by P. B. WALKER, Esq., Secretary of Telegraphs, New South Wales, on Mr. Sandford Fleming's Pacific Cable Scheme.

Laid on the Table by the Hon. Mr. Kidd, New South Wales, and ordered to be printed.

I HAVE read and carefully considered the Pacific cable scheme of Mr. Sandford Fleming, submitted by the Hon. McKenzie Bowell, Minister of Trade and Commerce, Canada, and published in the *Brisbane Courier* of the 20th October last.

In this scheme it is stated that "an opinion is expressed in some quarters that it is impossible to lay a cable through the Pacific Ocean from any part of Australia or New Zealand to Canada without landing at some places, such as New Caledonia, Samoa, and Hawaii, where British influence is not supreme." This statement certainly never emanated from any one having any accurate knowledge of the facts of the working or laying of cables, because it is clear, from a glance at the chart, that this can be done from Australia or New Zealand without much difficulty. At the same time it must be taken into consideration whether it would be desirable to adopt such a scheme, as the importance of the islands in the Pacific lying between Australia, New Zealand, and Canada, and the trade in which Australia and New Zealand is so largely interested with these islands in the Pacific, is of such vast importance that to shut them out of a Pacific cable, *en route* to Vancouver, would be a grave mistake.

So far as the provisions of the agreement made by the Société Française des Télégraphes Sous-Marins with the French Government, regarding the cable from Queensland to New Caledonia, is concerned, I would point out that the agreement in question has never been approved by the Governments of New South Wales and Queensland, and is not in accord with the agreement which these two Governments entered into under their guarantee agreement with the French company before referred to; therefore it is improbable that such an agreement would meet with favourable consideration in the event of the Queensland *cum* New Caledonia cable being adopted as the Pacific route to Vancouver or elsewhere.

There are many routes that could be adopted to Vancouver for a British cable, but the four suggested by Mr. Fleming are open to objections, and it would be against the interests of the colonies to adopt either of them. I will deal with these in the order in which Mr. Fleming has placed them.

Route No. 1.

He says, "Route No. 1, commencing at Vancouver Island, the cable would extend to Fanning Island" (a distance of about 3,200 nautical miles). This would be a mistake, as such a length of cable, without an intermediate relay, would not work satisfactorily, and I gather from this proposal that no consideration has been given to the capabilities of working the cable in a direct circuit over such a distance. It is well known that when a cable over 3,000 miles is worked in a direct circuit that there is great difficulty experienced through the slow progress in working; and I am quite sure that no cable company would attempt to work a cable in direct circuit over a length of 3,000 miles. I find that the longest length of cable worked *en route* to England is under the Eastern Company's system, and extends from Bombay to Suez, a distance of 3,253 knots; but

xxxvii

it must be remembered that this touches at Aden, where an intermediate relay is inserted to assist the circuit; and, as a matter of fact, the longest lengths worked direct are the Atlantic cables, the greatest length being 2,709 knots.

The Eastern Company also has another cable from Alexandria to Gibraltar, of 2,037 knots, with an intermediate relay inserted at Malta; and the Eastern Extension Company have a cable from Port Darwin to Singapore of 2,055 knots, with a relay at Banjoewangie; also one of 1,770 from Singapore to Madras, with a relay at Penang; so that it will be seen by the practical experience of these companies that such a proposal to connect Vancouver and Fanning Island direct is not likely to be workable, and no assistance should be given to carry out such a proposal as that contained in No. 1 route. In addition to this, the latter part of the proposal is to run direct to New Zealand, and thence to the Australian Continent, which would probably cost £1,800,000 instead of £1,678,000, as estimated; and I would point out that £1,800,000 was Mr. Fleming's estimate for a similar route proposed by him in his paper of 18th July, 1890.

Route No. 2.

From "Vancouver to Necker Island"—a distance of 3,230 knots—"from Necker Island to Fiji, thence to New Zealand and Australia." Necker Island is situated about 630 miles north-west of Hawaii, and about 420 miles north-west of Honolulu; and these two important places in the Sandwich Islands would be out of the route, to say nothing of the extra length of cable that would be required to carry out this project. Then, again, from Necker Island to Fiji, a distance of about 3,200 knots, cutting out all the Samoan Group; and from Fiji to New Zealand (no port being named) the nearest point would be about Auckland, 1,239 miles, thus involving the transmission of business over the New Zealand land-lines, and thence by the Eastern Extension Company's cables from Cable Bay to Botany. In the first case, it is improbable that Queensland would join in this scheme; and, in the second, I hardly think that they would undertake the construction of a second cable from New Zealand antagonistic to any route which might be probable from their own coast. The cost, as far as can be estimated, for this route, taking Mr. Fleming's distances, would be about £1,793,000, in place of £1,585,000.

Route No. 3.

From "Vancouver to Necker Island, thence to Onoatua or some one of the eastern islands of the Gilbert Group, thence to Queensland or New Zealand. From Onoatua to the nearest point in Queensland (Bowen), touching at Solomon Islands (San Christoval), and from Onoatua to New Zealand" (a distance of about 1,980 miles). By this route Mr. Fleming makes the distance 8,264 knots, and he proposes to terminate the Queensland section at Bowen (the New Zealand port not being stated), making a connection with the Adelaide-Port Darwin transcontinental telegraph line. But there appear to be the same objections to this as there would be to No. 2 route; and to land a cable 200 miles north of Bundaberg would be precarious, on account of the rocky bottom it would have to pass over in approaching the Queensland coast at this point. I do not, therefore, think it would be advisable to consider this as a favourable route; and the connecting Bowen with the Darwin-Port Adelaide transcontinental telegraph-line would involve a heavy expenditure for the construction of about 1,000 miles of land-line through difficult country. The estimate given for this route is £1,825,000, but I estimate it at about £2,050,000.

Route No. 4.

A direct course from "Necker Island to Bowen" is proposed, giving a stretch of cable of about 4,680 miles, touching at "Apamana." By this route the Fiji Islands and New Zealand would be entirely cut out, and, in addition to this, the same objections apply as pointed out in route No. 3. The distance is stated as 6,224 miles, and the estimated cost £1,380,600, but I make it about £1,556,000.

Route No. 4a.

No. 4a route, Vancouver to Bowen, with a special cable from the mainland to New Zealand, is open to the same objections as routes 3 and 4. The distance is given as 7,310 miles, and the estimated cost £1,610,000. I estimate it at about £1,827,000.

The estimated amounts for the various routes are as follows:—

- No. 1: Estimated cost completed, £1,678,000; 7,145 knots.
- No. 2: Estimated cost completed, £1,585,000; 7,175 knots.
- No. 3: Estimated cost completed, £1,825,000; 8,264 knots.
- No. 4: Estimated cost completed, £1,380,000; 6,244 knots.
- No. 4a: Estimated cost completed, £1,610,000; 7,310 knots.

In the estimates of the different routes I cannot reconcile Mr. Fleming's figures, as in route No. 1 he gives for 7,145 knots an estimated amount of £1,678,000, whereas in route No. 2 for 7,175 knots (a greater distance) only £1,585,000 is given, the estimated cost being £93,000 less, with 30 knots more of cable than No. 1 route. Then, again, in No. 4a route, for 7,310 knots the cost is estimated at £1,610,000, against £1,678,000 for 7,145 knots, No. 1 route, being 165 knots less at a cost of £68,000 less. From this it appears that there must have been some oversight in the calculations regarding the estimated costs. The proposal that the cable should be carried out as a public work under Government control is objectionable, as cables are a precarious property, and to work them under Government control would be an expensive undertaking, and cable companies can exercise a more rigid system of management in the working of cables than Governments are capable of doing, on account of their having experienced business-men who are not hampered by the surroundings attending Government control. The question of low rates is held out as the principal reason for this; but that does not carry any force, as it is advisable to have competition by the two

distinct routes, and this will eventually secure rates much lower than it would be possible for any combined Governments to maintain cables without working at enormous loss. I do not think that any subsidy, or question of subsidy, for a Pacific cable, and certainly no proposal to make the cable a Government one, should be entertained.

The question of joint ownership by the colonies could not be considered satisfactorily till after the Eastern Extension Company's guarantee of £32,400 per annum, expiring in 1899, falls in, as in dealing with this a complication is involved. The Queensland Government, never having entered into this guarantee, would, of course, in coming into the proposal set forth by Mr. Fleming, have to contribute their share of this £32,400 for fifteen years before an equitable adjustment between the Governments could be arrived at; and New South Wales, Victoria, and South Australia could not consistently write off this deficiency without some compensating concessions from the former colony that it is not likely they would concede. In addition to this, the proposal to purchase an annuity to extinguish the £32,400 is a scheme which might suit an insurance or a mercantile company, but it does not appear a suitable one for Governments to adopt. The figures show that this might be met by a surplus revenue, but it is only in prospective; and it must not be forgotten that there will be keen competition with the other cable *via* Port Darwin, which in such a case would probably reduce the revenue of the proposed cable to Canada far below any estimate that could possibly be anticipated; therefore it is impossible to form an estimate at the present time of a revenue to be derived from any Pacific cable, and I cannot accept the positive statements as to the probable revenue to be derived from this scheme as at all satisfactory.

The suggestion that there is a probability of the Eastern Extension Company putting up the rates on the expiration of the subsidy in 1899 is one that need not be considered, because we have found in the past that, when the New South Wales and New Zealand Governments refused to continue the ten-years subsidy for the New Zealand cable expiring in 1886, the Eastern Extension Company not only continued to carry on the cable at the then-existing rates, but, three years and a half ago, laid a second cable at their own cost, without any subsidy whatever from the New South Wales and New Zealand Governments. And the cable company, being alive to its own interest and the interests of its shareholders, with a largely-increasing business, is not likely to interfere with the rates, as by 1899 we shall probably have all the guarantees and subsidies wiped out through overflowing increase in the business on the cables between this and Europe. Moreover, there is a saving-clause in the agreement, by which the Governments are enabled to purchase the cables from the company upon giving twelve calendar months' notice of their intention to do so. Under this arrangement the company cannot gain any greater advantages than they at present possess by putting up the rates. I consider that a Pacific cable is most desirable, as it is the best and shortest route for traffic, being only about 12,500 miles, as against 14,638 by the Port Darwin route. Therefore, if it is possible for an arrangement to be arrived at by which a moderate guarantee—not subsidy, or joint ownership—could be given by the Australasian Governments to some companies in order to attain this object, great benefit would be derived by the colonies. The best route, in my opinion, for the cable to go is from Bundaberg direct to Fiji, thence to Samoa, Fanning Island, Honolulu, and Vancouver; and New Zealand could be connected, either from New South Wales or Queensland, by an additional cable, if thought desirable. This would avoid New Caledonia, leaving only 1,500 knots of cable to connect Queensland and Fiji, a good workable distance, and the other sections would be of easy distances for all practical purposes; or, an alternative route could be adopted, direct from Brisbane, touching at the northern extremity of New Zealand, thence to Fiji, and onwards; but this would necessitate a longer length of cable. I may remark that one of the present cables touches at Banjoewangie (Java), another at Suez, and another at Lisbon; and if any junction were made with the New Caledonia cable, it would simply be at Gomen, in the same manner as is done at Lisbon; and, seeing that the present cables touch upon three foreign territories, the objections advanced against the New Caledonia cable do not appear to be of as grave a character as depicted, on account of the probabilities of satisfactory arrangements being made with the different Governments interested to work the cable with British officers. It would be a mistake to leave out Samoa and Honolulu, as we may expect a large revenue from these islands, and the European Powers interested in them will, more or less, exercise a protectorate over their interests in the cable-communication in these parts, in the same manner as they do in the Egyptian and other waters.

I attach a tracing of the chart, showing the different routes proposed by Mr. Sandford Fleming.
21st November, 1893. P. B. WALKER.

No. 3.

NEW CALEDONIAN CABLE.

The Hon. AUDLEY COOTE to the PREMIER, New South Wales.

Laid on the Table by the Hon. Mr. Kidd, New South Wales, and ordered to be printed.

DEAR SIR,—

Grand Hotel, Melbourne, 27th October, 1893.

I have read with much surprise the confidential letter of Lord Ripon to the Chief Secretary of Victoria (Mr. Patterson), and I think that when Lord Ripon wrote that letter, marked as a confidential communication, he never intended that it should be published in the manner that it has been through the Victorian Press by the Premier of that colony. No doubt Mr. Patterson, being desirous of attacking the New Caledonian cable and the Governments of New South Wales and Queensland for not consulting Victoria, made use of a confidential communication in order to suit his ends. I may, however, inform all on this side of the water that it will be utterly futile, because the companies which I am representing are quite prepared to carry the extension of the

xxxix

Pacific cable to a satisfactory termination, notwithstanding the exertions of the Eastern Extension Telegraph Company in the colonies, and assisted by the Governments of Victoria and South Australia. A great deal is being said by the Hon. Mackenzie Bowell, Minister of Trade and Commerce of Canada (now on a visit to Australia, assisted by Sandford Fleming, Esq., C.M.G.), about a British cable through British territory to Vancouver, and in his letter to each of the Premiers of the Australian Colonies his private secretary says: "As Mr. Bowell's stay in these colonies is limited, owing to the meeting of the Canadian Parliament in January, it may not be possible within so short a period to discuss fully these matters with each Government separately. I am directed to ask if your Government would be disposed to send a representative to some central point in the colonies, to be agreed upon by the Governments, to consider the whole subject."

But, surely, in putting forth such a suggestion for the consideration of the various Governments of the Australasian Colonies Mr. Bowell must have lost sight of the fact that the interests of Queensland are entirely antagonistic to all the existing cable telegraphic arrangements made by the other colonies, and has always stood aloof from all subsidies, guarantees, &c., and for reduction of rates made by the sister colonies, except in the case of the New Caledonian cable, in which New South Wales has joined with Queensland. It is therefore evident that to propose a conference which would bring Queensland into the question of the Pacific cable most prominently would promote an element of discord at once into the whole question, because Victoria and South Australia, being allied to the Eastern Extension Telegraph Company, would not conform to anything by which it would benefit without that colony first agreed to enter into and recoup Victoria and South Australia for what they are already out of pocket from their past obligations incurred in dealing with the Eastern Extension Telegraph Company. I am sure from the expressions made by Sir Thomas McIlwraith in reference to the Eastern Extension Telegraph Company monopoly that this would be absolutely impossible. Mr. Bowell forwards a memorandum on the Pacific cable from Mr. Sandford Fleming, in which that gentleman says that he "has long taken an active interest in the proposal to connect Australia and New Zealand with Canada by a Pacific cable, and he has been impelled by a sense of duty to visit these colonies at this juncture to inquire into all the circumstances, and, if the facts appeared to require it, to submit a respectful representation on the subject, and to appeal with all the earnestness he can command against a contemplated step which, if carried out, would, in his humble judgment, greatly lessen the commercial utility of the Pacific cable, and render it comparatively valueless as a national undertaking."

I will deal with Mr. Fleming's remarks under four different headings. He says (1) that he "has long taken an active interest to connect New Zealand with Canada by a Pacific cable."

It will be seen at once that this would be impracticable, because the Eastern Extension Telegraph Company, having already a cable laid between New Zealand and Sydney, could not be prevailed upon to allow the business of any adverse company to traverse their lines without they were permitted to have a monopoly of the traffic; and, seeing that Queensland has so persistently held aloof from all the arrangements with the Eastern Extension Telegraph Company, it would be necessary to run an additional cable from New Zealand to some other portion of Australia, which would be a useless expenditure, seeing that we now have a cable laid on the direct line of the Pacific cable to New Caledonia.

(2.) He "has been impelled by a sense of duty to visit these colonies at this juncture to inquire into all the circumstances."

If Mr. Fleming's sense of duty has impelled him to visit these colonies at this juncture, it is a pity that he did not do so before arrangements had been entered into and concluded by the New South Wales and Queensland Governments for the construction of the New Caledonian cable, and the cable laid, because he would then have had an opportunity of ventilating many of the exploded ideas which were promulgated at the Conference in 1887, and proved to be so impracticable that no financial company in England or France could be prevailed upon for one moment to entertain them. Moreover, the statements contained in the memorandum which was published in the *Brisbane Courier* of the 20th October show clearly that Mr. Fleming has not the interests of the colonies at heart, but merely acts as the mouthpiece of some financial operators, who know very little about the wants of the colonies in regard to the Pacific cable.

(3.) "If the facts appeared to require it, to submit a respectful representation on the subject."

From this it would appear that Mr. Fleming merely assumes that something is required; but, notwithstanding this fact, he submits a scheme which he considers is required, because he thinks that Australia, New Zealand, Fiji, and Canada should be joint owners of the Pacific cable, and that it should be established and worked as a public undertaking for the common good. (I need hardly say that this will never be accomplished, because the Australian Governments are not likely to consent, I feel satisfied, to become joint owners and joint workers of a cable-undertaking of such magnitude as would involve them in a large annual expenditure, with probable loss, which, in all other countries, is generally carried out by private enterprise.)

(4.) "To appeal with all the earnestness he could command against a contemplated step which, if carried out, would, in his humble judgment, greatly lessen the commercial utility of the Pacific cable, and render it valueless as a national undertaking."

There is very little similarity between Mr. Fleming's idea of "national undertakings" and his objections raised in regard to the New Caledonian cable, because the provisions of the agreement do not make it clear, as Mr. Fleming asserts, that "the whole Pacific route from Queensland will be under the absolute control of the French Government," when, as a matter of fact, I may inform Mr. Fleming that such is not to be the case, because the companies that I represent are making arrangements for the whole of the extensions to be worked entirely by English officers; but the cables will be manufactured in France, on account of the facilities afforded for manufacturing the cable, being nearly "half a million pounds sterling less" than it can be manufactured in England, and of equal quality.

It is inferred by Mr. Bowell that if the cable is carried on to Vancouver along the Pacific route from New Caledonia, that Canada will not give any subsidy towards it; but I look upon this as merely an attempt to coerce the Australian Colonies into swallowing Mr. Sandford Fleming's scheme, which I venture to predict the Premiers of the various colonies will be clear-headed enough to see through.

And now, please, let me say that I am now on my way to Paris and London by the mail-steamer leaving to-day, to conclude matters finally.

A great deal has been said in the Press about the Colonies of New South Wales and Queensland entering into an agreement in reference to the New Caledonian cable without first consulting the other colonies; but I presume that in all cases where Governments are responsible to the people for their political actions they do not require to solicit the sanction of a sister colony before entering upon it.

Therefore this objection is only an attempt to bolster up the ideas of a single Minister, because he does not like it to be thought that an important work of this character should be carried out without his Government being consulted.

It may be remembered in the history of colonial cable-communication, when first it was contemplated to connect with Europe by cable, Captain Noel Osborne, of the Eastern Extension Telegraph Company, and myself were on our way to these colonies under an arrangement to consult the whole of the Colonies of Australasia, "more especially Queensland," upon the question of cable-communication with England, but on Captain Noel Osborne's arrival at Adelaide he was intercepted there by the Adelaide Government, and they, without consulting any of the other colonies, entered into a binding arrangement with him for carrying out the Port Darwin route. After this the whole of the Australasian Colonies were drawn into the arrangement, much against their will, because at this time and for some years after all cable messages had to pass through the Dutch territory, causing considerable difficulty, and it was only when the cable that was laid between Port Darwin and Banjoewangi (Java) became interrupted for several months, in 1885, that it was thought desirable to get direct communication between Port Darwin and Singapore, under the designation of a "*duplicate cable*," for which the Australasian Colonies (except Queensland) were saddled with the subsidy of £32,400 a year for twenty years, or equal to the sum of £648,000 at the completion of the agreement on the 1st July, 1899; so that I do not see how Mr. Fleming's parallel in regard to the French cable is in any way different on national grounds to the arrangement made by the South Australian Government with Captain Noel Osborne to take the colonial telegraph information through "foreign territory," the only difference being that in twenty years the Governments will have paid the modest sum of £648,000 as a subsidy, whereas, in the case of the Pacific cable which my companies intend to carry out, the Government will probably not be required to contribute one-fourth of that sum in the same time, and, with the enormous traffic which will arise through the conveniences and connections of other countries, it will possibly reduce the amount of guarantee to a minimum.

I am unable to understand how it is possible for any communities having the slightest pretensions to commercial prosperity to disregard such important facts as these upon a mere bogey-cry of nationality, when the welfare and the general interests of the people demand that they should have every facility afforded for placing them in the position of obtaining cheaper, speedier, and more accurate means of procuring intelligence of the commerce of the world.

I have, &c.,

AUDLEY COOTE.

The Hon. the Premier, New South Wales.

APPENDIX H.

PAPERS RELATIVE TO THE REPRESENTATION OF FIJI AT THE POSTAL UNION CONGRESS AND INTERCOLONIAL CONFERENCE.

No. 1.

MEMORANDUM BY THE DEPUTY POSTMASTER-GENERAL, NEW SOUTH WALES.

Laid upon the Table by the Hon. Mr. Kidd, N.S.W., and ordered to be printed.

THE London Post Office wrote on the 14th December last (letter hereunder), stating that hitherto all communications between the Berne Bureau and Fiji have been made through the London Office, but now Fiji proposes that that colony should be represented at the Union Congress by the representative of the Australasian Colonies (which point has already been settled by correspondence between Fiji and New South Wales), and that "in respect of all matters discussed at Intercolonial Conferences, and otherwise in the interval between the Union Congresses, Fiji shall be represented by the representative of New South Wales.

"His Excellency is assumed to have satisfied himself that your Office will have no objection to the latter part of the proposal; and, as the Secretary of State for the Colonies and Her Majesty's Postmaster-General entirely concur in it, I lose no time in communicating with you on the subject.

"The adoption of the course indicated will involve the transmission of all communications, documents, and specimens of postage-stamps, &c., from the International Bureau of the Postal Union for the Post Office of Fiji through the medium of the Post Office of New South Wales, instead of through this department; and the Director of the International Bureau has been requested to give instructions accordingly.

"The Postmaster-General of South Australia has also been informed of the arrangement."

This letter was received on the 16th January. Before receipt of it, however—namely, on 12th December, the Honourable Mr. Ward telegraphed suggesting that we invite representative of Fiji to future conferences, and asking Mr. Kidd to give his opinion after conferring with other Postmasters-General. This was done, and all the Postmasters-General concurring, Mr. Ward was so informed on the 5th January, Mr. Ward replying on 12th, as follows: "On behalf of colonies Premier has wired Fiji to send representative to Conference."

No. 2.

COPY OF LETTER FROM THE SECRETARY, GENERAL POST OFFICE, LONDON, TO THE HON. THE POSTMASTER-GENERAL, SYDNEY.

Laid upon the table by the Hon. Mr. Kidd, N.S.W., and ordered to be printed.

SIR,— General Post Office, London, 14th December, 1893.

Since the entry of the Australasian Colonies into the Postal Union on the 1st of October, 1891, communications between the International Bureau of the Union and the Post Office of Fiji have been sent through the medium of this department.

In connection with the question of the representation of Australasia in the Postal Union, the Governor of Fiji has proposed that, in regard to all matters discussed and settled at Postal Union Congresses, the Colony of Fiji shall be represented by the delegate for the group of the British Colonies of Australasia; and that in respect of all matters discussed at Intercolonial Postal Conferences, and otherwise in the intervals between the Union Congresses, Fiji shall be represented by the representative of New South Wales.

His Excellency is assumed to have satisfied himself that your office will have no objection to the latter part of the proposal; and, as the Secretary of State for the Colonies and Her Majesty's Postmaster-General entirely concur in it, I lose no time in communicating with you on the subject.

The adoption of the course indicated will involve the transmission of all communications, documents, and specimens of postage-stamps, &c., from the International Bureau of the Postal Union for the Post Office of Fiji through the medium of the Post Office of New South Wales, instead of through this department; and the Director of the International Bureau has been requested to give instructions accordingly.

The Postmaster-General of South Australia has also been informed of the arrangement.

The Postmaster-General, Sydney.

I am, &c.,

H. BUXTON FORMAN.

No. 3.

COPY OF LETTER SENT TO FIJI INVITING THE ATTENDANCE OF A REPRESENTATIVE AT THE WELLINGTON CONFERENCE.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

The Hon. J. G. WARD, New Zealand, to the Hon. the COLONIAL SECRETARY, Fiji.

SIR,—

Premier's Office, Wellington, 11th January, 1894.

I have the honour to inform you that, believing the time has arrived when a representative from Fiji should take part in the deliberations of the annual Conferences which meet to discuss Post Office and Telegraph matters of more or less interest to Fiji as well as to Australasia, the several Governments have unanimously decided that an invitation should be extended to your colony to send a representative to the Conference which is to meet in New Zealand in a few weeks' time. On behalf of the Governments of the Australasian Colonies, I have therefore very great pleasure in inviting you to send a representative to the Conference which is to meet in Wellington on the 5th March next, and to express the hope that you may find it convenient to accept the invitation. In addition to an interchange of views of matters to be brought up at the Conference, much is to be gained by personal intercourse and informal discussion on other matters.

I need scarcely state that a cordial welcome will be given any representative from your colony. The Postmaster-General, to whom the arrangements in connection with the Conference have been intrusted, has requested me to say that he is arranging to take the representatives to some of the wonderful sights to be seen in this colony, and, with this in view, the whole of the Australian representatives are to leave Melbourne on the 17th proximo for the Bluff. If your Government should decide to send a representative, he should, if he wishes to make the complete tour, arrive at the former port not later than the 17th, and at Bluff not later than the 21st proximo.

I enclose a proof of the list of subjects for consideration at the Conference, so far as received from the several colonies; and, should your colony send a representative, I shall be obliged if you will forward by an early opportunity a list of the subjects you would wish considered.

I have, &c.,

J. G. WARD,

For the Premier.

The Colonial Secretary, Suva, Fiji.

APPENDIX I.

PAPERS RELATIVE TO THE HOUR-ZONE TIME SYSTEM.

No. 1.

HOUR-ZONE TIME.

The HON. SIR THOMAS McILLWRAITH to the PREMIERS of the Australian Colonies.

Laid on the Table by the Hon. Mr. Wilson, and ordered to be printed.

SIR,—

Chief Secretary's Office, Brisbane, 19th August, 1893.

At a meeting of the Post and Telegraph Conference held in Brisbane in March last the following resolution was proposed by Mr. Todd, of South Australia: "That it is desirable in the interests of the colonies to adopt the hour-zone system, or some modification of it."

In speaking on this motion, all Mr. Todd's arguments applied to the hour-zone system in its entirety, which may be expressed in the following resolution passed by a meeting of surveyors held in Melbourne in November last: "That the true mean time on the 150th meridian east of Greenwich should be adopted as the standard time for all railway, telegraphic, and other purposes, and that it should be made the legal standard of time within the Colonies of New South Wales, Tasmania, Victoria, and Queensland. Also, that South Australia should adopt the same time, or the mean time of the 135th meridian, which is exactly one hour later; and that Western Australia should adopt the mean time of the 130th meridian, which is two hours later."

Mr. Todd's resolution was ultimately altered to read as follows: "That it is desirable in the public interests that the hour-zone system should be adopted, or that there should be one time throughout Australia—namely, the 135th meridian, nine hours east of Greenwich."

I direct your attention to the debate on this resolution, and to the fact that very little reason was given why the 135th meridian, or one time, should be adopted for the whole of Australia.

As Premier of the colony in which the Conference took place, I have, according to custom, undertaken to bring the resolution before you, but I have to add that it has since been under the consideration of this Government, who differ from the resolution that was carried.

It is to be regretted that full discussion on the subject did not take place. I consider that the hour-zone system has great advantages over the system of one time, and that it should be adopted. I admit that the one-time system, if adopted, would be met most conveniently by adopting the 135th meridian; this, however, makes a difference in time by longitude, between the 135th meridian time and Brisbane time, of one hour and twelve minutes—that is, when it is twelve o'clock there it will be twelve minutes past one by mean time in Brisbane. In addition to this, at one time of the year apparent time is about sixteen minutes in advance of mean time, so that then the difference between apparent time and time according to the 135th meridian would be as much as one hour and twenty-eight minutes. This, of course, involves considerable inconvenience, and the same inconvenience will, to a certain extent, be felt all down the eastern coast. At Perth, in Western Australia, if the 135th meridian for all Australia is adopted, there will be difference in longitude of one hour and seventeen minutes, so that noon will be only 10' 43" by the sun; and at one time in the year the difference between apparent time and the 135th meridian time will be over one hour and thirty-one minutes.

If, on the other hand, the zone system is adopted, the 150th meridian would suit well for Queensland, New South Wales, Victoria, and Tasmania. The 135th would suit admirably for South Australia. The 120th would suit in the same way for Western Australia. I, of course, assume that the zone stretching east from the 135th meridian would not cover the whole seven and a half degrees making the half-hour, but would stop at the boundaries of the Colonies of Queensland and New South Wales, making thereby the same time in the Colonies of Queensland, New South Wales, Victoria, and Tasmania. No doubt the zone system will stretch further east, when New Caledonia may be expected to, and no doubt will, adopt the 165th meridian. We will thus have time in Australia, according to the different colonies, differing by exactly full hours from English time, and from the time in countries that have already adopted the zone system. Were the 150th meridian adopted for New South Wales, Victoria, Tasmania, and Queensland, the greatest difference would be felt in the western part of Queensland; but there the time would only differ from apparent time by forty-eight minutes. It is, in sparsely-populated countries such as are the western parts of Queensland and New South Wales, a matter of very little importance. By this system we secure the advantage that the time remains unaltered when the borders of New South Wales or Queensland are crossed into South Australia or the Northern Territory. The same principle may be adopted in making the boundary of the West Australian zone in seven and a half degrees east of the 120th meridian, the 129th being the boundary between West Australia and South Australia.

From the foregoing you will understand that the Queensland Government desires to adopt the hour-zone system in its entirety, limited only by the wish to make, as far as practicable, the boundaries of the zones coincide with the boundaries of the colonies, and I urge the matter for your serious consideration, thoroughly believing that the adoption of this system will add to the convenience of business arrangements in all the colonies, both among themselves and with other countries.

If you are of the same opinion, and the other colonies agree, I will be happy to prepare a Bill with a view to carrying out the object, and submit it to you.

Premiers, Australian Colonies.

I have, &c.,
THOMAS McILLWRAITH.

No. 2.

REFERENDUM by Sir CHARLES TODD, Postmaster-General, South Australia, relative to the Hour-zone System.

Laid on the Table by the Hon. Dr. Cockburn, and ordered to be printed.

I PLACED this matter very clearly before the Conference at Brisbane, and pointed out that we had the choice of two alternatives. Either would be a great improvement on the present system, under which each colony observes, as a rule, throughout its limits the local mean time of its capital.

1. We might adopt three hour-zones—viz., (a) the 120th meridian, or eight hours east of Greenwich, for West Australia; (b) the 135th meridian, or nine hours east of Greenwich, for South Australia; (c) the 150th meridian, or 10 hours east of Greenwich, for Tasmania, Victoria, New South Wales, and Queensland—as agreed to at the conference of surveyors held at Melbourne in November, 1892. Or—

2. Adopt one standard time for the whole of the colonies—viz., the 135th meridian, nine hours east of Greenwich, which so nearly bisects Australia. For telegraph and railway purposes the latter course has much to recommend it, and personally I strongly urged its claims for favourable consideration.

My views were generally concurred in by the other members of the Postal and Telegraph Conference—as will be seen from the report of the discussion—and the following resolution was unanimously agreed to: “That it is desirable in the public interests that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that of the 135th meridian, or nine hours east of Greenwich.”

I believe the Railway Commissioners of the several colonies are in favour of the adoption of one standard time, and it is viewed with equal favour elsewhere, as the following extracts will show:—

Extract from a letter to me from the Astronomer Royal, Mr. H. M. Christie, M.A., F.R.S.:—

“I am very glad to see by the report of the Postal and Telegraph Conference in Australia just received that you have been so successful in promoting the unification of time in Australia. It is a great point to have one time for the whole continent, and I trust the resolution of the Conference will soon be carried out. You have done good service in urging the adoption of one time rather than three hour-zones, which, as it seems to me, would be only a provisional arrangement. I fancy that in Canada and the United States they are coming to one time as replacing the hourly zone system, which, though a great reform, can only be looked upon as a step towards uniformity in time-reckoning.”

Mr. Sandford Fleming writes me as follows:—

“You were good enough to send me a copy of the proceedings of the Postal and Telegraph Conference held at Brisbane in March last, in which I was glad to notice the resolution passed, mainly through your influence, in the matter of the hour-zone time. As I am chairman of a special committee on standard time of the American Society of Civil Engineers, and they will expect to hear from me at the next annual meeting, I shall be glad to learn if anything further has been done, or likely to be done, in Australia. My own opinion is that the resolution of the Postal Conference is the very best decision that could be reached in Australia.”

The following is taken from the *Observatory*, an astronomical magazine published in England:—

“At the Postal and Telegraph Conference held in Brisbane in 1893 the subject of hour-zone time was considered. Mr. (now Sir Charles) Todd (South Australia) made a statement on the question, pointing out that if the system adopted in the United States were followed in Australia three times would be adopted for the continent, differing from Greenwich time by eight, nine, and ten hours respectively, and at a recent conference of surveyors a resolution was passed in favour of this plan. But he was disposed to think that there would be greater advantages in only having one time throughout the whole continent—viz., nine hours east of Greenwich. True, those in the extreme east and extreme west would be some one and quarter hours away from local time; but this was a small inconvenience compared with that of changing the time twice when on railway journeys, as experience had shown. Many of them had already been living for years with official or standard time differing by nearly an hour from local time, and no serious inconvenience had been felt. Mr. Todd was supported by the Hon. J. G. Ward (New Zealand), the Hon. J. Kidd (New South Wales), the Hon. A. Wynne (Victoria), and finally the following resolution was passed: ‘That it is desirable in the public interests that the hour-zone system should be adopted in a modified form, so that there should be one time throughout Australia—viz., that of the 135th meridian, or nine hours east of Greenwich.’”

xlv.

"We tender our hearty congratulations to Sir Charles Todd on the success of the movement of which he has taken charge. If the resolution is, as we hope, soon put into practical operation it will be a distinct advance upon the hour-zone system to have one time throughout such a large portion of the inhabited globe as Australia and New Zealand, and it will promise well for the ultimate adoption of a single universal time all over the world."

From a telegraphic point of view one time would be a great convenience to the mercantile world. A merchant in London will know that every telegram he receives from Australia is timed nine hours in advance of Greenwich.

The inconvenience referred to by Sir Thomas McIlwraith of adopting a standard time differing at the extreme limits somewhat over an hour from local time is more imaginary than real. Persons would become accustomed to the change of hour, and perform their ordinary functions at the same *time of day* as hitherto. Thus, a man accustomed to go to his office at nine in the morning will at Brisbane go when the clock strikes eight, and at Perth when it strikes ten.

The adoption of one standard time would obviate the inconvenience now experienced under the hour-zone system, where two towns, only a few miles apart, are situated near to (one on each side of) the meridian bounding two contiguous zones, and consequently differ one hour in time. This would happen at Cockburn and Broken Hill, as New South Wales time will be one hour in advance of South Australia.

These considerations weighed with the delegates at the Brisbane Conference, and also with the Railway Commissioners whom I consulted; and I would very strongly urge, before setting aside the decision arrived at after full discussion at Brisbane, that the question may be again submitted to the various Governments, and especially to the Railway and Telegraph Departments.

C. TODD,

10th November, 1893.

Postmaster-General and Superintendent of Telegraphs.

APPENDIX J.

TELEGRAPH STATISTICS LAID BEFORE THE CONFERENCE.

SOUTH AUSTRALIA.

Laid upon the Table by the Hon. John Alexander Cockburn, M.D., Lond., and ordered to be printed.

INTERNATIONAL TELEGRAPH TRAFFIC.—From 1st May, 1891, to 31st January, 1894, compared with the Years 1889 and 1890.

Notes.

An agreement made at the Sydney Conference of 1891 between the cable company and the following colonies: South Australia, Victoria, Tasmania, New South Wales, and Western Australia to reduce the tariff from the 1st May, 1891, the cable company to be guaranteed their 1889 receipts, viz., £237,736, the company bearing one-half of any loss, and the contributing colonies the other half. Similar agreement made between the contributing colonies, agreeing to guarantee South Australia £37,552 per annum.

From the 1st May, 1891, cable rates (contributing colonies), Adelaide to London, &c., were reduced from 9s. 4d. to 4s. per word, and rates to other parts of the world reduced in proportion, Government messages 3s. 6d. per word, and Press messages 1s. 9d. per word.

From the 1st January, 1893, an all round increase of 9d. per word was made on ordinary or public messages, Government and Press messages not being affected. Through insufficient notice the extra charge of 9d. per word was not collected by India, Burmah, and Ceylon until the 16th January, 1893.

From the 1st January, 1893, New Zealand joined the contributing colonies as a party to the cable and South Australian guarantees.

NOTE.—The contributions of the colonies are calculated on the basis of population.

COMPARATIVE STATEMENT SHOWING THE INCREASE TO BUSINESS SINCE THE ALTERED RATES CAME INTO OPERATION FROM THE 1ST MAY, 1891.

Total Number of Messages.

	1889.	1890.	1891-92.	1892-93.	Nine Months of 1893-94.
May	4,882	5,590	6,749	6,867	8,541
June	4,852	5,481	6,556	7,177	7,683
July	5,277	5,347	7,018	7,074	7,361
August	5,155	5,526	6,941	6,950	7,383
September	4,989	5,483	6,855	6,907	7,499
October	5,886	5,926	7,543	7,631	7,348
November	6,065	5,975	7,235	8,034	8,034
December... ..	5,513	6,110	7,101	7,864	7,137
January	1889. 5,468	1890. 5,758	1892. 7,892	1893. 7,826	1894. 7,477
February	4,798	5,047	7,050	7,159	...
March	5,183	5,485	7,764	7,519	...
April	4,841	5,338	6,870	7,611	...
Total	62,909	67,066	85,574	88,669	...

Showing the Number of Messages (to and from each Colony) during the above Twelve Months.

	1889.	1890.	1891-92.	1892-93.	Nine Months of 1893-94.
South Australia	8,122	10,429	12,021	13,741	11,257
Victoria	21,541	22,149	31,691	30,907	22,435
Tasmania... ..	791	891	1,569	1,335	882
New South Wales	18,211	18,406	29,104	30,616	21,892
New Zealand	8,361	8,673	5,925	7,588	8,676
Queensland	4,619	5,044	2,513	1,980	1,433
Western Australia	1,264	1,474	2,751	2,502	1,888
Total	62,909	67,066	85,574	88,669	68,463

xlvii

Total Number of Words.

	1889.	1890.	1891-92.	1892-93.	Nine Months of 1893-94.
May	67,319	70,057	95,438	105,860	163,423
June	62,930	67,840	95,390	105,859	142,639
July	63,915	71,630	101,783	105,666	130,423
August	62,563	69,004	102,371	102,767	109,991
September	60,295	68,555	103,356	102,410	109,285
October	73,928	73,213	112,948	113,717	104,725
November	79,334	72,525	105,546	119,390	109,120
December	65,846	69,703	105,684	113,068	97,088
January	68,628	66,994	1892. 113,144	1893. 107,545	1894. 107,142½
February	61,926	65,082	104,416	101,775	...
March	64,818	66,679	118,469	104,424	...
April	62,415	65,996	116,646	120,855	...
Total	793,917	827,278	1,275,191	1,303,336	...

Showing the Number of Words (to and from each Colony) during the above Twelve Months.

	1889.	1890.	1891-92.	1892-93.	Nine Months of 1893-94.
South Australia	147,804	181,101	255,138	270,571	200,257
Victoria	291,436	292,850	538,440	520,916	433,453
Tasmania	7,122	7,968	14,418	11,498	7,860
New South Wales	193,747	194,724	370,633	381,944	290,857½
New Zealand	90,722	83,871	46,672	75,850	109,682
Queensland	53,068	54,989	20,407	17,730	13,374
Western Australia	10,018	11,775	29,483	24,827	18,353
Total	793,917	827,278	1,275,191	1,303,336	1,073,836

Total Receipts.

	1889.			1890.			1891-92.			1892-93.			Nine Months of 1893-94.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
May	26,396	11	7	27,747	10	9	20,586	8	7	21,057	2	8	35,757	4	8
June	25,556	11	2	26,952	6	1	20,037	17	2	21,141	3	2	31,791	17	5
July	26,418	4	1	28,015	11	2	20,516	9	10	21,266	19	4	28,125	5	9
August	25,992	13	0	27,477	19	9	21,158	6	4	20,671	5	9	25,084	7	6
September	25,185	18	1	26,867	2	10	21,112	13	7	20,802	15	8	25,274	14	9
October	31,423	12	3	30,229	8	2	23,067	5	1	23,005	0	10	24,577	4	3
November	32,497	19	10	29,876	8	6	21,397	11	8	23,656	13	4	25,672	19	0
December	27,603	5	11	28,842	8	3	21,206	14	2	22,645	15	7	22,843	9	10
January	27,329	14	10	27,792	13	0	1892. 23,077	16	4	1893. 24,070	7	11	1894. 24,419	8	5
February	24,739	9	6	25,729	7	3	20,784	12	7	22,837	15	6	...	...	...
March... ..	26,571	7	1	26,288	15	0	22,859	3	9	23,976	0	11	...	...	...
April	24,920	17	0	25,648	12	2	20,825	5	1	26,638	19	2	...	...	...
Total	324,636	4	4	331,468	2	11	256,633	4	2	271,769	19	10	...	...	...

Showing the Total Receipts (to and from each Colony) during the above Twelve Months.

	1889.			1890.			1891-92.			1892-93.			Nine Months of 1893-94.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
South Australia...	39,067	5	5	48,405	0	7	34,695	0	7	37,545	0	11	30,342	11	10
Victoria ...	119,680	7	0	117,652	3	10	103,363	13	6	108,491	8	7	101,442	7	9
Tasmania ...	3,543	6	9	3,708	18	7	3,344	9	11	2,729	8	11	2,049	11	7
New South Wales	85,306	17	2	87,749	2	2	76,594	14	11	83,853	11	7	71,167	7	3
New Zealand ...	48,156	19	11	44,212	4	9	24,024	7	0	26,472	8	2	28,502	4	7
Queensland ...	24,755	8	5	24,740	18	4	8,820	7	4	7,542	8	4	5,950	15	9
Western Australia	4,125	19	8	4,999	4	2	5,790	10	11	5,135	13	4	4,091	12	10
Total ...	324,636	4	4	331,468	2	11	256,633	4	2	271,769	19	10	243,546	11	7

South Australian Revenue (Amount to be Guaranteed, £37,552).

	1889.			1890.			1891-92.			1892-93.			Nine Months of 1893-94.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
May ...	3,052	6	5	3,203	6	10	2,127	8	9	2,265	11	9	4,336	9	6
June ...	2,951	3	8	3,146	15	8	2,106	13	2	2,244	19	2	3,796	16	0
July ...	3,050	12	10	3,282	18	6	2,179	15	8	2,264	15	11	3,422	6	1
August ...	2,985	2	5	3,353	12	4	2,187	10	4	2,168	7	10	2,978	1	6
September ...	2,931	6	2	3,060	2	0	2,235	18	10	2,167	7	7	2,937	18	4
October ...	3,625	1	7	3,485	7	11	2,408	16	3	2,377	15	8	2,642	8	11
November ...	3,698	19	0	3,426	12	2	2,234	2	0	2,459	8	10	2,797	7	5
December ...	3,169	8	2	3,269	5	1	2,187	13	0	2,299	3	9	2,659	0	7
January ...	3,191	15	5	3,169	14	0	2,424	14	8	2,889	3	8	2,893	18	4
February ...	2,912	8	11	2,972	6	2	2,178	0	1	2,736	17	9	...	...	...
March ...	3,102	19	9	3,059	18	4	2,478	7	0	2,836	19	6	...	...	...
April ...	2,880	15	5	3,015	1	3	2,388	6	11	3,166	12	3	...	...	...
Total ...	37,551	19	9	38,445	0	3	27,137	6	8	29,877	3	8	...	...	...

Australian Guarantee Fund (Amount to be guaranteed, £237,736).

	1891-92.			1892-93.			1893-94 (9 months).		
	£	s.	d.	£	s.	d.	£	s.	d.
May ...	14,450	7	9½	15,099	18	10	25,913	9	5
June ...	14,291	19	3	15,130	11	2½	22,919	14	2½
July ...	14,612	6	1	15,122	3	8	20,408	2	10
August ...	14,986	18	0½	14,694	11	11½	18,046	2	0
September ...	14,981	14	2	14,669	6	5	18,102	2	6½
October ...	16,456	18	2½	16,276	6	4	17,628	9	11
November ...	15,262	17	8	16,841	8	5	18,483	9	11
December ...	15,097	18	9½	16,065	19	7½	16,379	15	6
January ...	16,351	4	11	17,338	9	2½	17,523	8	5½
February ...	14,890	14	10	16,484	7	2½	...	...	...
March ...	16,313	1	3	17,201	7	11½	...	...	...
April ...	15,000	15	5½	19,255	15	9½	...	...	...
Total ...	182,696	16	5½	194,180	6	7½	...	...	...

xlix

STATEMENT SHOWING THE AMOUNTS MADE UP BY THE VARIOUS COLONIES ON ACCOUNT OF THE AUSTRALIAN GUARANTEE FUND, AND THE SOUTH AUSTRALIAN REVENUE FUND, SINCE THE 1ST MAY, 1891.

South Australian Revenue Fund.

Colony.	First Year's Operations.	Second Year's Operations.	Third Year's Operations.
	May, 1891, to April, 1892.	May, 1892, to April, 1893.	May, 1893, to April, 1894. (Estimated.)
	£ s. d.	£ s. d.	£ s. d.
South Australia	1,196 7 4	863 1 5	121 4 10
Victoria	4,257 16 9	3,071 13 3	431 9 5
Tasmania	547 12 0	395 0 11	55 9 9
New South Wales	4,227 6 7	3,049 13 0	428 7 7
New Zealand ... ..	...	161 9 8	234 11 9
Western Australia	185 17 4	134 1 9	18 16 8
Total	10,415 0 0	7,675 0 0	1,290 0 0

Australian Guarantee Fund.

South Australia	3,161 4 6	2,407 19 9	469 18 4
Victoria	11,250 13 4	8,569 19 0	1,672 7 4
Tasmania	1,446 18 10	1,102 3 6	215 1 7
New South Wales	11,170 1 1	8,508 10 11	1,660 7 8
New Zealand ... ..	...	815 4 9	909 5 1
Western Australia	491 2 6	374 2 1	73 0 0
Totals	27,520 0 0	21,778 0 0	5,000 0 0

TOTAL NUMBER OF WORDS FOR INTERNATIONAL TRAFFIC FROM 1ST JANUARY TO 31ST DECEMBER, 1892, INCLUSIVE, AND FROM 1ST JANUARY TO 31ST DECEMBER, 1893:—

	1892.	1893.
Ordinary	1,029,508 words	1,158,509 words
Government	28,360 "	32,942 "
Press	263,544 "	209,842 "
Total	1,321,412 words	1,401,293 words

QUEENSLAND.

RETURN RELATIVE TO THE QUEENSLAND TELEGRAPH SERVICE, 1893.

Laid on the Table by the Hon. Mr. Wilson, and ordered to be printed.

On 1st January, 1894:—

Number of telegraph-stations	361
Miles of line-wire	17,810½
Miles of line	10,004½
Total cost of construction to date	£838,491 10 6
Approximately—	
Number of messages transmitted, "cash"	881,971
Number of messages transmitted, "O.H.M.S."	85,874
Revenue	£77,761 15 6
Value of "O.H.M.S."	£8,455 6 11

INTERNATIONAL.

Number of messages transmitted, 1,034; value	£3,722 8 9
Number of messages received, 951; value	4,385 4 2
	£8,107 12 11

Net revenue to Queensland, or proportion of value in favour of Queensland £228 17 11

TELEPHONES.

Number of telephones	725
Amount received in 1893 for telephones	£4,449 4 2

TASMANIA.

RETURN RELATIVE TO THE TASMANIAN TELEGRAPH SERVICE, 1893.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

Number of telegraph-stations ...	...	...	...	...	145
Miles of line ...	...	...	...	...	1,398
Miles of wire ...	...	...	...	...	2,360
Total cost of construction ...	...	...	...	£67,804	0s. 0d.
Number of messages paid ...	...	...	...	...	232,390
Number of messages free ...	...	...	...	...	49,234
Revenue, gross ...	...	...	...	£23,818	8s. 1d.
Revenue, net ...	...	...	...	£12,224	11s. 1d.

NEW ZEALAND.

RETURN OF TELEGRAPH BUSINESS, NEW ZEALAND, 1893.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

NEW ZEALAND TELEGRAPH SERVICE, 31ST DECEMBER, 1893.

Number of telegraph stations ...	...	...	...	...	640
Miles of line-wire ...	...	...	...	...	13,515
Miles of line... ..	...	...	...	...	5,513
Total cost of construction to date, 31st December, 1893 ...	...	...	...	£509,936	17s. 9d.
Number of messages transmitted, Cash ...	...	...	...	...	1,825,646
Number of messages transmitted, O.H.M.S. ...	...	...	...	...	244,045
Revenue ...	...	...	...	...	£87,425 9s. 7d.
Value of O.H.M.S. ...	...	...	...	...	£28,317 7s. 10d.
International—					
Number of messages transmitted, 6,116; value ...	...	...	...	...	£20,935 15s. 6d.
Number of messages received, 5,440; value ...	...	...	...	...	...
Telephones—					
Number of telephones, 31st December, 1893 ...	...	...	...	...	4,144
Amount received in 1892 for telephones ...	...	...	...	...	£21,105 14s. 10d.

RETURN RELATIVE TO THE INTERCOLONIAL TELEGRAPH-CABLE GUARANTEE.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

NEW ZEALAND-SYDNEY CABLE GUARANTEE.

STATEMENT OF TRAFFIC FOR THE YEAR 1893.

Amount guaranteed to cable company, as per agreement ...	...	...	...	...	£26,258
Actual receipts by cable company ...	...	...	...	...	12,144
Showing a loss to the cable company of ...	...	...	...	...	£14,144
The apportionment of this loss is as follows:—					
Cable company bears one-quarter, equal to ...	...	...	...	...	£3,536
New Zealand bears three-quarters, equal to ...	...	...	...	...	10,608
					£14,144
New Zealand's three-quarter share is divided thus—					
New Zealand <i>solus</i> pays one-third (equal to one-quarter of total loss) or ...	...	...	...	...	£3,536
The contributing colonies, including New Zealand, pay two-thirds (equal to one-half of total loss) or ...	...	...	...	...	7,072
					£10,608

The contributing colonies' proportion, divided on the basis of population, is:—

Colony.	Population.	Amount.
		£ s. d.
Victoria ...	1,140,405	2,365 8 0
New South Wales ...	1,132,234	2,348 9 0
New Zealand ...	620,030	1,286 1 0
South Australia ...	320,431	664 12 7
Tasmania ...	147,667	304 4 3
Western Australia ...	49,782	103 5 2
Totals ...	3,409,549	£7,072 0 0

APPENDIX K.

EMPLOYMENT OF COLOURED LABOUR ON MAIL STEAMERS.

EMPLOYMENT OF COLOURED LABOUR ON MAIL STEAMERS.

The AGENT for the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY to the Hon. the PRESIDENT of the POSTAL and TELEGRAPH CONFERENCE.

Laid upon the Table by the Hon. Mr. Ward, and ordered to be printed.

SIR,—

21st February, 1894.

Apropos of the inclosed paragraph, which appeared in the *Sydney Daily Telegraph* of the 16th instant, I have the honour to bring under your notice two statements which are reported to have been made by deputationists who waited on the Postmaster-General of New South Wales. These, if allowed to remain uncontradicted, cannot but create a wrong impression in regard to the events to which they refer.

It is stated that at the wreck of the "Tasmania" "the native crew took possession of the lifeboats, some of which were swamped while being launched, while the passengers were left to shift for themselves." To this utterly incomprehensible statement I feel I must give a most unqualified denial; and in support thereof I would remind the members of your distinguished body of the fact that, although the commander, several of the European, and about thirty of the native crew perished, not one single passenger was lost.

At the inquiry held in London, shortly after the disaster, it was conclusively shown that the native crew, so far from rushing the boats, behaved admirably, and, as a matter of fact, died at their posts.

The other point to which I would refer is the somewhat ill-thought-out reference to the wreck of the British India Steam Navigation Company's s.s. "Quetta," in respect of which I will crave your indulgence, simply for the purpose of mentioning that the time which elapsed between the striking of this vessel on an unknown rock and her actual sinking was inside three minutes.

I have, &c.,

A. D. MICHIE,

Agent.

The Hon. the President of the Australian Postal Conference, Wellington.

[Extract from the *Sydney Daily Telegraph*, dated the 16th February, 1894.]

COLOURED LABOUR ON MAIL STEAMERS.—DEPUTATION TO THE POSTMASTER-GENERAL.—THE RESOLUTION OF THE LABOUR CONFERENCE.

A DEPUTATION, consisting of Messrs. Davis, Houghton, Gardiner, Cann, Langwell, J. D. Fitzgerald, Bavister, and Edden, waited on the Postmaster-General yesterday, and asked that no subsidies should be paid to mail or other steamers belonging to lines on which coloured labour was employed.

Mr. Davis said the deputation understood that the Postmaster-General was about to leave for the Postal Conference in New Zealand, and they desired to say that the Intercolonial Labour Conference, recently held in Sydney, had passed a resolution to the effect that every effort should be made to induce the various Governments contributing to the subsidies of steamers carrying mails or other articles to insert a clause in the contract providing that none but European or Australian labour should be employed. Action similar to that now being taken had already been urged on the Premier of South Australia, and he believed with good effect, as Mr. Kingston had fallen in with the adoption of the idea, and quite agreed that only Europeans or Australians should form the crews of these vessels. A similar deputation had also waited on the Premier of Victoria, and he believed the matter was under consideration by the Government. The South Australian delegate to the Postal Conference had, he was told, received instructions to vote in favour of granting no subsidy to any mail steamer carrying a black crew. In Queensland, about eighteen months ago, the Government had fallen in with the same idea, and in the new contract with the British-India Steam Navigation Company a clause had been inserted specifying that only European labour should be employed on the boats. The deputation thought it would be only right that the New South Wales Government should fall in with the views adopted by the Governments of the two colonies named. The P. and O. Company, which received half the subsidy given to the English mail lines, employed crews of lascars and other Asiatics, while the Orient Company employed only Europeans. There was no doubt that the P. and O. boats were very fine ones, but in case of disaster their crews could not be relied on to do their duty. When the R.M.S. "Tasmania" went ashore in the Mediterranean a few years ago, the coolie crew took possession of the lifeboats, some of which were swamped while being launched, while the passengers were left to shift for themselves. A large

number of lives would have been lost had assistance not been sent from the shore. When the Orient liner "Garonne" went ashore in the Red Sea some years ago the European crew did their duty like men, and both ship and passengers were saved by jettisoning some of the cargo. There were innumerable cases to show that Asiatics were not sufficient to man vessels, and in addition, they were not desirable additions to the population of these colonies. As a new mail contract would have to be entered into before long, the deputation thought the present was the most opportune time to bring the matter under the notice of the Postmaster-General.

Mr. J. D. Fitzgerald instanced the "Quetta" disaster in Torres Straits, to show the utter unreliability of Asiatic crews in times of disaster.

Mr. Kidd, in reply, said the present contract did not fall in until the end of next year, but the Imperial authorities had made a suggestion that the present contract might be continued on the same basis as at present for two years longer, in order that the whole of the Eastern contracts might fall in at the one time. This matter would have to be discussed by the forthcoming Postal Conference. The amount of subsidy paid by the colonies was £75,000 to the P. and O. and Orient lines, and the Imperial Government contributed £95,000. With regard to the representations made to him by the deputation, all he could say was that in all probability a Cabinet meeting would be held on the following day, when he would lay before his colleagues all that the deputation had urged, and that was all he could promise at the present time.

Mr. Davis suggested that the colonies might decline to extend the terms of the contract on the present basis.

Mr. Kidd said that would be for the Conference to decide.



Reference	
No. 1	McFleming's suggested Cable Routes shown thus
No. 2	" " " " " " " " " " " "
No. 3	" " " " " " " " " " " "
No. 4	" " " " " " " " " " " "
No. 5	Existing Cable Routes

Dougherty 1884
Kester 1890

1894-5.

NEW SOUTH WALES.

POSTAL AND TELEGRAPHIC
CONFERENCE, 1895.

REPORT OF PROCEEDINGS

OF THE

CONFERENCE HELD IN HOBART, FEBRUARY, 1895.

MINUTES OF PROCEEDINGS,
SECOND REPORT OF COMMITTEE ON ELECTRIC LIGHT AND POWER WIRES,
PAPERS LAID BEFORE THE CONFERENCE,
REPORT OF DEBATES,
AND REPORT OF HEADS OF DEPARTMENTS.

Presented to Parliament by Command.



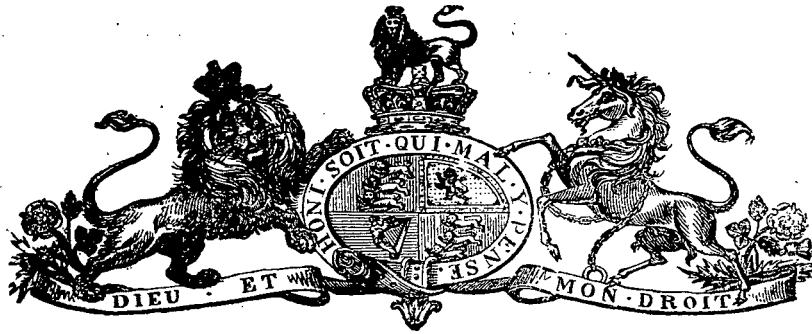
SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER, PHILLIP STREET.

1895.

[2s. 3d.]

C O N T E N T S.

	PAGE
Report of the Delegates	5
Minutes of the Proceedings	9
Second Report of Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892	1
Returns relative to the Telegraph Service.....	17
International Telegraph Traffic and Guarantees	20
Wellington Conference, March, 1894 : Papers tabled by the Hon. J. G. Ward, M.H.R.	25
Coloured Labour on Mail Steamers	33
Report of the Debates	37
Report and Recommendations by Permanent Heads of Departments.....	60



POSTAL AND TELEGRAPHIC CONFERENCE, 1895.

REPORT OF THE DELEGATES TO THE INTERCOLONIAL POSTAL AND TELEGRAPHIC CONFERENCE HELD IN HOBART DURING FEBRUARY, 1895.

PRESIDENT: THE HON. JOHN GAVAN DUFFY, M.L.A., OF VICTORIA.

- I. THE Seven Colonies of Australasia were all represented at the Conference.
- II. The Conference sat on the 1st, 2nd, 6th, 7th, and 8th February.

The following were the principal Resolutions adopted, viz. :—

RELATING TO POSTAL SERVICE.

1. That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco Service) between Australia, New Zealand, and Vancouver, the Mail Steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon.

2. It is desirable that in the next Contract for the conveyance of Mails from the United Kingdom to Australia, provision be made—

- (1.) That until safe and commodious harbour accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers.
- (2.) That any Mail Steamer arriving at Albany or at Fremantle shall remain in port for six hours at least.
- (3.) That the sailing day for Mail Steamers from Adelaide be Saturday.

3. That it be a condition in any future contracts that Mail Boats be manned by white labour only.

4. That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasize the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future contract will be acceptable to the Colonies which does not include them, together with the Resolution passed by this Conference relating to the employment of coloured labour.

5. That, while sympathising with the desire expressed by Mr. Henniker Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time inopportune for carrying out the proposal, and hereby decides accordingly.

TELEGRAPHIC SERVICE.—PACIFIC CABLE.

6. This Conference re-affirms the desirableness of the construction of a Pacific Cable to connect the Australasian Colonies and Canada, and in view of the ascertained practicability of the scheme, respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity.

CABLE GUARANTEES.

7. That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice.

TELEGRAPH SERVICE.

8. On the subject of precedence of Press Cable Messages, this Conference resolved:—"That the Governments concerned be urged to take steps to obviate, as far as possible, the inconvenience caused to the mercantile community by delay in forwarding private messages in case of telegraphic interruption."

ELECTRICAL.

9. That the Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a code of Rules and Regulations for the erection and laying of Electric Light and Power Wires, be adopted by this Conference.

GENERAL.

10. The Report of the Heads of Departments on subjects of detail connected with Postal and Telegraphic matters was received and adopted. The Report contains full information as to the estimated contributions of the several Colonies under the guarantees on account of cable services.

11. Other matters were considered and withdrawn, and for such see Minutes of Proceedings.

12. Appended to this Report will be found—

- i. Minutes of Proceedings.
- ii. Second Report of Committee on Electric Light and Power Wires.
- iii. Papers laid before the Conference.
- iv. Report of Heads of Departments.
- v. Report of principal Proceedings.

Signed on behalf of New South Wales,
JOSEPH COOK.

Signed on behalf of Victoria,
JOHN GAVAN DUFFY.

Signed on behalf of South Australia,
JOHN A. COCKBURN.

Signed on behalf of Tasmania,
P. O. FYSH.

Signed on behalf of Queensland,
A. J. THYNNE.

Signed on behalf of Western Australia,
JOHN FORREST.

Signed on behalf of New Zealand,
For J. G. WARD,
P. O. FYSH.

POSTAL AND TELEGRAPH CONFERENCE,
HOBART, 1895.

MINUTES OF THE PROCEEDINGS.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

FRIDAY, FEBRUARY 1, 1895.

The Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

- New South Wales*: The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMPTON, Esq., Deputy Postmaster-General.
- Victoria*: The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia*: The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland*: The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department, and Superintendent of Electric Telegraphs.
- Western Australia*: Sir JOHN FORREST, Premier.
- Tasmania*: The Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.
- New Zealand*: The Hon. J. G. WARD, M.H.R., Treasurer, Postmaster-General, and Electric Telegraph Commissioner.
WM. GRAY, Esq., Secretary to the Post and Telegraph Department.

The Hon. JOHN GAVAN DUFFY proposed, and the Hon. JOSEPH COOK seconded—That the Hon. P. O. Fysh, Postmaster-General of Tasmania, be appointed President of the Conference.

The Hon. P. O. FYSH thanked the Conference for the intended honour, but explained that his engagements, especially in connection with the business of the Federal Council of Australasia then sitting, precluded him from accepting the position. He moved that the Hon. John Gavan Duffy be elected President of the Conference.

The Hon. A. J. THYNNE seconded the Motion, which was unanimously carried.

The Hon. JOHN GAVAN DUFFY acknowledged the honour, and took the Chair.

The Hon. P. O. FYSH moved, and the Hon. J. A. COCKBURN seconded—That Mr. THOMAS COOK JUST be appointed Secretary to the Conference. Carried.

The Conference considered the question of admitting the Press. The Hon. JOSEPH COOK moved that the representatives of the Press be admitted to the sittings of the Conference. The Hon. A. J. THYNNE seconded, and the Motion was carried.

The Hon. JOHN JOSEPH COOK, the Hon. JOHN GAVAN DUFFY, and the Hon. ANDREW JOSEPH THYNNE presented their Commissions.

Papers.

The following Papers were tabled and ordered to be printed:—

The Hon. JOHN GAVAN DUFFY.—Victorian Telegraph Statistics, 1894.

The Hon. A. J. THYNNE.—Telegraph Statistics of the Colony of Queensland, 1894.

The Hon. J. A. COCKBURN.—Papers relating to International Telegraph Traffic and Guarantees.

The Hon. A. J. THYNNE laid on the Table a "Report by the Right Honourable the EARL OF JERSEY, G.C.M.G., on the Colonial Conference at Ottawa, with the Proceedings of the Conference and certain correspondence." Received.

ORDER OF BUSINESS.

The following Paper was tabled :—

List of Subjects for consideration.

1. Federal Mail Contract—
 - (a) Proposed extension of.
 - (b) Time of departure from Adelaide.
 - (c) Cold Storage.
 - (d) Coloured Labour.
 - (e) Delay of Train at Adelaide for English Mails.
2. Pacific Mail Service.
3. Italy charging Sea Surtax—Report by Postmaster-General, Adelaide.
4. Stoppage of Letters addressed to senders of obscene matter.
5. Mr. Henniker Heaton's proposal to reduce rate of Postage to England to 2d.
6. Delivery of indefinitely addressed Letters to business people.
7. Colonies remitting through the Treasury.
8. Uniform Statistics.
9. Notification of promotion of Higher Grade Postal Officials.
10. Postal Guides: uniformity of.
11. Post Cards of private manufacture: Regulations.
12. Letter Cards—
 - (a) Uniform exchange of.
 - (b) Consideration of Berne Circular *re* Rates chargeable thereon.
 - (c) Whether Victorian Letter Cards should not bear Stamps equivalent to their face value.
13. Proposed discontinuance of Letter Bills intercolonially.
14. Australasian Postal Convention—proposed revision or expunging of Article 7, and revision of Convention generally.
15. Rates on Circulars and Packets from United Kingdom (*vide* London Letter).
16. Transmission by post of Samples in Envelopes bearing printed notices relating thereto.
17. Rate of Postage on Seedsmen's Catalogues or such matter got up in book form.
18. Travellers' Orders: whether, when filled up in manuscript, they should pass at Packet Rate.
19. Printed matter and Trade Notices on Accounts and Invoices
20. Rate on printed circular from Matters & Co.
21. Christmas and New Year Cards.
22. Obscene Photographs and Catalogues.
23. Precious Stones and Jewellery passing at Sample Rates.
24. Queensland surcharging New Zealand $\frac{1}{2}$ d. matter.
25. Austro-German proposal for Uniform Rate of Postage on Parcels up to 11 lbs.
26. Liability of Steamship Owners for damages to parcels, to be increased.
27. Insurance of Parcels.
28. Charge for intermediary service in regard to Intercolonial and Foreign parcels.
29. Parcel Post, United States.
30. Parcel Post Rates with United Kingdom: Reduction of.
31. Parcel Post Convention with Italy: London's offer.
32. Parcel Post Convention with Malta.
33. Parcel Post Convention with Canada.
34. Parcel Post Convention with France.
35. Re-direction of Parcel Post Packets: Calcutta's proposal.
36. Reduction of Commission on Money Orders to United Kingdom.
37. Telegraph Money Order Regulations.
38. Issue of Duplicate Money Orders.
39. Universal Postage Stamp—Federal Postage Stamp.
40. Marking Stamps "Specimen."
41. Patent Envelopes.
42. Postal Note System, England.
43. Arbitrary marks in Newspapers to convey information of a personal nature.
44. Enclosure of printed Papers in Newspapers.
45. Payment for conveyance of Letters in English Mails in transit Victoria to Tasmania.
46. Delegate to next Universal Postal Union Congress.
47. Postal Union (Sea Transit Rates).

Telegraph.

48. Pacific Cable.
49. Cable Guarantees, and proposed withdrawal of Victoria.
50. Improved Telegraph facilities between South Australia and Western Australia.

11

51. Consideration of proposed Official Code Vocabulary.
52. Registration of Code or abbreviated Addresses (Uniformity of Regulations).
53. Telegraph Code—Alteration of.
54. Rate on Telegraph Messages to and from New Caledonia.
55. Fire Alarms—Regulations, &c.
56. Rectifying Telegrams or Repeats for corrections.
57. Name of Terminal Country to be given in Foreign Telegrams.
58. Reply Paid Telegrams—Mode of accounting for.
59. Cablegrams "on Service."
60. Repeated Telegrams—Uniform mode of dealing with.
61. Question of precedence of Press Cable Messages.

Miscellaneous.

62. Consideration of Second Report of Electric Light and Power Leads Committee.
63. Standard Time.
64. Telephone List: Patent arrangement of Alphabetical Index.

The Hon. JOSEPH COOK moved, and the Hon. A. J. THYNNE seconded—That all the subjects excepting Nos. 1, 2, 5, 46, 48, 49, 61, and 63 be referred to the Heads of Departments as a Sub-Committee to report as soon as possible. Other subjects to be dealt with by the Conference in order as printed. Carried.

The Conference adjourned at 11:55 A.M. until 2:30 P.M.

AFTERNOON SITTING.

On the Conference resuming at 2:30 P.M., Hon. J. A. COCKBURN moved, Hon. A. J. THYNNE seconded—That this Conference adjourn until to-morrow at 10 o'clock.

Motion carried, and the Conference adjourned accordingly.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

SATURDAY, FEBRUARY 2, 1895.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

<i>New South Wales:</i>	The Hon. JOSEPH COOK, M.P., Postmaster-General. S. H. LAMBTON, Esq., Deputy Postmaster-General.
<i>Victoria:</i>	The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General. JAMES SMIBERT, Esq., Deputy Postmaster-General.
<i>South Australia:</i>	The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c. Sir CHARLES TODD, K.C.M.G., Postmaster-General.
<i>Queensland:</i>	The Hon. A. J. THYNNE, M.L.C., Postmaster-General. JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.
<i>Tasmania:</i>	Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General. H. V. BAYLY, Esq., Secretary to the Post Office.
<i>New Zealand:</i>	The Hon. J. G. WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner. WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

The PRESIDENT suggested that, to meet the convenience of the Hon. Mr. Ward, they might alter the order of business.

The Hon. P. O. FYSH (by leave) moved—That such business as the Hon. Postmaster-General of New Zealand may desire to submit to the Conference take precedence.

The Hon. JOSEPH COOK seconded. Carried.

The Hon. P. O. Fysh laid on the Table a letter from Mr. J. G. Barrett, Secretary of the Trades Hall Council, Melbourne, on the subject of the employment of Coloured Labour on Mail Steamers, and moved that it be read.

The Hon. A. J. THYNNE seconded. Carried.

The letter was read by the Secretary.

COMMISSIONS.

The Hon. J. G. WARD and the Hon. J. A. COCKBURN presented their Commissions as Representatives of New Zealand and South Australia to the Conference.

PAPERS.

The following Papers were laid on the Table, and ordered to be printed:—

The Hon. J. A. COCKBURN.—The Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a Code of Rules and Regulations for the erection and laying of Electric Light and Power Wires.

The Hon. J. G. WARD.—Statement of Traffic *re* New Zealand-Sydney Cable Guarantee from 1st May to 31st December, 1894; also a statement of Estimated Traffic for the year ending 30th April, 1895; also Return of Telegraphic Business, New Zealand, 1894.

Return of New Zealand Telegraph Service, 31st December, 1894.

Correspondence on:—

Postage on Circulars from the United Kingdom.

Re Brisbane-Adelaide Mail Train.

Italian Surcharges.

Newspaper Postage to the United Kingdom.

Electric Tramways—Light and Power.

Pacific Cable.

San Francisco Mail Service.

Ocean Penny Postage.

The Hon. JOSEPH COOK tabled a letter from Mr. D. Michie, Agent of the Peninsular and Oriental Steam Navigation Company, Sydney, on the subject of the employment of Native Crews on the Boats of the Company; and also Report of a Deputation to the Postmaster-General of New South Wales from the Seamen's Union against the employment of Coloured Labour on Ocean Mail Steamers; also *re* a Minimum Wage. Received.

The Hon. JOHN GAVAN DUFFY (President) tabled a letter from Mr. J. Henniker-Heaton, addressed to Mr. Warren, Melbourne. At a later period he would move that it be read. Received.

The Hon. J. G. WARD expressed his thanks to the Members of the Conference for the courtesy shown him in altering the order of business to meet his convenience. He moved the following as the

ORDER OF BUSINESS.

1. Pacific Mail Service.
2. Pacific Cable.
3. Cable Guarantees, and proposed withdrawal of Victoria.
4. Consideration of proposed Official Code Vocabulary.
5. Federal Mail Contract—
 - (a) Proposed extension of.
 - (b) Time of departure from Adelaide.
 - (c) Cold Storage.
 - (d) Coloured Labour.
 - (e) Delay of Train at Adelaide for English Mails.

The Hon. J. A. COCKBURN seconded. Carried.

Pacific Mail Service.

The Hon. J. G. WARD moved—That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco Service) between Australia, New Zealand, and Vancouver, the Mail Steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon.

The Hon. A. J. THYNNE seconded.

After discussion, the Motion was agreed to.

Pacific Cable.

The Hon. A. J. THYNNE moved—

That in the opinion of this Conference it is desirable that—

- (a) The construction, working, and maintenance of a submarine Cable through British territory or under British control from Vancouver Island to Australasia be under-

13

taken by the Governments of Great Britain, the Dominion of Canada, and the Australasian Colonies as a joint national and public work.

(b) The cost of its construction, working, and maintenance to be borne in the following proportions, viz. :—Great Britain one third, the Dominion of Canada one third, and the Australasian Colonies one third.

The Hon. J. G. WARD seconded the Motion *pro forma*.

The Hon. JOSEPH COOK moved an Amendment that all the words after "That" be left out with a view to insert "this Conference re-affirms the desirableness of the construction of a Pacific Cable to connect the Australasian Colonies and Canada in view of the ascertained practicability of the scheme, and respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity."

The Hon. P. O. Fysh seconded.

After discussion, Hon. A. J. THYNNE, by leave, withdrew his Motion.

The Amendment was then put and carried.

Cable Guarantees, and proposed withdrawal of Victoria.

The Hon. J. G. WARD enquired as to the attitude of the Government of Victoria.

The Hon. JOHN GAVAN DUFFY stated that Victoria desired to withdraw from the cable guarantee, and had given the necessary notice for that purpose.

The Hon. J. G. WARD then moved—That this Conference respectfully requests Victoria to reconsider its decision, and not to withdraw from the guarantee.

The Hon. J. A. COCKBURN seconded.

Discussion followed; and

The Hon. JOHN GAVAN DUFFY explained as to the position of Victoria, and suggested that Mr. Ward should withdraw his Motion, and the matter might be considered in Committee and an arrangement arrived at.

The Hon. J. G. WARD accepted the suggestion, and the Motion was, by leave, withdrawn.

The Hon. J. G. WARD then moved—That the Conference go into Committee to consider the question.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

The PRESIDENT left the Chair, and the Conference resolved itself into Committee accordingly.

After some time spent therein;

On the Conference resuming;

The Hon. J. G. WARD reported that the question of the Guarantee to the Eastern Extension Telegraph Cable Company had been fully considered, and he moved the following Resolution—
"That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice."

The Hon. JOSEPH COOK seconded the Motion, which was carried.

The President left the Chair at 6.28. P.M.

EVENING SITTING.

The Conference resumed at 8 P.M.

Official Code Vocabulary.

The Hon. J. G. WARD moved—

That the question of the Official Code Vocabulary be referred to the Official Heads of Departments, to report as early as possible.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

Federal Mail Contract.

The Hon. JOSEPH COOK moved that the Conference resolve into Committee to consider this question.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

The President left the Chair, and the Conference resolved into Committee.

After some time spent therein, the Conference resumed, and

The Hon. P. O. Fysh reported progress made, and moved that the Conference, at its rising, adjourn until Wednesday morning at 11 o'clock. He expressed the best wishes of the Conference towards the Hon. Mr. Ward, and wished him a pleasant journey home.

The Hon. J. G. Ward seconded, and acknowledged the compliment, and requested the Hon. Mr. Fysh to represent New Zealand in his absence, which Mr. Fysh agreed to do.

The Motion was carried.

Coloured Labour on Mail Boats.

The Hon. JOSEPH COOK moved—

That it be made a condition in any future contract that mail boats be manned by white labour only.

The Hon. J. G. Ward seconded the Motion, which was carried.

The Conference adjourned at 10-30 P.M. until 11 o'clock on Wednesday.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

WEDNESDAY, FEBRUARY 6, 1895.

THE Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

New South Wales: The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMPTON, Esq., Deputy Postmaster-General.

Victoria: The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.

South Australia: The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.

Queensland: The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.

Tasmania: Hon. P. O. Fysh, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

Western Australia: Sir JOHN FORREST, Premier.

New Zealand: Hon. P. O. Fysh, M.H.A., Treasurer and Postmaster-General, Tasmania.
WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

MAIL STEAMERS.—PORTS OF CALL.

Sir JOHN FORREST moved—That in the opinion of this Conference it is desirable that in the next Contract for the conveyance of Mails from the United Kingdom to Australia provision be made—

(1.) That until safe and commodious Harbour accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers.

(2.) That any Mail Steamer arriving at Albany or at Fremantle shall remain in port for six hours at least.

(3.) That the sailing day for Mail Steamers from Adelaide be Saturday.

Hon. JOSEPH COOK seconded the Motion.

The Hon. J. A. COCKBURN moved as an Amendment—That in the new Mail Contracts the time of the Mail Steamers leaving Adelaide for England be fixed so as to allow replies to be received from Queensland, and so that Sunday work at the various ports of call be avoided.

The Hon. A. J. THYNNE seconded the Amendment *pro forma*.

After discussion the Hon. J. A. COCKBURN withdrew the Amendment, and the Motion was put and carried.

CABLE GUARANTEE.

The Hon. JOSEPH COOK moved that the Conference resolve into Committee to further consider the question of the International guarantee to the Eastern Extension Telegraph Company. The Hon. J. A. COCKBURN seconded. Carried.

The Conference resolved into Committee accordingly.

After some time spent therein the Conference resumed; and

On the Motion of the Hon. A. J. THYNNE, the Conference adjourned till 10 o'clock to-morrow.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

THURSDAY, FEBRUARY 7, 1895.

THE Conference met at 10 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

- New South Wales:* The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.
- Victoria:* The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia:* The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
Sir CHARLES TODD, K.C.M.G., Postmaster-General.
- Queensland:* The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.
- Tasmania:* Hon. P. O. Fysh, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.
- Western Australia:* Sir JOHN FORREST, Premier.
- New Zealand:* Hon. P. O. Fysh, M.H.A., Treasurer and Postmaster-General, Tasmania.
WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

CABLE GUARANTEE.

Committee on International Guarantee to the Eastern Extension Telegraph Company.

The Committee resumed, without Motion made.

After some time spent therein the Conference resumed; and

The Hon. President reported that the Committee had considered the subject, and adopted a Report, which would be submitted to the Conference to-morrow.

Hon. JOSEPH COOK tabled Statistics of Electric Telegraphs New South Wales, and moved that it be printed. Hon. J. A. COCKBURN seconded. Carried.

Hon. JOSEPH COOK moved—That the letter of Mr. J. G. Barrett, Secretary of the Trades and Labour Council, Melbourne, tabled by Hon. Mr. Fysh, also the letter of Mr. D. Michie, Agent of the P. & O. Steam Navigation Company, and the Report of a deputation to the Postmaster-General of New South Wales from the Seamen's Union against the employment of coloured labour, also *re* a minimum rate of wage, tabled by himself on Saturday last, be printed. Hon. J. A. COCKBURN seconded the Motion, which was carried.

Hon. J. A. COCKBURN moved—That the Second Report of the Committee appointed at the Postal and Telegraphic Conference held at Hobart, 1892, for the purpose of drafting a code of Rules and Regulations for the erection and laying of Electric Light and Power Wires, be adopted by this Conference. Hon. JOSEPH COOK seconded the Motion, which was carried.

FEDERAL MAIL CONTRACT.

Hon. JOSEPH COOK moved—That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasize the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future contract will be acceptable to the Colonies which does not include them, together with the Resolution passed by this Conference relating to the employment of coloured labour.

Telegram referred to.

FEDERAL MAIL SERVICE.

London Sub., 6 —, 5.20 P.M.

President Postal Conference, Hobart.

AGENTS-General conferred with Committee of Post Office urging views of Wellington Conference. Post Office then conferred Companies, who agreed from first February, 1896, to include parcel post in contract, and guaranteed invariable call at Colombo. Post Office will extend contract two years, and write Colonies shortly on paragraphs 3, 4, 5, 6 of recommendation Conference with every desire to meet wishes of Colonies.

Hon. J. A. COCKBURN seconded.

Discussion followed, and the Motion was carried.

REDUCTION OF POSTAGE TO ENGLAND.

The PRESIDENT requested the Secretary to read a telegraphic letter received from Mr. Henniker Heaton, M.P., on the suggestion to reduce the rate of postage to England.

The letter was read.

Hon. JOSEPH COOK moved—That, while sympathising with the desire expressed by Mr. Henniker Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time inopportune for carrying out the proposal, and hereby decides accordingly. Hon. J. A. COCKBURN seconded. After discussion, Motion put and carried.

Hon. P. O. FYSH moved—That the Conference adjourn until 10 A.M. to-morrow. Hon. JOSEPH COOK seconded. Carried.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.

LEGISLATIVE COUNCIL CHAMBER, HOBART.

FRIDAY, FEBRUARY 8, 1895.

THE Conference met at 11 A.M., when the under-mentioned gentlemen, representing the Colonies herein named, were present:—

New South Wales: The Hon. JOSEPH COOK, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Deputy Postmaster-General.

Victoria: The Hon. JOHN GAVAN DUFFY, M.L.A., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.

South Australia: The Hon. J. A. COCKBURN, M.P., Minister of Education, &c. &c.
SIR CHARLES TODD, K.C.M.G., Postmaster-General.

Queensland: The Hon. A. J. THYNNE, M.L.C., Postmaster-General.
JNO. M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department and Superintendent of Electric Telegraphs.

Tasmania: Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General.
H. V. BAYLY, Esq., Secretary to the Post Office.

Western Australia: SIR JOHN FORREST, Premier.

New Zealand: The Hon. P. O. FYSH, M.H.A., Treasurer and Postmaster-General, Tasmania.
WILLIAM GRAY, Esq., Secretary to the Post and Telegraph Department.

CABLE GUARANTEE.

The Report of the Committee of the Whole Conference on the subject of the Guarantee of Revenue to the Eastern Extension Telegraph Company was read, as follows:—

REPORT.

THE Committee has to report that the following Resolution of the Conference was cabled through the Manager in Australasia to the Chairman of the Company in London:—

“That the several Colonies agree to guarantee International Revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided the total payment in any one year shall not exceed £10,000, and to guarantee a revenue of £20,000 on the New Zealand cable, and to make up any loss below that sum, providing the payment in any one year shall not exceed £9000; provided always that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice.”

And in reply, the following message has been received from the Chairman of the Company:—

“Desiring to meet Colonies’ wishes as far as possible, and believing commercial outlook improving, and consequently traffic likely increase, I believe I could induce Board and associated administrations to accept Conference proposal, provided arrangements be made for fixed period of at least five years, so as to run concurrently with subsidy agreement.”

The Committee advises that the proviso be agreed to.

The Committee further reports that the Representatives of the several Colonies contributing to the Guarantee have agreed to share with Victoria, as regards the Tasmanian Cable, the guarantee of that Colony in the usual proportion (population basis), to pay the first £1000 of the loss in any one year, and half of any additional loss beyond the £1000: this Guarantee being in addition to the subsidy of £4200 a year at present contributed by the Colonies of Victoria, New South Wales, Tasmania, South Australia, and West Australia.

A careful estimate of the financial effect of the new arrangement has been prepared by Sir Charles Todd, and is appended.

The following are the estimated payments by Colonies under present and proposed agreements, taking the traffic during year ending April 30, 1895:—

Payments under present Agreements.

	VICT.	N.S.W.	N.Z.	S.A.	TAS.	W.A.	TOTAL.
Cable Company	2508	2491	1364	705	323	109	7500
South Australia	669	664	364	188	86	29	2000
Tasmania	{ 1717	1705	...	482	221	75	4200
	{ 790	...	...	...	...	...	790
New Zealand	{ 2497	2479	1357	702	321	109	7465
	{ ...	...	3733	...	...	...	3733
	8181	7339	6818	2077	951	322	25,688

Proposed Arrangement.

PORT DARWIN GUARANTEE—		£
Amount to be guaranteed		227,000
Estimated Receipts.....		222,000
	Deficiency	5000
NEW ZEALAND GUARANTEE—		
Amount to be guaranteed		20,000
Estimated Receipts.....		11,324
	Deficiency	8676
of which		
• New Zealand pays one-third		2892
• New Zealand and other Colonies two-thirds		5784

Then, Estimated Contributions to several Guarantees will be as follows:—

	VICT.	N.S.W.	N.Z.	S.A.	TAS.	W.A.	TOTAL.
Eastern Extension Company	1672	1660	907	471	215	75	5000
South Australia	669	665	361	189	86	30	2000
Tasmania	{ 1717	1705	...	482	221	75	4200
	{ 260	258	154	76	35	7	790
New Zealand Cable.....	1934	1920	{ 1053	543	248	86	8676
			{ 2892				
	6252	6208	5367	1761	805	273	20,666
Present payments.....	8181	7339	6818	2077	951	322	25,688
Saving	1929	1131	1451	316	146	49	5022

Queensland having consented to join in the above guarantee, the contributions of the several Colonies will be approximately as under :—

	VICT.	N.S.W.	N.Z.	QU.	S.A.	TAS.	W.A.	TOTAL.
Eastern Extension Company	1499	1489	815	518	421	193	65	5000
South Australia.....	600	595	326	207	169	77	26	2000
Tasmania	1505	1494	...	519	423	194	65	4200
New Zealand Cable	236	235	128	81	67	30	13	790
	1734	1722	943	598	488	223	76	8676
		2892						
	5574	5535	5104	1923	1568	717	245	20,666

Hon. the PRESIDENT expressed the hope that Queensland might be induced to join in the guarantee.

Hon. JOSEPH COOK and Hon. J. A. COCKBURN also urged Queensland to join.

Hon. A. J. THYNNE promised to recommend his colleagues to join in the guarantee.

The Report of the Committee was adopted.

DELEGATE TO NEXT UNIVERSAL POSTAL UNION CONGRESS.

Hon. J. A. COCKBURN moved—That the question of electing a Delegate to the next Postal Union Congress be deferred until next Conference.

Hon. A. J. THYNNE seconded the Motion, which was carried.

IMPROVED TELEGRAPH FACILITIES BETWEEN SOUTH AND WESTERN AUSTRALIA.

Hon. J. A. COCKBURN moved—That the question as to improved Telegraph facilities between South Australia and Western Australia be left to be arranged between those Colonies.

Hon. Sir JOHN FORREST seconded the Motion, which was carried.

PRECEDENCE OF PRESS CABLE MESSAGES.

Hon. JOSEPH COOK moved—That the question of Precedence of Press Cable Messages be referred to the Departmental Heads, to report when convenient.

Hon. J. A. COCKBURN seconded the Motion, which was carried.

PLACE OF MEETING.

Hon. P. O. Fysh moved—That the next Postal and Telegraphic Conference be held in the City of Melbourne.

Hon. J. A. COCKBURN seconded. Carried.

REPORT OF SUB-COMMITTEE.

The Conference proceeded to consider the Report of the Sub-Committee of Heads of Departments on questions of detail.

The following paragraphs were submitted by the Hon. the PRESIDENT, and adopted :—

No. 1.—(e). *Delay of Train at Adelaide for English Mails.*

The Sydney and Melbourne Chambers of Commerce invite attention to the serious delay and consequent inconvenience and annoyance caused by the departure of the mail train from Adelaide when mail steamers are actually signalled, and express a hope that strenuous efforts may be made to obviate this in future.

The Postmaster-General, Adelaide, has arranged to provide a special train to leave Adelaide when the mails arrive not more than half an hour late, to overtake the express train at Murray Bridge. When, through the occurrence of holidays, such as Easter, Christmas, &c., or from other causes, a delay of more than one day would otherwise result, there is a further arrangement which provides that when the steamers arrive too late for the 4.30 P.M. express train, or for the overtaking train, a special train is despatched up to 9 P.M. on either Wednesday, Thursday, or Friday, at a joint cost to New South Wales and Victoria of £71 15s., South Australia running such train from Adelaide to Serviceton free of charge.

The object of the Chambers of Commerce is that arrangements be made to delay the departure of the 4.30 P.M. express train from Adelaide, or run a special train regularly; but if anything further is desired, it can only be arranged at considerable cost for special trains, which the several Administrations have, after due consideration, already declined to incur.

No. 3.—*Italy charging Sea Surtax: Report by Postmaster-General, Adelaide.*

The Postmaster-General, Adelaide, reports that Italy, from 1st January, 1895, abolished Sea Surtax of $1\frac{1}{2}d.$ as recommended at Wellington Conference, which amounts to reduction of postage from $4d.$ to $2\frac{1}{2}d.$

No. 4.—*Stoppage of Letters addressed to senders of Obscene Matter.*

Nos. 4 and 22.—We are of opinion that when letters are addressed to persons who have sent photographs and catalogues of a decidedly obscene character, they should be stopped in the manner provided for in the case of sweeps, &c., and in any amendment of the Postal Laws we advise that provision be made accordingly.

With reference to obscene circulars sent by post by a firm in Holland, we find that steps were taken by the various Administrations to prevent the delivery of these circulars, and we recommend that a joint protest be sent to the Berne Bureau, and as there appears nothing in the Universal Postal Union Convention directly dealing with the transmission of obscene matter, we think that the question should be brought up at the next Quinquennial Congress.

No. 6.—*Delivery of indefinitely addressed Letters to business people.*

The Berne Bureau wrote at the instance of the Hungary Office, inquiring whether the Post Office would undertake to distribute packets of fully prepaid letters which do not bear a precise address, but only a vague one, such as Mr. ———, tailor, grocer, &c.

The Berne Office has recently forwarded summary of replies received from other Postal Administrations, most of which are adverse to the proposal of Hungary. We, however, see no objection to deliver in Australia any single article bearing such address, provided that it bears full rates.

No. 7.—*The Colonies remitting through the Treasury.*

We suggest that the Australian Postal Administrations be permitted, as formerly, to adjust accounts direct one with the other, and remit their balances direct instead of through the Treasury. The question was considered at the Wellington Conference, when it was reported "that the present arrangement caused delay, but it was proposed to give it a further trial, and the result reported at the next Conference." Further experience has shown that continued delay arises in the settlement of accounts, the amounts due to the Postal Departments frequently remaining unpaid for considerable periods.

No. 8.—*Uniform Statistics.*

We recommend the acceptance of the Forms as prepared by the Sydney Office, with the following exceptions:—

- Form 3. Columns Nos. 8 to 11 to be retained.
- „ 5. Column 3. The word "Offices" to be substituted for "Statistics."
- „ 5. The words "Despatched" to be substituted for "Transmitted."
- „ 10. Omit Revenue No. 3, and insert under Expenditure No. 3, "Conveyance of Mails less Contributions from other Administrations."
- „ 10. No. 1 to be amended to read as follows:—"Estimated proceeds of sale of Postage Stamps used for payment of correspondence."

No. 9.—*Notification of promotion of higher grade Postal Officials.*

The Berne Bureau forwarded a proposal from the Egyptian Office that the offices of the Union should be kept informed of the *personnel* of the higher class of the various Administrations, and that the "Postal Union Journal" might give this information, which could be supplied to the Editor by the Head Offices. We see no objection to the information being given, restricted, however, to the Ministers, Permanent Heads, and Heads of Principal Branches.

No. 10.—*Postal Guides: uniformity of.*

We recommend that the Postmaster-General of South Australia be asked to revise a Guide on uniform lines, and submit the same to next Conference.

No. 11.—*Post Cards of private manufacture: Regulations.*

We beg to recommend that private cards, bearing adhesive stamps of proper value, measuring not less than $4'' \times 3''$, and not more than $5\frac{1}{2}'' \times 3\frac{1}{2}''$, not of thicker material than that used for official Post Cards, be adopted in the various Colonies, and accepted reciprocally under the same conditions as official Post Cards. In reference to this matter the London Office wrote asking the following four questions:—

- (1) Whether a plain card with an adhesive stamp might reasonably be allowed to circulate in the Union as a postcard under the usual regulations?
- (2) If not, whether a plain card with the word "post card" written upon it, and with an adhesive stamp, might reasonably be admitted?
- (3) Whether any relaxation of rules that might be deemed reasonable for single cards should apply to reply cards?

- (4) Whether, between the present time and the meeting of the Congress of Washington in 1897, any step can usefully be taken for giving effect to such relaxation as the prevailing sense of the Union might indicate?

We recommend that these questions be answered as follows:—

No. 1. Yes, provided they bear the ordinary Post Card rate.

No. 2. Answered by No. 1.

Nos. 3 and 4. We do not consider that the proposed concession should apply to Reply Cards at present.

No. 12.—*Letter Cards.*

- (a) Uniform Exchange of.
(b) Consideration of Berne Circular *re* rates chargeable thereon.

We see no objection to the uniform exchange of Letter Cards internationally; but we respectfully point out that it will lead to a considerable loss of revenue unless the postage is the same as letter rate, and we recommend accordingly.

There is no valid reason why a cheaper rate of postage should be charged on letter cards than on ordinary letters, and it appears from a summary prepared by the Berne Bureau, which applied for information on the subject from the various Union Administrations, that in every part of the world where letter cards are in use, excepting Australasia, the rate of postage is the same as that of ordinary letters. Letter cards are closed against inspection, and are practically letters—the only difference being, that the Department supplies the material for letter cards at considerable cost, whilst that of ordinary letters is of course supplied by the sender; as, however, a lower rate has been in force, inland and inter-colonially, we see some difficulty in now raising it.

- (c) Whether Victorian Letter Cards should not bear stamps equivalent to their face value—

Victoria is charging $1\frac{1}{2}d.$ each, as agreed to at the Wellington Conference, but under the present law is compelled to mark them with a face value of $1d.$ We are, however, of opinion that it is undesirable and confusing to the public to mark the cards at a less value than they are sold for.

No. 13.—*Proposed discontinuance of Letter Bills intercolonially.*

We do not think it necessary that the number of Letters, Packets, and Newspapers should be entered on Letter Bills, but recommend that a more simple form of Letter Bill or Advice be prepared, on which should be entered Registered Letters, Forward Mails, and Money Order Packets. New South Wales to prepare the form. Of course the usual records will be kept for statistical purposes.

No. 14.—*Revision of Australasian Convention.*

We beg to report that time has not permitted the careful revision of the Australasian Convention, but we propose to deal with it later on.

No. 15.—*Rates on Circulars and Packets from United Kingdom (vide London Letter).*

In view of the letter received from London, and tabled by the Postmaster-General of New Zealand, we do not see that anything further can be done. Although the $d.$ rate is in force in New Zealand, we do not feel justified, for financial reasons, in advising any reduction in existing rates levied in Australian Colonies. Should the $\frac{1}{2}d.$ rate at any future time be adopted, it should in our opinion be wholly confined to printed matter.

No. 16.—*Transmission by Post of Samples in Envelopes bearing printed Notices relating thereto.*

We recommend that the following questions asked by Berne Bureau be answered as follows:—

Do you pass, or are you prepared to pass, Samples in Envelopes bearing printed Notices on the address side or other side?—Answer: Yes; provided the envelope complies with the provisions of Clause 2, Detailed Regulation xix., no objection would be raised to such envelope bearing upon it a printed list or notice within the limits of Clause 3 of the same Regulation. The Vienna Convention does not prohibit printed notices on the address side.

2. Do you allow, or are you prepared to allow, the attention of the addressee to be directed to these communications by coloured pencil marks? Answer—Yes.

3. In your opinion, can such articles circulate within the Union at the reduced rate for samples? Answer—Yes, if they comply with the above conditions.

No. 17.—*Rate of Postage on Seedsmen's Catalogues or such matter got up in Book form.*

We advise that Catalogues, Reports of Societies, and other such matter, if printed and published in book form and containing no writing whatever, be passed at Book rate of postage.

No. 18.—*Travellers' Orders whether, when filled up in Manuscript, they should pass at Packet Rate.*

We recommend that Travellers' Orders should be treated as commercial papers, and passed at Packet rate of postage inland and intercolonially, provided they contain no writing or remarks of the nature of a personal correspondence.

No. 19.—*Printed Matter and Trade Notices on Accounts and Invoices.*

We are of opinion that any difficulty in this respect would be met by amending Article 12 of the Australasian Convention by omitting the words "nor anything" in paragraph 3, and in the revised draft of the Convention we have proposed such omission.

As an illustration, we append a portion of an invoice submitted to the Melbourne Post Office, and claimed to pass at Packet Rate. We are of opinion that the first portion should be passed, and that the latter is in the nature of a personal correspondence, and therefore inadmissible:—

JOHN SMITH & Co.,
WHOLESALE & FAMILY DRAPER.

Melbourne, ———, 189

TERMS NET CASH.

We beg to notify that our Terms are strictly Cash, as we sell at original Wholesale Prices.

No. 20.—*Rate on printed Circular from Business Firms.*

The following specimens of postal matter numbered consecutively 1 to 12 having been submitted to us to decide whether they may pass at packet rate of postage, we recommend that Nos. 1, 11, and 12 pass at packet rate, and the rest at letter-rate of postage:—

RECEIVED from Pence Sterling. £	the Sum of	No. 1.	Pounds	Adelaide, Shillings and	189

		No. 2.		Adelaide,	189
		We are instructed as Agents for the Vendors of _____ to inform you that £ _____ is now due, and unless this amount or a considerable portion thereof is paid within 3 days from date we must place the matter with our Solicitors for collection.			
		No. 3.			189
To Mr.	KINDLY favor us with remittance of £ _____	overdue Rent, which must be paid without fail not later than noon of Monday next.			
		No. 4.		Adelaide,	189
		PLEASE take notice that interest amounting to £ _____ s. _____ d. became due on _____ and we must request payment of same within seven days from date hereof.			
		No. 5.		Adelaide,	189
		We desire to remind you that interest amounting to £ _____ s. _____ d. will become due by you on _____ and we shall be obliged by a remittance on that date.			
		No. 6.			189
To Mr.	KINDLY favour us with remittance of £ _____	overdue Rent, which must be paid without fail not later than noon of _____ next.			
		No. 7.		Adelaide,	189
M		PLEASE note that _____ amounting to £ _____ s. _____ d. will become due on the 1st proximo, and is payable at our Offices, opposite Town Hall, King William-street.			

No. 8.

Adelaide, 189

M

WE regret having again to call attention to the arrears due by you on land at Park, and must request an immediate settlement.

Our instructions from the Proprietors are peremptory, and admit of no delay.

We hope you will avoid the necessity of another application.

Arrears due to	£	:	:
And cost of this notice	...	:	:
	£	:	:

No. 9.

Adelaide, 189

M

As you have neglected attending to our previous applications for payment of arrears due by you on land at next we are instructed by the Proprietors to advise you that unless the amount due is paid by noon of the matter will be placed with our Solicitors for collection.

Arrears due to	£	:	:
And cost of this notice	...	:	:
	£	:	:

No. 10.

When remitting please forward this Memorandum to be received.

Adelaide, July, 189

Mr.

SIR,

WE have received notice from the Insurance Company that the Premium on Policy on your property will be due on the 1st of August next. The amount is £ which we shall be obliged by your forwarding to us, so that the risk may be immediately covered.

* * If any Stove, Steam Engine, Furnace, or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

No. 11.

Insurance Company,

SIR,

Adelaide, 189

I BEG to remind you that your Insurance by Policy No. will expire at 4 P.M on , and that unless the Premium be paid for its renewal on or before that date you will not be entitled to recover in case of loss.

Sum insured, £	Premium, £
----------------	------------

* * If any Stove, Steam Engine, Furnace, or Oven has been erected on your premises, or if the nature of the risk be in any other respect changed, it is necessary (for your security) that the circumstances should at the time be made known to the office.

No. 12.

The Insurance Company, Limited,

SIR,

Adelaide, 1894.

I beg to inform you, for your security, that your Policy No. , expires at three p.m. on the and unless the premium be paid on or before that date you cannot recover any loss that may be sustained.

Amount	...	£	:	:
Premium	...	£	:	:

* * If any Stove, Steam Engine, Furnace or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

Office Hours :—9 a.m. to 5 p.m.; Saturdays, 9 a.m. to 1 p.m.

No. 21.—Christmas and New Year Cards.

Correspondence having taken place between the Berne Bureau and other Administrations of the Postal Union with respect to the practice of permitting complimentary remarks on Christmas, Birthday, New Year, and Easter Cards, we agree with the United Kingdom, and recommend that the practice which now obtains in the Colonies of allowing such remarks to be placed on the Cards be continued, as regards the United Kingdom and such other Foreign Administrations which may agree to exchange on such terms.

No. 23.—Precious Stones and Jewellery passing at Sample Rates.

We recommend that the words "Precious Stones" be inserted at page 4 of the Australasian Postal Convention, at Packet Regulation No. 1. This will provide for Precious Stones and valuable Jewellery being charged at letter rate of postage, and registered.

No. 24.—*Queensland surcharging New Zealand ½d. Matter.*

It is desirable that absolutely uniform rates of postage should exist between the Colonies, but as a ½d. rate has been in operation in New Zealand for several years, we advise that the other Colonies should agree to accept such matter as fully prepaid.

No. 25.—*Austro-German proposal for Uniform Rate of Postage on Parcels up to 11 lbs.*

The matter has been further considered by this Committee, and although the Austro-German proposal of a uniform rate of postage on parcels up to 11 lbs., irrespective of weight, has been accepted as a temporary measure, we think it very undesirable to have one rate irrespective of weight, as this practice discourages the transmission of light parcels and encourages that of heavy ones. We therefore recommend a graduated scale at per single pound, and that the Berne Bureau and London Office be so informed, and urged that at an early date a graduated scale be adopted between the Colonies and other countries.

No. 26.—*Liability of Steamship Owners for damages to Parcels to be increased.*

We recommend that in the new Contract for the Federal Mail Service provision be made for payment of compensation by Contractors for the loss or damage occurring to any parcel, but not in any one case to exceed £5 per parcel, instead of £1 as at present.

No. 27.—*Insurance of Parcels.*

This matter has already been under consideration at previous Conferences, but at Hobart and Brisbane it was decided not to adopt the system. The subject has recently been reopened by the London Post Office in a letter dated February, 1894. In this letter, in urging the reconsideration of proposal for Insurance, the London Office states that during a recent year upwards of 21,000 insured parcels were sent to and from the United Kingdom, and in respect of loss or damage the claims met by the Department amounted only to £11 16s. 9d. It was added that considerable public convenience was being afforded in the several parts of the Empire, while the business is more than self-supporting.

As, however, the International Parcel Post has, as yet, only attained very moderate dimensions, and consequently yields small revenue, we still consider it undesirable to incur the responsibility involved in insuring parcels.

No. 28.—*Charge for Intermediary Service in regard to Intercolonial and Foreign Parcels.*

We recommend that no alteration be made at present.

No. 29.—*Parcel Post, United States.*

Nothing can be done in this matter, as the United States has twice refused to enter into a Parcel Post Convention with the Colonies.

No. 30.—*Parcel Post Rates with United Kingdom—Reduction of.*

We recommend that as soon as arrangements are concluded with the P. & O. and Orient Companies to discontinue to make any special charge for the Parcel Post portion of the Mails, the rates be reduced as suggested by London from 1s. 6d. for the first 2 lbs. or fraction, and 9d. for each succeeding lb. or fraction, to 1s. for the first lb., and 6d. for each additional lb.

No. 31.—*Parcel Post Convention with Italy—London's offer.*

The London office wrote on October 9, 1894, intimating that it would probably negotiate with the Italian Post Office for a Convention with a view to the establishment of a direct Parcel Post between Italy and Australia similar to the Draft Convention prepared by the French Post Office. We see no objection to such a Convention, subject to the alterations suggested in the Draft Convention submitted by the French Post Office. [See No. 34.]

No. 32.—*Parcel Post Convention with Malta.*

We recommend the Parcel Post System be established with Malta, but cannot agree to each country retaining its own receipts, as experience shows that we receive a much larger number of parcels from abroad than are despatched, and therefore the usual principle of dividing the postage should be adhered to. The rates and division of postage to be the same as with Gibraltar, as follows:—

	1s. 6d.	
For the first 2 lbs.	1s. 6d.	
For every additional lb.	9d.	
<i>Division:—</i>		
Credit of Colony.....	9d.	first two lbs., 4½d. each additional lb.
Sea	4d.	" 2d. "
Gibraltar	5d.	" 2½d. "
	1s. 6d.	9d.

No. 33.—*Parcel Post Convention with Canada.*

It is recommended that a direct exchange between the Colonies and Canada be established, the rates of postage to be uniform in all the Colonies, either 1s. 2d. or 1s. 3d. per lb. as Canada may advise, the New South Wales share to be 5d. per lb. on first lb. and 4d. on each additional lb. on parcels sent loose in Mails from other Colonies, but if sent in closed Mails, the New South Wales share to be 1d. per lb. for territorial transit and 2d. per lb. for sea rate.

34. *Parcel Post Convention with France.*

In July last the London Post Office informed the Colonies that the French Post Office desired a direct exchange of parcels between France and Australia by the French Mail Steamers (Messageries Maritimes), and, the proposal having been approved of by the Home Authorities, forwarded a draft Convention and Regulations for consideration of the Colonies.

We have considered the Draft submitted, and recommend that its provisions be agreed to, but that the following suggestions be made:—

Article 6. That no fee for portage and for the execution of Customs formalities be collected in the Colonies from the addressees of parcels from France.

Article 14. That the introduction of the system of acknowledgments of delivery of parcels remain in abeyance until the system be adopted generally.

Regulation 2. That the postage progress pound by pound, instead of in steps of 2 lbs., 7 lbs., and 11 lbs., as more consistent with the Colonial and English practice.

Regulation 6-3. That the Customs declaration forms be drawn up in the English language, and bear a sublineary translation in French, as is done with Postal Union forms.

Regulation 8-3. That the provision that mails "be landed as far as possible at the Customs House" be omitted as unnecessary, as Customs work is done at the Post Offices.

That it be provided that the cost of receptacles be shared equally between the countries of exchange.

Regulation 12. That in lieu of this a simple regulation providing for the preparation of a quarterly account, and for the payment of the balance due as early as possible after the same has been ascertained, be substituted.

No. 35.—*Redirection of Parcel Post Packets.*

With reference to a letter from the Calcutta Post Office of 7th August, 1894, on the subject of Redirection of Parcels, we recommend that the Colonies agree to the substitution of Article 14 of the Union Convention which provides for payment being made in all cases of redirection of parcels to other Postal Administrations, or of their return (owing to non-delivery) to the office of origin, in lieu of Article 2 of the existing arrangement between the two countries.

No. 36.—*Reduction of Commission on Money Orders to United Kingdom.*

The London Office wrote suggesting a reduction of Australian Rates on Money Orders to the United Kingdom. The rates in Great Britain and the Colonies are as follows:—

Rates charged in United Kingdom.

INLAND MONEY ORDERS.					
For sums not over	£1.	£2.	£4.	£7.	£10.
the charge is.....	2d.	3d.	4d.	5d.	6d.
FOREIGN MONEY ORDERS.					
For sums not over	£2.	£5.	£7.	£10.	
the charge is.....	6d.	1s.	1s. 6d.	2s.	

The Rates of Commission charged in the various Colonies on Money Orders issued on the United Kingdom are as follows:—

COLONY.	To £2.	To £5.	To £7.	To £10.	
South Australia and West Australia	1s.	2s.	3s.	4s.	
Victoria, New South Wales, and Tasmania.....	1s.	2s. 6d.	3s. 6d.	5s.	
	To £2.	To £4.	To £6.	To £8.	To £10.
Queensland and New Zealand.....	1s.	2s.	3s.	4s.	5s.

We are of opinion that although our rates are somewhat high, the present is not an opportune time for making any reduction.

25

No. 37.—*Telegraph Money Order Regulations.*

It appears that since the Conference at Wellington, at which it was decided that each Colony should adopt within its own territory such rules as it might deem fit for its own and the public protection, and that the result of the working be reported to the next Conference, we find that no fresh rules have been prepared by any of the Administrations, although some have been drafted and suggestions made by New South Wales and Victoria, the result of the working of which will be reported in due course.

No. 38.—*Issue of Duplicate Money Orders.*

A case having been brought under notice in which Orders were fraudulently negotiated after the issue of duplicates, it was decided the matter receive consideration when fresh regulations for the guidance of Postmasters are framed.

No. 39.—*Universal Postage Stamp: Federal Postage Stamp.*

The question of a universal or international postage stamp having been brought before the Vienna Congress by the Administration of Luxemburg, the Berne Bureau has asked the opinion of the other Administrations of the Union on the matter, and has been informed in reply that it would be considered at the Conference at Hobart, unanimity being desirable among the Colonies.

The Berne Bureau has furnished a great many opinions gleaned from other countries, most of which are adverse to the proposal at present, and the Director of the Bureau himself sums the matter up as follows:—

“I consider that under present conditions, and especially with regard to the diversity of currencies, the difficulties in the way of the creation of a universal postage stamp are too considerable to admit of the introduction of this innovation.”

We entirely concur in the above opinion.

With regard to a “Federal” Stamp, we are of opinion that it is undesirable at present to adopt a Federal Stamp for Australasia.

No. 40.—*Marking Stamps, “Specimen.”*

Under the Vienna Convention each Administration belonging to the Postal Union has to forward to the Berne Bureau, for distribution among the other Administrations, five specimens of its postage stamps (including, of course, stamped envelopes, newspaper wrappers, postcards, &c.), the number required being 730 of every kind, *i.e.*, a quintuple set for each of 146 Administrations. In return, the Departments receive through the Bureau a supply of specimens from all the other Administrations. It is a vexed question whether the stamps sent from Australasia should be unmarked, or bear the word “specimen.”

The Berne Bureau in 1892 intimated that a number of Administrations much preferred that the stamps sent to them should be unmarked, as it is considered that the overprint “injures the clearness of the design,” and that the number sent for this official purpose is “so small as to preclude all danger of abuse.” The New South Wales office thought the stamps should be marked in some way, but asked the opinion of Melbourne and Adelaide offices. In reply, Melbourne stated that it sent stamps unmarked, but not of any denomination higher than 5s. Adelaide replied that it had sent unmarked stamps, but nevertheless considered that they should have “specimen” printed on them.

On further representations from the Bureau, a statement was prepared showing what was done in other parts of the world, from which it appeared that Forty-eight Administrations placed the word “specimen” or some other imprint upon the stamps. This included Great Britain, which country, however, last year abandoned the custom of marking, at the same time expressing an opinion that the matter was not of sufficient importance to justify interference with the local regulations of other countries, and suggesting that every latitude be allowed to each in this respect: and of the forty-eight above mentioned, several have since left off marking their stamps. On the other hand, eighty-four administrations then (more now) sent unmarked stamps, and it was noted that the face value of the unmarked stamps sent by the United States amounted to over £31,000.

Of the colonies, Tasmania, South Australia, Western Australia, and New South Wales cancel by the word “specimen” or otherwise; whilst Victoria, Queensland, and New Zealand supply unmarked stamps.

Further representations continued to be made by the Berne Bureau, including a very strong request from Austria that “the custom of disfiguring stamps intended for distribution in the Postal Union be abandoned.”

The question was considered at the Brisbane Conference, 1893, when it was agreed that “all stamps sent to the Berne Bureau be cancelled or marked “specimen.” This decision was communicated to the Bureau, and a proposal has since been made to date-stamp the stamps instead of overprinting “specimen.”

The majority of us are of opinion that these stamps should either be marked “specimen” or defaced with the date-stamp.

Importation of Electrotpe fac-similes.

It was reported that the New South Wales Post Office had stopped a number of packets addressed to a firm in Sydney containing electrotypes of some of the postage stamps of the various

Colonies, on the grounds that *fac-similes* of the stamps in use might be printed from the electrotypes. The addressees appealed to the Department to deliver the electrotypes, at any rate of the other Colonies. This however was refused, unless they chose to obtain the consent of the various Administrations. They have accordingly applied to the other Colonies offering to place a bar across the electrotypes, so as to deface the stamps, and to give a guarantee bond that the electros will only be used to illustrate catalogues and price lists.

We endorse the action of New South Wales, and think it most undesirable that these exact reproductions of our stamps should be allowed to be brought into the Colonies, or used in any form. Under the Postal Acts of all the Colonies it is illegal to imitate any postage stamp.

41.—*Patent Envelopes.*

Applications have been made to the Postal Administrations of the Colonies to allow patent envelopes bearing a postage stamp of the proper value embossed by the Post Office, a portion of which stamp is impressed on the leaflets (containing advertisements) enclosed in the envelopes. These envelopes the applicants propose to sell to the public at half the face value of the stamp, trusting to be recouped by charges for the advertisements on the enclosed leaflets. We see grave objections to acceding to the request, and recommend that the Post Office should refuse to comply with their wishes.

No. 42.—*Postal Note System, England.*

The London Office was communicated with, but declined to exchange Postal Notes on account of the great risk.

No. 43.—*Arbitrary Marks in Newspapers to convey information of a personal nature.*

We do not advise that the present system of allowing certain marks calling attention to paragraphs be extended.

No. 44.—*Enclosure of printed Papers in Newspapers.*

We recommend that the Australasian Convention Rules be adhered to with respect to printed Papers in Newspapers which exclude Placards, Insets, Advertisement Sheets, &c.

No. 45.—*Payment for Conveyance of Letters in English Mails in transit—Victoria to Tasmania.*

Victoria reports that a Bill has been drafted providing for reduction in Sea Transit Rates of Mails to Tasmania.

No. 47.—*Postal Union (Sea Transit Rates).*

In September last the great inequality of the rates of payment for the sea transit of mails for Postal Union countries was brought under notice by the Sydney Post Office, special attention being drawn to the case of mails for New Caledonia, as follows :—

Under Article 4 of the Vienna Convention, the French Post Office claims from this office for the conveyance of mails by French mail vessels from Sydney to New Caledonia, a distance of 1060 miles, the rates of 15 francs per kilogramme of letters or postcards, and 1 franc per kilogramme of other articles, the same rates as would be charged from Adelaide to Marseilles, a distance of 9240 miles; whilst on mails from France to New Caledonia, conveyed from Italy to Adelaide by P. & O. and Orient vessels, and from Sydney to New Caledonia by non-contract packets, at a cost to this office of 2s. per lb. of letters or postcards, and 4s. 6d. per cwt. of other articles, this office is allowed for the latter service 1 franc 57 centimes per kilogramme (7d. per lb.) of letters or postcards, and 10 centimes per kilogramme ($\frac{1}{4}$ d. per lb., or 4s. 3d. per cwt.) of other articles. In other words, France claims for the conveyance of New South Wales mail matter from Sydney to New Caledonia about ten times the rates allowed to New South Wales for the conveyance of French mails between the same places.

In the case of other mails, also, great inequalities exist. The stipulations in the Postal Convention were made before the Australasian Colonies joined the Postal Union, and their operation in this way may not have been foreseen, but it appeared to be imperative that these Colonies should press for a more equitable arrangement.

The Adelaide Office was therefore asked by New South Wales (26 September, 1894) to communicate with the other Colonies and obtain their assent to submitting the following proposals to the Berne Bureau (in terms of Article 26 of the Convention) for the consideration of Postal Union countries; viz.—

That in lieu of Subsection 2° 3§ of Article 4 of the Vienna Principal Convention, the following be substituted; viz.—

“ For sea transits :—	Letters or Postcards.	Other articles.	
Not exceeding 2500 miles.....	3 francs	20 centimes	} per kilogramme.
Between 2500 and 5000 miles.....	6 ”	40 ”	
” 5000 and 7500 ”	9 ”	60 ”	
” 7500 and 10,000 ”	12 ”	80 ”	
Over 10,000 miles.....	15 ”	1 franc	

That subsections 2° and 4° of §4 of Article 4 be suppressed.

That the necessary amendments be made in Article 5 §2 subsection 1, Article 17 §4 subsection (a) and §5; and §4 of detailed regulations 24 and 25, respectively, in order to bring same into conformity with the changes proposed.”

The matter was referred accordingly to the other Colonies, and the following is an extract from the New Zealand reply :—

“ This Office quite recognises that the case under review presents probably one of the greatest anomalies possible in the application of the long distance sea rates re-enacted by the Vienna Convention, and fully concurs with you that it should be brought under the special notice of the Union Administrations. In my opinion, however, the object sought would be more readily obtained if no definite rates were proposed. Those suggested by New South Wales would traverse the huge Atlantic and European interests created in and before 1878, compared to which the few hundred pounds involved by the Sydney-New Caledonia question sink into insignificance, and while standing but a remote chance of being accepted, they might aid in compromising Great Britain in connection with the growing agitation for the total abolition of sea rates.

“ It is considered not unlikely, however, that the part of the proposal made by Austria-Hungary at the Vienna Conference, but postponed for discussion at Washington, which would fix the sea rates from 300 to 4000 miles at 5 frs. and 50 cts. for letters and other articles respectively, may commend itself to a majority of the Union Administrations, and, if so, Sydney’s difficulty would be effectually met, as its payments to France would be reduced to one-third the present rates.”

We recommend that the matter should be brought before the Berne Bureau and London Office, and that the Australasian Delegate at the next Quinquennial Congress be asked to press for an alteration in Sea Transit Rates.

No. 51.—*Consideration of proposed Official Code Vocabulary.*

There seems to be a misapprehension on this subject. The proposed code was not prepared by the Eastern Extension or any Company, but by the Berne Bureau, by direction of the Paris Convention of 1890. It is not intended to come into operation as regards extra-European countries (of which Australasia is one) until it has been confirmed at the next Telegraph Conference in 1896. We are of opinion that it is very desirable to have a carefully prepared code vocabulary, as many of the present private codes contain inconvenient words, and words so nearly alike as to lead to frequent repetitions through an error possibly of a single letter. Not having seen the vocabulary to which objection is taken, we are unable to form an opinion as to its suitability.

No. 52.—*Registration of Code or abbreviated Addresses (Uniformity of Regulations).*

The Wellington Office telegraphed to the Postmaster-General, South Australia, that “ in England a separate charge is made for each registration at office of delivery. South Australia and Victoria appear to accept registration for the whole of Colony, charging only one fee. The question is—What rule is observed in other Colonies, as uniformity is desirable?”

Postmaster-General, Adelaide, wrote in reply : “ South Australian practice as follows :—

Persons, firms, &c. in Adelaide or any provincial town can have code address entered in Adelaide ; thus—

Phillipson & Co.,
Mount Gambier,

can be entered on Adelaide register, say—

Bonus,
Adelaide.

And we transmit messages on receipt to

Phillipson & Co.,
Mount Gambier,

without any additional charge.

If, however, Phillipson & Co. have offices in several towns, they must register a code to each address. Thus—

Phillipson & Co., Mount Gambier,
Bonus, Adelaide,

Phillipson & Co., Gawler,
Beatrice, Adelaide,

Phillipson & Co., Adelaide,
Burnham, Adelaide,

paying usual fee for each code ; or they may register code at each place, in which case the messages would bear proper names of places.

Thus—

Bonus, Mount Gambier.
Beatrice, Gawler.
Burnham, Adelaide.

The reason why in most cases persons register in Adelaide is because Mount Gambier, Gawler, &c. may not for messages put in at London, or in France, &c., be sufficiently explicit, unless the words ‘ South Australia ’ are added, which increases the cost.

The London Office adopts similar practice. Thus—
 Newton & Co.,
 Birmingham,
 can be registered in London, say—

Portia,
 London.

While on the subject of code addresses, it may be mentioned that we do not regard the proper or surname of any individual as a sufficient address, and require it to be registered, as there may be other persons of the same name. Thus—

Thomson, Adelaide,
 must be registered.

People complain of this until the reason is explained, when our rule is generally admitted to be a proper one for the protection of the public.”

The South Australian rule is the one practically followed in the other Colonies, although we favour the Melbourne modification, which provides that visitors passing through Victoria may register for a month on payment of a fee of 5s.

No. 53.—*Telegraph Code, Alteration of.*

It is recommended the following alterations in the Telegraph Code be made, viz. :—

L, for	————	substitute	.....
X, for	. — . .	substitute	— . . —
Y, for	.. ..	substitute	— . — —
9, for	— . . —	substitute	— — — —
Sig			— — — —

No. 54.—*Rate on Telegraph Messages to and from New Caledonia.*

We recommend that messages to and from New Caledonia and New Zealand be treated as International Messages, and charged accordingly.

No. 55.—*Fire Alarms—Regulations, &c.*

We recommend that the Laws and Regulations of the various Colonies with regard to Fire Alarms should be uniform, and advise that a code of Regulations be drafted by the Melbourne, Sydney, and Adelaide offices and considered at next Conference, and that the Regulations should embrace the whole question of the erection of wires of private persons erected by the Department.

No. 56.—*Rectifying Telegrams or Repeats for Corrections.*

We recommend that the Regulations and Charges agreed to at Brisbane Conference be adopted, and the following arrangement made, viz. :—“ Ask by service memo. for repeat, and if repeat is the same as the original copy to be delivered at a charge of half rate. If there has been an error no charge to be made. If no error, Service Memo. to be paid for as well as the half rate for the repeat. Each office to keep its own receipts.

No. 57.—*Name of Terminal Country to be given in Foreign Telegrams.*

We recommend that in cases of Foreign Telegrams the name of the Terminal Country should be inserted by the sender.

No. 58.—*Reply Paid Telegrams—Mode of accounting for.*

We recommend that this be dealt with departmentally by correspondence.

No. 59.—*Cablegrams “ On Service.”*

This is now under consideration by the Cable Company.

No. 60.—*Repeated Telegrams—Uniform mode of dealing with.*

We recommend that where a sender of a message pays half rate additional for his message to be repeated, the addressee shall send the repeated copy which is to be delivered to the original sender.

No. 61.—*Precedence of Press Cablegrams.*

The PRESIDENT read the following Report from the Permanent Heads on the subject of Precedence of Press Cable Messages :—

“ We recommend that on communication being restored after [an interruption, each day's business should be cleared in order of date of despatch, precedence being given to all press messages of same date. This is practically what the Sydney Chamber of Commerce contends for, and we think such an arrangement will be a fair one for all parties interested.”

Discussion followed, and the Hon. SIR JOHN FORREST moved that the consideration of the matter be postponed.

The Hon. JOSEPH COOK moved that the Governments concerned be urged to take steps to obviate, as far as possible, the inconvenience caused to the mercantile community by delay in forwarding private messages in case of telegraphic interruption.

The Hon. J. A. COCKBURN seconded the Motion, which was carried.

No. 63.—*Standard Time.*

We beg to report that Standard Time has been adopted by Queensland, New South Wales, Victoria, and South Australia, and that the Colonies of New Zealand, Tasmania, and Western Australia be invited to also adopt Standard Time as agreed to at Wellington Conference.

No. 64.—*Telephone List—Patent arrangement of Alphabetical Index.*

We do not see any necessity to adopt the patent arrangement submitted to the Adelaide Office.

Bulk Newspapers.

Sir Charles Todd read a letter from the Editor of the South Australian *Advertiser* pointing out that two newspapers pass at bulk rate of postage in Victoria, and complaining that a different course is followed in South Australia. We regret that Victoria has departed from the provision of the Convention which requires that no parcel containing less than four newspapers should pass at bulk rates, and are of opinion that the present number of papers for bulk rates should be maintained.

THANKS.

The Hon. JOSEPH COOK moved a vote of thanks to the Hon. J. Gavan Duffy for the able manner in which he had presided over the proceedings of the Conference, and for the generous hospitality and kindness which he had extended to the Delegates.

Hon. J. A. COCKBURN seconded the Motion, which was carried by acclamation.

The Hon. PRESIDENT returned thanks for the compliment paid him, and specially mentioned the able services of the Heads of Departments from the various Colonies attending the Conference.

The Hon. SIR JOHN FORREST moved a vote of thanks to the Secretary, Mr. T. C. Just, for the able manner in which he had performed his duties.

The Hon. JOSEPH COOK seconded the Motion, which was carried.

Mr. JUST acknowledged the compliment.

The Hon. SIR JOHN FORREST moved a vote of thanks to the Government of Tasmania, and especially to the Hon. P. O. Fysh, for their kindness and hospitality during the meeting of the Conference.

The Hon. A. J. THYNNE seconded the Motion, which was carried.

The Hon. P. O. FYSH acknowledged the vote, making special reference to the federal spirit which had animated the proceedings of the Conference.

The Hon. J. A. COCKBURN moved a vote of thanks to the Press of Tasmania and the other Colonies for the attention given to the proceedings of the Conference.

The Hon. P. O. FYSH seconded the Motion, which was carried.

The Conference at 1:30 P.M. adjourned *sine die*.

JOHN GAVAN DUFFY, President.

THOS. C. JUST, Secretary.



SECOND REPORT OF COMMITTEE

APPOINTED AT THE

POSTAL AND TELEGRAPHIC CONFERENCE

HELD AT HOBART, 1892,

FOR THE PURPOSE OF DRAFTING A CODE OF RULES AND REGULATIONS FOR THE ERECTION AND LAYING OF ELECTRIC LIGHT AND POWER WIRES.

The Committee has the honour to report that, in compliance with the following resolution passed at the Postal and Telegraphic Conference held this year in New Zealand, viz. :—

“That the Committee be requested to complete their labours by reporting on electric tramways and drafting regulations in regard to electric power leads generally,”

it met at Melbourne on the 30th of October, its sittings extending over the 31st of October, the 1st, 2nd, 3rd, 6th, 7th, and 8th of November—the following members being present :—

SIR CHARLES TODD, K.C.M.G., M.A., F.R.S., M.I.E.E., Postmaster-General and Superintendent of Telegraphs, South Australia.

Major P. B. WALKER, M.I.C.E., M.I.E.E., Secretary of the Telegraph Service, New South Wales; also representing New Zealand.

GEORGE SMIBERT, Esq., A.I.E.E., Telegraph Engineer and Chief Electrician of the Post Office and Telegraph Department, Victoria.

ROBERT HENRY, Esq., Superintendent of Telegraphs, Tasmania.

O. HAES, Esq., M.I.E.E., Engineer of the Brush Electrical Engineering Company, Sydney, Melbourne, and Adelaide.

A. J. ARNOT, Esq. A.M.I.C.E., M.I.E.E., Melbourne City Electrical Engineer.

JAS. O. CALLENDER, Esq., A.I.E.E., Callender's Bitumen Telegraph Waterproof Company Limited, London and Sydney.

The members at their first meeting were received and welcomed by the Hon. J. Gavan Duffy, M.P., Postmaster-General, who alluded to the important business which would occupy the attention and consideration of the Committee, and referred to the necessity for the proper regulation of electric lighting and power wires in order to insure public safety. Among other things he mentioned that a Bill intituled the Electric Light and Power Bill was about to be introduced into the Victorian Parliament, a copy of which Bill would be supplied to each member of the Committee, and he would be glad to receive from the Committee any suggestion they might desire to make on the Bill.

Major Walker proposed, and Mr. G. Smibert seconded, that Sir Charles Todd be appointed Chairman, which was unanimously agreed to.

On taking the chair, Sir C. Todd thanked the members of the Committee for the honour they had conferred upon him in again electing him their Chairman. He reported, for the information of the Committee, that the report and draft regulations to be observed in the erection or laying of electric light and power wires, drawn up at their first meeting in Sydney in March, 1893, were laid by him before the Postal and Telegraph Conference held at Brisbane the same month, and favorably received.

At the Postal and Telegraph Conference held at Wellington in March last the Hon. J. A. Cockburn, M.D. Lond., Minister of Education and Agriculture, South Australia, moved a vote of thanks to the Committee, and that they be requested to complete their labours by reporting on electric tramways and drafting regulations in regard to electric power leads generally. In compliance with that resolution the present meeting was convened.

The Chairman expressed his regret that the Queensland Government was not represented at the present Conference, more especially as Queensland was the only colony that had passed an Act permitting public electric tramways to be constructed by joint local authorities, and therefore that Government was especially interested in any regulations which the Committee might frame, and which might be in conflict with the existing legislation of that colony.

In Tasmania an Act has, he said, been passed authorizing the Hobart Tramway Company Limited to construct, maintain, and work tramways in Hobart, which tramways, on the overhead trolley system, were opened during the last year.

In the same colony legislation has been obtained to enable the Municipal Council of Launceston to take water from the South Esk for use as a motive power for electric lighting and other purposes.

The principal object, the Chairman said, in appointing this Committee was to bring all the colonies into line in regard to the regulations for electric light, electric tramways, and the application of electrical energy generally, with a view to the adoption as far as possible of uniform legislation and one common code of regulations.

Mr. W. B. Crosbie, LL.B., was appointed Secretary, on the motion of Mr. G. Smibert, seconded by Major Walker.

Major Walker informed the Committee that he also represented the Government of New Zealand.

The following papers were laid on the table:—

By the Chairman—

Report from the Joint Committee of the House of Lords and the House of Commons on electric powers, 13th July, 1893.

A translation of an extract from *Archiv für Post und Telegraphie*—“Protection of telegraph lines from injury by high-tension currents.”

A paper on electric tramways in the United States and Canada, by Mr. H. C. Wilkinson, read before the Institution of Electrical Engineers, London.

By Major Walker—

Specifications for underground telephone cables.

The report of the board appointed to inquire into the interference of the proposed electric tramways in Dunedin with telephone lines.

Statistics of the European electric tramways.

By Mr Callender—

The electrical equipment of the Liverpool overhead railway, by T. Parker, M.I.C.E.

By Mr. Henry—

Notes on disturbances caused on telephone lines at Hobart by the running of the electric tramways.

Notes on the construction and working of the Hobart electric tramway, by A. C. Parker.

Observations taken on 30th September and 7th October, 1894, to determine potential on Hobart telephone lines arising from disturbance caused by the Hobart electric tramway, by R. Henry.

Map of Hobart and suburbs, showing tramway routes and position of telephone lines.

By Mr. Haes—

Special regulation issued by the Board of Trade for alternating current transformers, 1894.

By Mr. Arnot—

A paper by Edward Hopkinson, M.A., D.Sc., M.I.C.E., on electrical railways—“The City and South London Railway.”

The Committee had also before it the regulations of the Board of Trade for securing the safety of the public and for insuring a proper and efficient supply of electrical energy.

These papers were carefully examined by the Committee, which then proceeded to consider and draft regulations for the control of electric light and power supplies and the erection of electric-light power and traction wires.

REGULATIONS.

It was considered desirable to carefully revise and amend the regulations drawn up at the first Conference of the Committee in Sydney. These, as amended, are now embodied in the complete Code of Regulations appended to this report (Appendix A), which the Committee recommends for adoption throughout the Australasian Colonies. They are arranged in the following order:—

1. *Electric Light and Power.*

Definitions.
Regulations as to safety.
Conduits for underground wires.
Aerial conductors.
Converting stations.
Consumers' premises.
Alternating current transformers.
Regulations as to supply.

2. *Electric Traction.*

Definitions.
Regulations.

ELECTRIC TRAMWAY SYSTEM.

The various methods of constructing electric tramways received very careful consideration, with a view to ascertaining the possible dangers and interferences likely to arise from their use.

Briefly stated, there are three systems—it being unnecessary to refer to a fourth where storage batteries are carried in the car, and no external conducting wires are necessary:—

1. That known as the single trolley, consisting of one overhead bare wire, insulated from earth, with an uninsulated return lead, of which the rails form the whole or part, to generator. This system has already been introduced in Sydney, Hobart, and Box Hill (near Melbourne).
2. That known as the double trolley, having both wires (forming the lead and return) carried overhead and insulated from earth.
3. The underground conduit system, in which one or both conductors (lead and return) are insulated.

The objections raised to the overhead trolley system are—

1. That it is unsightly, especially in the principal streets of a city.
2. That it is a source of danger and an impediment in the event of fire.
3. That the rails forming the whole or greater part of the return lead to generator are uninsulated from earth, and, where the overhead conductor runs parallel with the telephone, telegraph, and railway signal wires, the induction and leakage are a cause of serious disturbance, especially on telephone wires, as will be seen in the memorandum appended to this Report, laid before the Committee by Mr. Robert Henry, Superintendent of Telegraphs in Tasmania (*vide* Appendix B). The same objection applies to some extent to the underground system, where the return wire is connected with the earth.

Speaking on the question of the overhead trolley system, Sir F. J. Bramwell, in his evidence before the Joint Committee of the House of Lords and House of Commons before referred to on page 2, says, referring to the Leeds tramway, "that it

is intolerable to telephone working" (*vide* page 74, question 1067). There is other evidence to the same effect. We have also instances of the railway signals, which are worked on earth circuit, being interfered with by leakage from the tramway uninsulated return through the earth, the signal "line clear" being dropped by this means when a train is on the track; and some railway companies in England have been compelled to employ metallic circuits to obviate this.

With regard to the third objection, Mr. Preece, in his notes on a trip to the United States, read before the Institution of Electrical Engineers, Vol. XXIII., No. 109, says—"The disturbances in telephone circuits created by the extension of electric railways have been severely felt in many parts of the United States. We have experienced the same in London, Liverpool, Leeds, and Blackpool. But, owing to the prompt action taken by the telephone and railway companies (especially in Boston), the area of disturbance has been much reduced, and the influence of electric railways on telephones has ceased to be a trouble. Of course, this result is very much favoured by the rapid introduction of metallic circuits into cities; but it has also been favoured by the prompt action of the railway companies themselves. They did all that they were asked to do, and that at once."

Experience has also shown that serious trouble and possible danger may be caused by the rapid destruction by electrolysis of water and gas pipes laid in the immediate vicinity of these electric tramways. This, however, can be obviated by connecting the negative pole of the dynamo to the pipe, and by properly screening such pipe from the action of the current, as provided for in the regulations appended to this report.

If the regulations now submitted are rigidly enforced, the Committee is of opinion that the objections raised and the disturbances complained of can be reduced to a minimum. Of course, the most effective means of overcoming these disturbances, due to induction and leakage, would be to place all the telephones in metallic circuit, using twisted wires. This, however, would involve a very serious expense, as it means doubling the whole of the telephone wires, and would soon render it necessary to place them in suitably-constructed subways or conduits.

The system occasionally used in the United States, known as the "Double-Trolley Overhead Conductors," forming a metallic circuit wholly insulated from earth, has some advantages.

Electrically it is satisfactory, both in the freedom it gives from disturbance to telephone and other wires and also on account of the satisfactory running of the cars, due to the completely insulated return. The great objection to it is the multiplication of overhead wires, and in this respect all the dangers of an ordinary single-wire trolley system are increased. This is specially noticeable at points where two or more lines cross each other, or where a junction occurs.

The chief obstacle to the adoption of the underground conductors with line and return wholly insulated from the earth is the great cost as compared with the overhead trolley system having uninsulated returns; and, while fully recognising the advantages of the former, the Committee is forced to agree with the decision arrived at by the Joint Committee of the House of Lords and the House of Commons:—

"That it is not, in the present state of electrical science, to the interest of the public to insist upon electrical tramways using an insulated return conductor, and that such insistence would retard the development of electric traction."

While there are many electric tramways and railways in operation worked on the overhead trolley system having uninsulated returns, there are very few with underground conductors wholly insulated from earth. A line of this description has, however, been in operation at Buda-Pesth for several years; and Mr. H. D. Wilkinson, in an interesting paper recently read before the Institution of Electrical Engineers, London, and published in No. 113, Vol. XXIII., of the Institution's Transactions, describes two lines constructed on this principle during the last twelve months in America with underground conduits on Love's system, in which the conductors are in metallic circuit and wholly insulated from earth.

Such a system would wholly prevent any inductive action on telegraph and telephone wires, and electrolytic action upon water and gas mains; but at present there are several obstacles in the way, and it has as yet hardly emerged from the experimental stage.

There are also several systems in which the conductor is completely enclosed in a tube or conduit, and devices of a mechanical or electrical nature are used, by means of which short sections of the rails or a surface conductor are automatically connected and disconnected by the car as it advances. These systems, although promising well at first, have not been successful in actual practice, and the multiplication of contacts and movable parts must necessarily form a source of weakness in any such system.

WIRES TO BE PLACED UNDER GROUND.

The Committee considers that in the busy or principal parts of a city, where there may be a large number of telephone and electric light, tramway, or power wires, it is desirable—having regard to the safety of the public—that these wires should be placed under ground; but, as before observed, this will require the construction of subways or suitable conduits.

PROTECTION OF GOVERNMENT TELEGRAPHS.

The Committee recommends that the instruments connected to the telegraph and telephone wires crossed by electric light power or tramway overhead wires should be protected with fusible cut-outs, placed on such telegraph and telephone wires at the nearest leading-in offices and subscribers' premises on each side of the crossing.

VICTORIAN ELECTRIC LIGHT AND POWER BILL.

The Committee, having, at the request of the Hon. the Postmaster-General (Mr. J. Gavan Duffy), carefully considered the provisions of the Victorian Electric Light and Power Bill, is of opinion that the Bill has been ably drafted, and, with some few amendments, might with advantage be adopted by the other colonies in order to secure uniform legislation.

CONCLUSION.

In view of the rapid extension of electric lighting and the introduction of electric tramways, it is, in the opinion of this Committee, desirable that uniform legislation should be introduced at an early date; and it strongly recommends that effect should be given as soon as possible to the three resolutions passed by the Committee at its first Conference in Sydney, viz. :—

1. That it is desirable that the laws and regulations relating to the erection of electric light and power wires for the supply of electrical energy should, as far as possible, be uniform throughout the Australian Colonies.
2. That no local or municipal authority, company, or person shall be allowed to lay in or erect on or along any street or public thoroughfare any electric light or power wires without statutory authority.
3. That a board of control—consisting of, say, three members—be appointed in each colony, under whose supervision all works relating to electric lighting and the transmission of power shall be carried out in accordance with the rules and regulations approved by the Governor in Executive Council; and that a central or intercolonial board of control—consisting of representatives from the local boards—should also be appointed to make such amended rules and regulations as may from time to time be necessary, and to deal with matters cognate thereto.

In any case the Committee recommends that each Government should at an early date appoint a properly qualified inspector, whose duty it should be to make periodical inspections of all electric light and power leads, and see that all works connected therewith are carried out in accordance with the regulations.

CHARLES TODD, Chairman.
 GEORGE SMIBERT.
 P. B. WALKER.
 ROBERT HENRY.
 JAMES O. CALLENDER.
 OSWALD HAES.
 A. J. ARNOT.

Melbourne 8th. November 1894

APPENDIX A.

REGULATIONS FOR THE CONTROL OF ELECTRIC LIGHT AND POWER
SUPPLY AND THE ERECTION OF ELECTRIC LIGHT, POWER,
AND TRACTION WIRES.

I.—ELECTRIC LIGHT AND POWER.

DEFINITIONS.

In the following Regulations the expression "Order" means any Order of the Governor in Council granted or made pursuant to the Act.

The expression "the undertakers" means the undertakers for the purpose of the Order.

The expression "the consumer" means any body or person supplied or entitled to be supplied with energy by the undertakers.

The expression "consumer's terminals" means the ends of the electric wires situate upon any consumer's premises, and belonging to him, at which the supply of energy is delivered from the service conductors.

The expression "consumer's wires" means any electric wires on a consumer's premises which are connected with the service conductors of the undertakers at the consumer's terminals.

The expression "constituted authorities" means the Board of Control or the authorities appointed by the several Australasian Governments.

The expression "local authority" means the municipal or other authority having control of the area within which the Order applies.

The expression "inspector" means any person appointed by the constituted authorities for the purposes of these regulations.

The expression "aerial conductor" means any wire or cable for the transmission of electrical energy for light or power purposes placed above ground in the open air.

The expression "service conductor" means any conductor used to connect any aerial or underground main conductor with a consumer's premises.

The expression "efficient earth" means that when any casing, support for conductors, conducting wire, or other metallic body is required to be efficiently connected to earth, such casing, support, conducting wire, or metallic body shall be deemed to be so connected when it is connected to metallic mains for water supply, outside of buildings, or, where these are not available, to a mass of metal having a total surface of at least 4 square feet, buried to a depth of at least 3 feet in moist earth, by means of a conductor possessing a mechanical strength, and offering a passage to electrical discharges, equal to that of a strand of seven No. 16 S.W.G. galvanized-iron wires.

The expression "pressure" means the difference of electrical potential between any two conductors through which a supply of energy is given, or between any part of either conductor and the earth; pressure on any alternating current system being taken to be the equivalent of pressure on a continuous current system when it produces an equal heating effect if applied to the ends of a thin stretched wire or carbon filament; and—

- (a) Where the conditions of the supply are such that the pressure cannot at any time exceed 300 volts if continuous, or the equivalent of 150 volts if alternating, the supply shall be deemed a low-pressure supply—
- (b) Where the conditions of the supply are such that the pressure may exceed the limits of a low-pressure supply, but cannot exceed 3,000 volts or the equivalent of 3,000 volts, whether continuous or alternating, the supply shall be deemed a high-pressure supply;
- (c) Where the conditions of the supply are such that the pressure may on either system exceed 3,000 volts, or the equivalent of 3,000 volts, the supply shall be deemed an extra high-pressure supply.

Mains, service, and other conductors and apparatus are referred to as low-pressure, high-pressure, and extra high-pressure mains, &c., according to the conditions of the supply delivered through the same or particular portions thereof.

The expression "earth return" means that the earth is used as a passage for the return current solely or in conjunction with a metallic conductor.

The expression "electrical energy" means the capacity for doing work by electricity.

REGULATIONS AS TO SAFETY.

General.

1. *Low-pressure supply to consumers.*—Save as hereinafter provided, the supply of energy delivered to the consumer's terminals shall be a low-pressure supply.

2. *Limitations of high-pressure supply.*—A high-pressure supply shall not be delivered to any consumer's terminals except for special purposes, and with the approval of the constituted authorities, on the joint application of the consumer and the undertakers, and subject to such further regulations as the constituted authorities may from time to time prescribe. But a high-pressure supply may be given to distributing or converting stations or points or to distributing mains, in accordance with the following Regulations.

3. *Limitations of extra high-pressure supply.*—An extra high-pressure supply shall not be given except to distributing stations or other premises in the sole occupation of the undertakers, and with the written consent of the constituted authorities, and subject to such regulations and conditions as the constituted authorities may prescribe.

Underground Mains and Conductors.

4. *Maximum working current.*—The maximum working current shall not be sufficient to raise the temperature of the conductor in any part to such an extent as to materially alter the physical condition or specific resistance of the insulating covering, if any, or in any case to raise such temperature to a greater extent than 30° Fahrenheit; and efficient automatic means shall be provided which will render it impossible for this maximum working current to be by any accident exceeded to the extent of 50 per centum, even for short intervals of time; and special care shall be taken that the cross sectional area and conductivity at joints is sufficient to avoid local heating, and that the joints are properly made and protected against corrosion.

5. *Lightning arresters.*—Where any portion of any conductor is exposed in such a position as to be liable to be affected by lightning, a lightning arrester, of such pattern and construction as may be from time to time approved by the constituted authorities, shall be placed in the circuit for the efficient protection of all instruments connected therewith.

6. *High-pressure conductors laid above ground.*—Where any high-pressure conductor, other than an aerial conductor, is placed above the surface of the ground, it shall be completely enclosed in brickwork, masonry, or cement concrete, or in strong metal cases efficiently connected to earth, for a height of at least 10 feet above the ground.

7. *High-pressure conductors laid in subways, &c.*—Where any high-pressure conductor is laid in a subway, or in the same conduit with any low-pressure conductor, it shall be completely enclosed in strong metal casing efficiently connected to earth.

8. *High and low pressure conductors laid in proximity.*—Where any high-pressure conductor is laid within a less distance than 18 inches from any low-pressure conductor, or from the surface of the ground, or where any low-pressure conductor is laid within the above-mentioned distance from any previously laid high-pressure conductor, efficient means shall be taken to render it impossible that the low-pressure conductor or the surface of the ground shall become electrically charged by any leakage from or defect in the high-pressure conductor.

9. *Continuous insulation.*—Every high-pressure conductor shall be continuously insulated with a durable and efficient material, which shall be protected on the outside against injury or removal by abrasion, and every such conductor shall be tested for insulation after having been laid in position, and before any joints for service lines are made. The insulation resistance under these conditions shall not be less, in any section of the conductor, than at the rate of 100,000 ohms. per mile for every volt of pressure of the supply under a testing pressure of at least 100 volts, and the undertakers shall duly record the results of the tests of each conductor or section of a conductor, and at all times permit the electric inspector to examine and take copies of such record.

10. *Minimum insulation resistance allowable—Indicator of leakage.*—The insulation resistance of any complete circuit used for high-pressure supply, including all devices for producing, consuming, or measuring energy, connected to such circuit, shall be such that, should any part of the circuit be put to earth through a resistance of 2,000 ohms., the leakage current shall not exceed 0.04 ampere in the case of continuous currents, or 0.02 ampere in the case of alternating currents. Every such circuit shall be fitted with an instrument, of such pattern and construction as may from time to time be approved by the constituted authorities, which shall immediately indicate any defect which may at any time occur in the insulation resistance of either conductor.

Every such circuit shall be tested for insulation at least once in every week, and the undertakers shall duly record the results of such testings, and at all times permit the electric inspector to examine and take copies of such record.

11. *Precautions against sparking with high-pressure alternating current mains.*—In the case of a high-pressure supply on any alternating current system, where separately insulated conductors are laid in the same conduit or pass through the same boxes, precautions shall be taken against the discharge of electric sparks between the insulating covering of oppositely charged conductors, by providing a sufficient connexion of a conducting nature from one covering to the other.

Conduits.

12. *Conduits to be durable and strong.*—All conduits used as receptacles for conductors shall be constructed of durable material, and of ample strength to resist any pressure due to heavy traffic or other forces to which they may be expected to be subjected.

13. *To be kept free from water.*—Where the conductors in any conduit are not continuously insulated, adequate precautions shall be taken to insure that no accumulation of water shall take place in any part sufficient to raise the level of the water into contact with the conductors.

14. *To be kept free from gas.*—All conduits for conductors constructed in streets in which gas mains are also laid shall be efficiently protected against an accumulation of gas.

15. *Precautions with respect to street boxes.*—Where any street box contains high-pressure conductors efficient means shall be taken to render it impossible that the covers or other exposed parts of these boxes, or any adjacent material forming the surface of the street, shall become electrically charged, whether by reason of leakage, defect, or otherwise; and all street boxes shall be efficiently protected against any accumulation of gas or water, and their covers so secured that they cannot be opened except by means of a special appliance.

Aerial Conductors.

16. *Height from ground, and distance from buildings, &c.*—An aerial conductor in any street or thoroughfare shall not, in any part thereof, be at a less height from the ground than 20 feet; or, where it crosses a street, 30 feet, or within 6 feet of any building or erection other than a support for the conductor, except where brought into a building for the purpose of supply

17. *Aerial conductors over rooftops.*—Where necessary to run aerial conductors over the top of any buildings, they shall be kept at least 7 feet clear above the buildings; and all poles placed on buildings shall be fixed in shoes or plates, so that the downward pressure may be distributed over a large surface; such poles must be properly stayed with stranded galvanized-iron or steel wires, and if of metal be efficiently connected to earth, and if of wood the poles shall be provided with lightning conductors as required by Regulation No. 21.

18. *Maximum intervals between supports.*—Every aerial conductor shall be attached to supports at intervals not exceeding 200 feet where the direction of the conductor is straight, or 150 feet where this direction is curved, or where the conductor makes a horizontal angle at the point of support. If suspending wires are used, as required in Regulation 31, the span for straight lines may be increased to 250 feet.

19. *Angle of crossing thoroughfares.*—Wherever possible a conductor should cross a street at right angles, and in no case shall the angle between such conductor and the direction of the street at the place of such crossing be less than 60 degrees, and the span shall be as short as possible.

20. *Supports, construction and erection of.*—Every support of aerial conductors shall be of a durable material, and properly stayed against forces due to wind pressure, change of direction of the conductors, or unequal lengths of span, and the conductors must be securely attached to insulators fixed to the supports by a non-metallic ligament. The factor of safety for the suspended wires shall be at least 6, and for all other parts of the structure at least 12, taking the maximum possible wind pressure at 35 lbs. per square foot.

21. *Connection of support to earth.*—Every support, if of metal, shall be efficiently connected to earth, and every other support which shall be exposed in such a position as to be liable to be affected by lightning shall be protected by a lightning conductor fastened to the support along its entire length, and projecting above the support to a height of at least 6 inches, such lightning conductor to be efficiently connected to earth, and possess a mechanical strength, and offer a passage to electrical discharges equal to that of a strand of seven No. 16 galvanized-iron wires.

22. *Lightning arresters.*—Lightning arresters of pattern approved by the constituted authorities shall be placed in the circuit of all aerial conductors at the point where they leave the generating station.

23. *Crossing other wires.*—Where any aerial conductor is erected so as to cross one or more telegraph, telephone, or other wires, it may pass over, under, or, where specially permitted by the constituted authorities, between such wires, provided precautions are taken to keep such conductor at least 1 foot clear of the other wires in all directions; and both the aerial conductor and the telegraph and telephone wires shall be respectively affixed to separate supports, placed within 6 feet of the point of intersection where practicable, but in no case to exceed 10 feet, and further protected from coming in contact, under any circumstances, by guard irons or wires; all such guard irons or wires to be efficiently connected to earth.

24. *Service conductors.*—All service conductors shall be laid from the main cable, being joined thereto at a point as near as possible to a pole or support, direct to insulators attached to the building or premises to be served, and lead upward therefrom to tubes or channels of insulating and non-inflammable material, through which they shall pass into the building. Where they run along the outside of any building they shall be kept at least 12 inches apart, and be affixed to insulators. The tubes or channels to be sloped downwards from the inside to the outside of the building.

25. *Maximum working current.*—The maximum working current in any aerial conductor shall not be sufficient to raise the temperature of the conductor in any part to such an extent as to materially alter the physical condition or specific resistance of the insulating covering, if any, or in any case to raise such temperature to a greater extent than 30° Fahrenheit, and efficient automatic means shall be provided which will render it impossible for this maximum working current to be by any accident exceeded to the extent of 25 per centum, even for short intervals of time; and special care shall be taken that the cross sectional area and conductivity at joints is sufficient to avoid local heating, and that the joints are properly made and protected against corrosion.

26. *High-pressure conductors to be insulated.*—Every high-pressure aerial conductor shall be continuously insulated with a durable and efficient material, to be approved by the constituted authorities, to a thickness of not less than one-tenth of an inch, and, in cases where the extreme difference of potential in the circuit exceeds 2,000 volts, the thickness of the insulation shall be increased by one-thirtieth of an inch for every 1,000 volts or part thereof. This insulation shall be further efficiently protected on the outside against injury or removal by abrasion. If this protection be wholly or partly metallic, it shall be efficiently connected to earth, so, however, as not to cause undue disturbance to other electric lines or works by electrostatic induction or otherwise.

27. *Low-pressure conductors to be insulated.*—Every low-pressure aerial conductor shall be continuously insulated with a durable and efficient material, to be approved by the constituted authorities, and shall be further efficiently protected on the outside against injury by removal or abrasion. If this protection be wholly or partly metallic, it shall be efficiently connected to earth.

28. *Specification of insulation.*—The material used for insulating any aerial conductor must be such as will not be liable to injurious change of physical structure or condition when exposed to any temperature between the limits of 10° Fahrenheit and 150° Fahrenheit, or to contact with the ordinary atmosphere of towns or manufacturing districts.

29. *Minimum insulation resistance allowable—Indicator of leakage.*—The insulation resistance of any circuit using high-pressure or extra high-pressure aerial conductors, including all devices for producing, consuming, or measuring energy, connected to such circuit, shall be such that, should any part of the circuit be put to earth, the leakage current shall not exceed 0.04 of an ampere in the case of continuous currents, or 0.02 of an ampere in the case of alternating currents. Every such circuit containing high-pressure or extra high-pressure conductors shall be fitted with an indicating device, which shall continuously indicate if the insulation resistance of either conductor fall below the conditions required by this Regulation.

30. *Earth return.*—No earth return shall be allowed on any electric light or power circuit.

31. *Suspension of conductors.*—Every aerial conductor having a sectional area greater than 7, No. 16, S.W.G., shall be suspended, by means of non-metallic ligaments, to a suspending wire, securely affixed to the support, and efficiently connected to earth at every point of support. Every such suspending

wire shall be in lengths not exceeding 300 feet, and shackled with insulating shackles. Where the conducting wires are crossed, as provided in Regulation 34, the suspending wires shall also be crossed in the same manner. All suspending-wires, if of iron or steel, shall be galvanized.

32. *Conductors to be fastened to inner side of insulators.*—In all cases where aerial conductors are supported by insulators, such conductors must be fastened to the inner side of the insulators, except where guard irons are used, so that, in the event of the conductor fastening giving way, the conductor will not fall to the ground.

33. *Minimum sectional area of conductors.*—No single wire less than No. 14 S.W.G., shall be used, and no smaller wire than No. 20 S.W.G., shall be used in any stranded cable. No stranded cable shall have a sectional area less than the equivalent of No. 14 S.W.G.

34. *Protection of telegraph and telephone wires from interference.*—Except where otherwise permitted by the constituted authorities, in the case of aerial conductors carrying alternating currents, the two conductors constituting the lead and return for any circuit shall be run parallel with each other, and at a distance apart not exceeding 18 inches; and the position of such lead and return shall be interchanged by crossing every half mile, or at least once in any shorter length of parallel telegraph or telephone wire, which would be liable to induction.

35. *Conductors not to be placed on telegraph or telephone poles.*—In no case, without special permission from the Postmaster-General, shall any aerial conductor be attached to any pole or support carrying a telegraph or telephone wire.

36. *Owner of conductor responsible for supports.*—The owner of every aerial conductor and support shall be responsible for the efficiency of the same, and every support shall bear a distinctive mark, approved by the constituted authorities, to indicate the ownership.

37. *Maintenance.*—Every aerial conductor, including its supports and all the structural parts and electrical appliances and devices belonging to or connected with such conductor, shall be duly and efficiently supervised and maintained by or on behalf of the owners as regards both electrical and mechanical conditions.

38. *Transformers.*—Where transformers are attached to street poles they shall be securely fixed thereto, at a height of at least 18 feet above ground, and shall be provided with switches and fusible cut-outs placed in the lead and return of the high-pressure or extra high-pressure conductors, in such a manner that the transformer can be completely disconnected from the supply mains, and the whole apparatus shall be enclosed in a watertight covering, which, if of metal, shall be efficiently connected to earth, and necessary precautions shall be taken to render it impossible for the low-pressure or secondary conductors to receive current from the high-pressure or primary conductors. (See Regulation 52.)

39. *Unused conductors to be removed.*—No wire or support or attachment thereto shall remain erected for more than one month after it has ceased to be in use, unless the owner or owners intend, within a period not exceeding three months, to take it again into use, and shall give notice of such intention to the constituted authorities.

40. *Protection of telegraph and telephone lines from induction.*—Every aerial conductor shall be placed and used with due regard to electric lines and works from time to time used, or intended to be used, for the purpose of telegraphic or telephonic communication, or the currents in such electric lines and works, and every reasonable means shall be employed in the placing and use of aerial conductors, to prevent telegraph and telephone wires being injuriously affected, whether by induction or otherwise, to the entire satisfaction of the Postmaster-General.

41. *Bare conductors for long distances.*—For the purpose of transmission of electrical energy over long distances, the constituted authorities may, after due inquiry, and on satisfying themselves that the public safety will not be endangered thereby, grant permission, under special conditions, for the erection of bare conductors overhead in sparsely populated districts, and beyond the area of cities and towns.

Converting Stations.

42. *Converting stations.*—Converting stations or points in a system of distribution to which a high-pressure supply is given from generating stations, and from which a low-pressure supply is given to one or more consumers, and which are not on the consumer's premises, shall be established in suitable places, which are in the sole occupation and charge of the undertakers.

43. *Precautions against contact.*—In every case where the supply is transformed at a converting station, as described in the preceding Regulation, some means or apparatus approved by the constituted authorities shall be provided which shall render it impossible that the low-pressure distributing mains shall be at any time charged to a dangerous difference of potential from the earth, owing to any accidental contact with, or leakage from, the high-pressure system either within or without the converting station. (See Regulation 52.)

Consumers' Premises.

44. *Transformers and high-pressure apparatus to be enclosed in metal.*—Where the general supply of energy is a high-pressure supply, and transforming apparatus is installed on the consumer's premises, connected to the distributing mains by high-pressure service lines, and to the consumer's terminals by low-pressure service lines, the whole of the high-pressure service lines, conductors, and apparatus, including the transforming apparatus itself, so far as they shall be on the consumer's premises, shall be completely enclosed in solid walls, or in strong metal casing efficiently connected to earth, and securely fastened throughout.

45. *Precautions against contact.*—In every case where any transforming apparatus is installed on the consumer's premises, as described in the preceding Regulation, some means or apparatus approved by the constituted authorities shall be provided, which shall render it impossible that the low-pressure service lines and consumer's wires shall be at any time charged to a dangerous difference of potential from the earth, owing to any accidental contact with, or leakage from, the high-pressure system either within or without the transformer. (See Regulation 52.)

46. *Low-pressure apparatus to be insulated.*—All terminals, low-pressure service lines, or other apparatus, between the transforming apparatus or other source of supply and the consumer's terminals, so far as they shall be on the consumer's premises, shall be completely enclosed in insulated cases or coated

with insulating material in such a manner that no part of them can be touched by any person without the removal of such case or coating, and, wherever exposed, shall be efficiently protected against injury to the insulation.

47. *Responsibility of undertakers for their lines, &c., on consumer's premises.*—The undertakers shall be responsible for all electric lines, fittings, and apparatus belonging to them, or under their control, which may be upon the consumer's premises, being maintained in a safe condition and in all respects fit for supplying energy.

48. *Fire risks.*—In delivering the energy to the consumer's terminals the undertakers shall exercise all due precautions, so as to avoid risk of causing fire on the premises.

49. *Testing consumer's wires for leakage by undertakers.*—If the undertakers are reasonably satisfied, after making all proper examination by testing, or otherwise, that a connexion with the earth exists at some part of a circuit of such resistance as to be a source of danger, and that such connexion does not exist at any part of the circuit belonging to the undertakers, then, and in such case any officer of the undertakers, and duly authorized by them in writing, may, for the purpose of discovering whether such connexion with the earth exists at any part of a circuit within or upon any consumer's premises, at all reasonable times, after giving one hour's notice of his intention to do so, enter any such premises and disconnect the consumer's wires from the service lines, and may require the consumer to permit him to inspect and test the wires and fittings belonging to the consumer and forming part of the circuit.

50. *Supply to be discontinued.*—If, on such testing, the officer discovers that a connexion exists between the consumer's wires and the earth, and that such connexion has an electrical resistance not exceeding 5,000 ohms, or if the consumer does not give all due facilities for such inspection and testing, the undertakers shall forthwith discontinue the supply of energy to the premises in question, giving immediate notice of such discontinuance to the consumer, and shall not recommence such supply until they are reasonably satisfied that such connexion with the earth has been removed.

Provided that in cases where the maximum power by any consumer exceeds 25,000 watts, the consumer's wires may be divided, for the purposes of this testing, into separate circuits of as nearly as possible 25,000 watts each, the insulation resistance of each of which shall not fall below 5,000 ohms.

51. *Appeal to electric inspector.*—If any consumer is dissatisfied with the action of the undertakers, either in discontinuing or in not recommencing the supply of energy to his premises, the wires and fittings of such consumer may, on his application, and on payment of the prescribed fee, be tested for the existence of connexion with the earth by the electric inspector, or, if no electric inspector has been appointed, by a person appointed or approved by the constituted authorities.

This Regulation shall be indorsed on every notice given under the provisions of the last preceding Regulation.

Alternating current transformers.

52. In every case where a high-pressure supply of energy is converted to a low-pressure supply by means of alternating current transforming apparatus, whether fixed in converting stations, on street poles, or in or on consumer's premises, the following arrangement may be used as a means of preventing contact between the high and low pressure conductors within such transforming apparatus. An arrangement, such that, by the construction and winding of the apparatus, any wire or other conductor forming part of the low-pressure supply circuit within the transforming apparatus, is separated from any wire or other conductor forming part of the high-pressure supply circuit within the transforming apparatus in every part by a wire or other conductor possessing sufficient sectional area, which is efficiently connected to earth, but is not in metallic connexion with either the high or low pressure supply circuits.

Arc Lamps.

53. *Height from ground.*—Where arc lamps are used in public thoroughfares they shall be so placed that no part of the lamp shall be less than 8 feet from the surface of the ground, or, if suspended over a roadway, less than 20 feet.

Descriptions, Plans, &c.

54. (a) *Plan to be supplied to Postmaster-General.*—Upon the proclamation of these Regulations in the *Government Gazette*, every owner of an aerial conductor for the supply of electrical energy shall forthwith furnish the Postmaster-General and the constituted authorities with a description and plan showing the mode and position in which such conductor is erected.

(b) *Postmaster-General may require alteration.*—The Postmaster-General and the constituted authorities, upon consideration of such description and plan, may require such alteration in the position or mode of erection or mode of use of such conductor, or compliance with such other conditions as he or they may think fit, having regard to the protection of the electric lines or works of the Postmaster-General; and any failure on the part of the body or person owning or using, or entitled to use, the said conductor to comply with such requirements shall be deemed to be a non-compliance with these Regulations.

(c) *Notice to be served.*—Any notice required to be served upon the Postmaster-General and the constituted authorities under these Regulations may be served by being addressed to them and left at, or transmitted through the post, to their authorized addresses; and any notice required to be served on the body or person owning or using, or entitled to use any aerial conductor may be served by being addressed to such body or person, and left at, or transmitted through the post to, their or his office or last known place of address.

55. *No departure from regulations.*—In no case shall any of the foregoing Regulations be departed from, unless with special permission of the constituted authorities.

56. *Existing electric conductors.*—All existing electric light or power conductors shall be so altered as to comply with these Regulations, and all future work connected with the erection of electric light and power conductors must be carried out under these Regulations, to the entire satisfaction of the constituted authorities.

NOTE.—Where the supply is for the purposes of electric traction, the foregoing Definitions and Regulations shall not apply except where specially provided in the Regulations for traction.

REGULATIONS AS TO SUPPLY.

1. *Notices.*—One week at least before the undertakers are ready to commence to supply energy through any feeding, charging, or distributing mains, they shall serve a notice upon the Postmaster-General and the municipal or local authorities of their intention to commence such supply.

2. *Supply to be continuous.*—From and after the time when the undertakers commence to supply energy through any distributing mains, they shall maintain a supply of sufficient power for the use of all the consumers for the time being entitled to be supplied from such main, and such supply shall be constantly maintained at such pressure as may be fixed under the provisions of these Regulations, except when the constituted authorities, with the consent of the local authority, permit any variation of pressure or discontinuance of supply during such period as may be approved by such constituted authorities.

3. *Mains to be in section.*—The system of distributing mains shall be so arranged in sections that, in case it becomes necessary to stop the supply through any portion of a main for more than one hour for the purposes of repairs, or for any other reason, the stoppage of supply will in no case exceed in amount a maximum power of 100,000 watts, or extend to the premises of more than 50 consumers; and, in the case of every stoppage for more than one hour, reasonable notice shall be previously given by the undertakers to every consumer affected thereby except in cases of emergency.

4. *Standard pressure to be maintained.*—During the whole of the period when a supply of energy is required to be maintained by the undertakers in the distributing mains under the Order and these Regulations, it shall be maintained at a constant pressure (in these Regulations termed “the standard pressure”) to be fixed as hereinafter specified; but such standard pressure may be different for different portions of the distributing mains. Provided that the undertakers shall be deemed to have complied with the requirements of this Regulation so long as the pressure does not at any point vary more than 3 per cent. from the corresponding standard pressure in the case of a general supply at low pressure, or 2 per cent. in case of a general supply at high pressure, unless changes in pressure recur so frequently as to cause unsteadiness in the supply.

5. *Standard pressure to be fixed—Notice of alteration.*—The standard pressure shall be fixed by the undertakers for every pair of distributing mains, and notice of the amount of such standard pressure shall be given to the local authority before the undertakers commence to supply energy to consumers through such mains, and such standard pressure shall not be altered except by permission of the local authority, and upon such terms and conditions as the local authority may impose, and after public notice has been given during a period of one month, in such manner as the local authority may require, of the intention of the undertakers to apply for permission to alter the same. The undertakers may appeal against any decision of the local authority under this Regulation to the constituted authorities, whose decision shall be final.

6. *Pressure at consumers' terminals.*—Before commencing to give a supply of energy to any consumer, the undertakers shall declare to such consumer the constant pressure at which they propose to supply energy at his terminals. The pressure so declared at any pair of consumer's terminals shall not, except by agreement, be greater than 115 volts or less than 45 volts, if continuous, or the equivalents thereof respectively, if alternating; and shall not at any time be altered or departed from, except in consequence of any authorized alteration of the corresponding standard pressure. In distribution on the three-wire system, the central terminal shall, for the purposes of this Regulation, be considered to form a pair with either of the outer terminals, and similarly for multiple-wire systems.

7. *Variation of pressure at consumer's terminals.*—The variation of pressure at any consumer's terminals shall not, under any conditions of the supply which the consumer is entitled to receive, nor at any time, exceed 4 per centum from the declared constant pressure, whether such variation be due to the resistance of the service lines or apparatus belonging to the undertakers, or to any action or effect produced by such apparatus, for which the consumer cannot be shown to be responsible, or partly to any variation of pressure in the distributing mains from which the supply is taken.

8. *Penalty for default.*—If the undertakers make default in complying with any of these Regulations as to supply, they shall, subject to the provisions of the Order, be liable to a penalty not exceeding (suggested £5) for every such default, and to a daily penalty not exceeding (suggested £5).

NOTE.—Nothing in these Regulations shall be construed to authorize the undertakers to lay any electric line, or work their undertaking otherwise than in accordance with the Order and the Act, or to supply energy otherwise than by a system for the time being approved of by the constituted authorities.

II.—ELECTRIC TRACTION REGULATIONS.

DEFINITIONS.

The expression “electrical energy” hereinafter called “energy” means the capacity for doing work by electricity.

The expression “generator” means the dynamo or dynamos or other electrical apparatus used for the generation of energy.

The expression “motor” means any electric motor carried on a car and used for the conversion of energy.

The expression “pipe” means any gas, water, or other metallic pipe, structure, or substance.

The expression “wire” means any conductor used for telegraphic, telephonic, electrical signalling, or other similar purposes.

The expression “current” means any electric current exceeding one-thousandth part of one ampere.

The expression “the company” means the company, person or persons, corporations, and others undertaking the works.

REGULATIONS FOR ELECTRIC TRACTION.

1. *Generator.*—Any dynamo used as a generator shall be of such pattern and construction as to be capable of producing a continuous current without appreciable pulsation.

2. *Return may be insulated or uninsulated.*—One of the conductors used for transmitting energy from the generator to the motors shall be in every case insulated from earth, and is hereinafter referred to as the “line”; the other, hereinafter referred to as the “return,” may be insulated throughout, or uninsulated wholly or in part, as is provided for in the following Regulations.

3. *Uninsulated return to be of low resistance.*—Where the rails on which the cars run or any other conductor within 3 feet of such rails, and metallicly connected therewith, form the whole or any part of the "return," such rails and conductor may be uninsulated, and all other "returns" or parts of the "return" shall be insulated from the earth, or, if uninsulated, must be of such sectional area that the difference of potential between the points of the uninsulated "return" furthest from and nearest to the generator shall not exceed seven volts, and a continuous record shall be kept of such difference of potential during the working of the tramway.

4. *Height of wire.*—Where any part of the "line" or "return" is erected overhead, and is used for conveying the current to the motor by means of a sliding or rolling contact attached to the car, such conductor and connexions thereto shall not, in any part thereof, be at a less height than 18 feet from the ground. All other overhead conductors, including feeders, shall be erected in accordance with the Regulations for aerial conductors.

5. *Guard Wires.*—Where telephone or telegraph wires cross any part of the "line" or "return" (erected overhead) used for conveying the current to the motor by means of a sliding or rolling contact attached to the car, a galvanized-steel guard wire must be erected at a distance of not less than 18 inches above and parallel to the "line" or "return," such guard wire in all cases to be insulated from the "line" and "return" (when insulated), and connected with earth.

6. *Uninsulated return connected with rails.*—When any uninsulated conductor laid between or within 3 feet of the rails forms any part of a "return" it shall be electrically connected to each length of rail by means of copper wires or strips having a sectional area of at least one-sixteenth of a square inch or by other metallic connexions of equal conductivity.

7. *Negative terminal connected to return and earth.*—When any part of a "return" is uninsulated it shall be connected with the negative terminal of the generator, and in such case the negative terminal of the generator shall also be directly connected, through the current indicator hereinafter mentioned, to two separate earth connexions, which shall be placed not less than 20 yards apart.

Water-pipe may be used.—Provided that in place of such two earth connexions the company may make one connexion to a main for water supply of not less than 3 inches internal diameter, with the consent of the owner thereof and of the person supplying the water, and provided that where, from the nature of the soil or for other reasons, the company can show, to the satisfaction of an inspecting officer of the constituted authorities, that the earth connexions herein specified cannot be constructed and maintained without undue expense, the provisions of this Regulation shall not apply.

Efficient earth—Monthly test.—The earth connexions referred to in this Regulation shall be constructed, laid, and maintained so as to secure electrical contact with the general mass of earth, and so that an electro-motive force not exceeding four volts shall suffice to produce a current of at least two amperes from one earth connexion to the other through the earth, and a test shall be made at least once in every month to ascertain whether this requirement is complied with.

Distance from pipes.—No portion of either earth connexion shall be placed within 6 feet of any pipe, except a water main, of not less than 3 inches internal diameter, metallicly connected to the earth connexions with the consents hereinbefore specified.

Storage batteries, &c.—When storage batteries, motor generators, or other transforming devices are electrically connected to the line, or any part thereof, they shall be connected to the line, return, and earth in the same manner as the generator, and the same precautions taken to prevent leakage to earth.

8. *Uninsulated return—Conditions.*—When the return is partly or entirely uninsulated, the following conditions must be observed to prevent injurious leakage from such return to earth:—

- (a) Lay such return,
- (b) Avoid connexion of such return with any pipe or pipes,
- (c) Connect the several lengths of rails by suitable metallic bonding,
- (d) Adopt such means for reducing the difference of potential produced by the current (when the cars are running) between any one point and any other point of the uninsulated return,
- (e) Maintain the efficiency of the earth connexions specified in the preceding Regulations,

So that—

(1) *Leakage to earth.*—The current passing from the earth connexions through the indicator to the generator shall not at any time exceed either two amperes per mile of single tramway line or 5 per cent. of the total current output of the station.

(2) *Leakage to pipes.*—If at any time and at any place a test be made by connecting a galvanometer or other current indicator to the uninsulated return and to any pipe in the vicinity, it shall always be possible to reverse the direction of any current indicated by interposing a battery of three Leclanche cells connected in series if the direction of the current is from the return to the pipe, or by interposing one Leclanche cell if the direction of the current is from the pipe to the return.

In order to provide a continuous indication that the condition (1) is complied with, the company shall place in a conspicuous position a suitable, properly-connected, and correctly-marked current indicator, and shall keep it connected during the whole time that the line is charged.

The owner of any pipes in the vicinity of the uninsulated return may require the company to permit him, at reasonable times and intervals, to ascertain by test that the conditions specified in (2) are complied with as regards his pipe.

9. *Connexion with pipe, examination of.*—Every electrical connexion with any pipe shall be so arranged as to admit of easy examination, and shall be tested at least once in every three months.

10. *Line in half-mile sections.*—Every "line" and every insulated "return" or part of a "return," except feeders, shall be constructed in sections not exceeding one-half of a mile in length, and means shall be provided for isolating each such section for purposes of testing.

11. *Circuit, insulation of.*—The insulation of the "line" and of the "return" when insulated, and of all feeders and other conductors, shall be so maintained that the leakage current shall not exceed one-hundredth of an ampere per mile of tramway. The leakage current shall be ascertained daily before or after the hours of running, when the "line" is fully charged. If at that test the leakage be found to exceed one-hundredth of an ampere steps shall be taken to localize and remove the leak. Should the leakage current exceed one-half of an ampere per mile of tramway, the running of the cars shall be stopped unless the leak is localized and removed within 24 hours. Provided that, where both "line" and "return" are placed within a conduit, this Regulation shall not apply.

12. *Underground cables, insulation of.*—The insulation resistance of all continuously-insulated cables used for lines, for insulated returns, for feeders, or for other purposes, and laid below the surface of the ground, shall not be permitted to fall below the equivalent of 10 megohms for a length of one mile. A test of the insulation resistance of all such cables shall be made at least once in each month.

13. *Telegraph wires, protection from induction.*—Where in any case in any part of the tramway the "line" is erected overhead and the "return" is laid on or under the ground parallel with or nearly in the same direction as any telegraph, telephone, or signalling wires, the property of the Government, the company shall, if required so to do by the Postmaster-General or the constituted authorities, provide, insert, and maintain in the company's line one or more induction coils or other apparatus mutually approved of by the Postmaster-General, the constituted authorities, and the company, for the purpose of preventing, as far as possible, disturbance of the said telegraph, telephone, or signalling wires by electric induction.

14. *Distance between line and insulated return.*—Any insulated "return" shall be placed parallel to and at a distance not exceeding 3 feet from the "line" when the "line" and "return" are both erected overhead, or 18 inches when they are both laid underground.

15. *Feeders.*—In the disposition, connexions, and working of feeders the company shall take all reasonable precautions to avoid injurious interference with any existing wires.

16. *Sparking, prevention of.*—The company shall so construct and maintain their system as to secure good contact between the motors and the "line" and "return" respectively, and shall adopt the best means available to prevent the occurrence of undue sparking at the rubbing or rolling contacts, and in the construction and use of their generator and motors.

17. *Controlling rheostat.*—In working the cars the current shall be varied as required by means of a rheostat containing at least 20 sections, or by some other equally efficient method of gradually varying resistance.

18. *Conduits.*—Where the "line" or "return" or both are laid in a conduit the following conditions shall be complied with in the construction and maintenance of such conduit:—

- (a) The conduit shall be so constructed as to admit of easy examination of and access to the conductors contained therein, and their insulators and supports.
- (b) It shall be so constructed as to be readily cleared of dust or other debris, which on no account shall be allowed to accumulate.
- (c) It shall be laid to such falls and so connected to sumps or other means of drainage as to prevent the possibility of water rising to the level of the conductors.
- (d) If the conduit is formed of metal, all separate lengths shall be so jointed as to secure metallic continuity for the passage of electric currents. Where the rails are used to form any part of a return, each length of rail shall be electrically connected by means of copper wires or strips having a sectional area of at least one-sixteenth of a square inch or by other metallic connexion of equal conductivity. Where the return is wholly insulated and contained within the conduit, the latter shall be connected to earth at the generating station through a high-resistance galvanometer suitable for the indication of any contact or partial contact of either the line or the return with the conduit.
- (e) If the conduit is formed of any non-metallic material not being of high insulating quality, and impervious to moisture throughout, and is placed within 6 feet of any pipe, a non-conducting screen shall be interposed between the conduit and the pipe of such material and dimensions as shall provide that no current can pass between them without traversing at least 6 feet of earth, or the conduit itself shall in such case be lined with bitumen or other non-conducting damp-resisting material in all cases where it is placed within 6 feet of any pipe.
- (f) The leakage current shall be ascertained daily, before or after the hours of running, when the line is fully charged, and if at any time it shall be found to exceed half an ampere per mile of tramway the running of the cars shall be stopped, unless the leak is localized and removed within 24 hours.

19. *Pressure, limit of.*—Where any part of the "line" or "return" is not continuously insulated the pressure on such "line" or "return" shall not exceed 550 volts.

20. *Lightning arresters.*—Lightning arresters of approved pattern shall be placed in the circuit of all conductors, either partly or wholly overhead, at the point where they leave the generating station.

21. *Cut-outs.*—Cut-outs of approved pattern shall be inserted in the circuit at the points where conductors for traction or other power purposes leave the generating station, and so arranged that in the event of a short circuit occurring between the "line" and "return" the current will be automatically cut off.

22. *Records to be kept.*—In order to insure the efficient working of the tramway or railway the following records shall be kept, and all such records shall be available for the information of the constituted authorities at any time:—

Daily Records.

- Number of cars running.
- Maximum working current.
- Maximum working pressure.
- Maximum current from the earth connexions (*vide* Regulation 8, section 1 of paragraph "e.")
- Leakage current (*vide* Regulations 11 and 18).
- Fall of potential in return (*vide* Regulation 3).

Monthly Records.

- Condition of earth connexion (*vide* Regulation 7).
- Insulation resistance of insulated cables (*vide* Regulation 12).

Quarterly Records.

- Conductance of joints to pipes (*vide* Regulation 9).

Occasional Records.

- Any tests made under provisions of Regulation 8.
- Localization and removal of leakage, stating time occupied.
- Particulars of any abnormal occurrence affecting the electric working of the tramway.

APPENDIX B.

NOTES ON DISTURBANCES CAUSED ON TELEPHONE LINES AT HOBART BY THE RUNNING OF THE ELECTRIC TRAMWAYS. BY R. HENRY, SUPERINTENDENT OF TELEGRAPHS IN TASMANIA.

1. There is a steady humming sound always more or less present, and varying slightly in intensity, more apparent on some lines than on others; but, although its absence would be desirable, in no case can it be said to destroy conversation, and when persons become accustomed to its presence little notice is taken of it. It is distinctly traceable to induction pure and simple, as it can be easily associated with the running of the generators.

2. An intermittent musical sound, difficult to describe, but reminding one of a steam siren at a great distance. It commences always at a comparatively low pitch, and gradually ascends until it finally disappears, as if the vibrations were too rapid to be rendered audible. It has the peculiar effect also of almost eliminating No. 1, that sound seeming to disappear as the siren increases in pitch. It does not, however, interfere much with speech. Its duration extends over a few seconds only.

3. Another disturbance is a rasping sound, very much like broken contacts with a battery through a telephone receiver, and is the most troublesome of all as regards conversation. This would appear to be caused by direct currents with irregular contacts through dirty rails, &c. It is intermittent.

4. The most annoying trouble is the dropping of the shutters of the Telephone Exchange Board, and some lines suffer considerably more than others, especially the longer ones. It is intermittent and erratic, and is, in my opinion, not so much the result of induction as of direct currents taken up by the earths of the various lines. The greater the number of cars in use, and, consequently, the larger the output of current, the greater the number of shutters affected; and on occasions when the tram current has been suddenly increased, and as suddenly interrupted—such as the short circuiting of a motor and the burning of a fuse—the effect is more severely felt, as many as 250 out of 400 shutters, having come down at one time. This is, of course, an unusual number; but there are some few shutters on which the effect may be said to be chronic, while the remainder are seldom or never disturbed, except on special occasions such as previously referred to, when the effect is generally confined to between 20 and 60, depending upon the locality in which the occurrence takes place.

The resistance of the earth return seems to be much greater than it should be.

On the 5th and 8th September, 1893, the resistances of the various circuits of the electric tramway were taken as follows:—

	Line.	Earth.	Total.
5th Newtown	1.1 ohm	.4 ohm	1.5 ohm
8th Cascades	.955 „	.355 „	1.31 „
8th Sandy Bay	1.23 „	.23 „	1.46 „

The calculated resistance of the rails on each section, allowing 6,000 lbs. per ohm mile, is about—

Newtown	...	...	...	...	.082 ohm
Cascades	...	...	...	...	.067 „
Sandy Bay	...	...	...	...	.072 „

I have not had an opportunity of testing these resistances since, but should not be surprised to find, judging from the increased disturbing effect on the shutters, that they have increased.

The set of observations as to potential were taken on two separate dates—one fine and dry, the other heavy rain; but there did not seem to be any appreciable difference, except in the case of the telephone line to the tramway station, which gave a “right” deflection on the wet day and “left” on the dry.

A disturbed condition of the atmosphere seems to increase the effects caused by the tram currents, more especially on the approach of thunderstorms. On one occasion, although no trams were running for a portion of the time, there was a continual crackling, like an intermittent battery contact, on the whole of the lines, and lasting for about four hours.

APPENDIX C.

EXTRACT FROM PAPER ON THE HOBART ELECTRIC TRAMWAYS, FURNISHED BY
MR. A. C. PARKER, AND LAID ON THE TABLE BY MR. R. HENRY.

Routes.

1. From the corner of Park and Liverpool streets to Cascades Brewery, Macquarie-street.
Length, 210 chains ; average grade, 1 in 40.
One grade, 1 in 27 for 25 chains, another 1 in 20 for 10 chains.
One curve, 73 feet radius.
2. From corner of Macquarie and Murray streets to Sandy Bay.
228 chains, steepest grade, 1 in 24 for 6 chains.
Three curves, 67, 70, and 80 feet radius.
3. From corner of Macquarie and Elizabeth streets to South Glenorchy.
270 chains.
Grades, 1 in 16 for 6 chains, 1 in 17 for 23 chains, 1 in 20 for 4 chains, and 1 in 22 for 10 chains.
One curve of 73 feet radius.

Permanent Way.

40-lb. Vignole rails laid in pairs, joined with ordinary fish-plates, and spiked down to hardwood sleepers. A groove of $1\frac{1}{2}$ inch is allowed between the guard and running rail. Single track, with sidings, arranged for a quarter of an hour service. The whole length of one running rail is bonded throughout by copper slips riveted to the ends of each rail.

Overhead Line.

The trolley wire is of 7 m/m. steel wire, carried along the centre of the track at a height of 18 feet 6 inches by span wires of No. 8 B.W.G. steel wire, stretched from Siemens No. 8 iron poles, placed at the edge of the kerbstone on each side of the roadway at intervals of about 40 yards. The trolley wire is electrically connected by means of the span wires to feeders running on one side of the roadway, as follows:—

1. From the generating station to corner of Park and Liverpool streets, 1 wire of 7 strands 2·3 m/m. diameter bare copper wire.
2. From the generating station to Murray-street, 4 wires of 19 strands, 3 m/m.; from Murray-street along Macquarie-street for 2,090 yards, 2 feeders, 19 and 7 strands respectively ; thence for 800 yards, 1 of 19 strands ; and thence to terminus, 1 of 7 strands ; all of 2·3 m/m. bare copper wire ; resistance of circuit, 1·31 ohm.
3. From Murray-street for 1,470 yards, 2 wires of 19 strands ; thence for 800 yards, 2 wires of 19 and 7 strands respectively ; thence for 1,000 yards, 1 wire of 19 strands ; and thence to terminus at Sandy Bay, 1 wire of 7 strands ; all 2·3 m/m. bare copper wire ; resistance, 1·46 ohm.
4. From corner of Macquarie and Elizabeth streets, 2 wires of 19 strands for 1,444 yards ; thence 2 wires of 19 and 7 strands for a similar distance ; thence and again for 1,444 yards, 1 wire of 19 strands ; and thence to terminus at South Glenorchy ; 1 of 7 wires all of 2·3 m/m. bare copper wire ; resistance 1·5 ohm. All feeders running parallel are electrically connected together to form one conductor.

The generating station is supplied with three of Siemens Bros. H.B. 21/36 dynamos, capable of giving an output of 230 amperes each at 500 volts, with a speed of 350 revolutions per minute, coupled direct with Willan and Robinson's engines, each of 200 horse-power. Only two generators and engines are used for the regular traffic, the third being kept in reserve.

The cars are four wheeled, double deckers, with seating for 48 persons, each car being fitted with two of Siemens Bros'. $12\frac{1}{2}$ horse-power motors coupled in series.

The tramway was opened for traffic on 21st September, 1893, the ordinary service being one car starting from each terminus every quarter of an hour, or twelve in all. On special occasions when the traffic required it two or even three cars were run close together without difficulty.

The number of car miles run during the first twelve months were 351,741 miles, carrying 1,432,899 persons. General and inclusive expenses during the last six months of the year, 6·64 pence per car mile.

RETURNS RELATIVE TO THE TELEGRAPH SERVICE.

VICTORIA, 1894.

TELEGRAPH STATISTICS, 1894.

Total Miles of Line on 31st December, 1894	3963 $\frac{1}{4}$
" " Wire " " 	9328 $\frac{1}{2}$
Number of Stations—	
Government	387
Railway Commissioners	397
	784
Net Receipts year 1893-4	£96,596

JAMES SMIBERT.

NEW SOUTH WALES, 1894.

Number of Telegraph Stations (including Public Telephone Offices)	830
Miles of Line-wire	27,450
Miles of Line	12,165
Total cost of construction to 31st December, 1893	£820,822

INLAND AND INTERCOLONIAL.

Approximately—	
Number of Messages transmitted (including about 300,000 O.H.M.S.)	2,200,000
Revenue (including £20,000, approximate value of O.H.M.S. business)..	£138,179

INTERNATIONAL.

Messages transmitted—Number	16,650
Value	£50,680
Messages received—Number	15,000
Value .....	...
Net Revenue to New South Wales	£3155

TELEPHONES.

Number	3382
Amount received in 1894 for Telephones	£20,290

Postal and Electric Telegraph Department,
General Post Office,
Sydney, 4th February, 1895.

SOUTH AUSTRALIA, 1894.

Number of Telegraph and Telephone Offices	250
Length of Lines (Telegraph)	5335½ miles.
Ditto (Telephone)	244 "
Length of Wires (Telegraph)	10,926 "
Ditto (Telephone)	2244 "
Number of Messages, Local	402,776
Receipts, ditto	£17,315
Number of Messages (Intercolonial)	241,008
Receipts, ditto	£16,730
Number of Cable Messages, all Colonies—	
Forwarded, 44,989; Received, 44,892.....	89,881
Gross Receipts, ditto	£304,150
South Australia's Proportion.....	£34,700
Number of Post Offices	646
Ditto Money Order Offices	184
Postal Receipts (including Money Order, £4439)	£118,702
Value of Money Orders issued.....	£226,160
Ditto, paid.....	£219,509
Value of Postal Notes issued to Post Offices.....	£68,550
Ditto paid	£66,506

C. TODD,

Postmaster-General and Superintendent of Telegraphs.

QUEENSLAND, 1894.

RETURN RELATIVE TO THE TELEGRAPH SERVICE, 1894.

On 31st December, 1894—	
Number of Telegraph Stations	362
Miles of Line Wire.....	17,812
Miles of Line	9989
Total Cost of Construction to date	£845,885
Approximately—	
Number of Messages transmitted "Cash"	737,536
Number of Messages transmitted "O.H.M.S."	77,938
Value of O.H.M.S.....	£7971 0s. 10d.

INTERNATIONAL.

		£	s.	d.
Number of Messages transmitted.....	912—Value	2982	3	9
Number of Messages received	951— "	2428	12	6
		<u>£5410 16 3</u>		

Nett Revenue to Queensland, or proportion of value in favour of Queensland, £180 1s. 4d.

TELEPHONES.

Number of Telephones	741
Amount received in 1894	£4742 17s. 7d.

JOHN M'DONNELL,

Under Secretary Post and Telegraph Department and Superintendent of Telegraphs.

19

NEW ZEALAND, 1894.

New Zealand Telegraph Service, 31st December, 1894.

Number Telegraph Stations.....	691
Miles of Line Wire	14,481
Miles of Line	5958
Total Expenditure on all Lines (Telegraph and Telephone) to 31st December, 1894	£689,914 19s. 8d.
Number of Messages transmitted for Cash	1,816,296
Revenue.....	£86,894 10s. 8d.
Number of Messages transmitted O.H.M.S.	230,543
Value of Messages O.H.M.S.....	£26,075 14s. 2d.
International:—	
Messages transmitted, No. 5591. Value	£21,758 0s. 2d.
Messages received, No. 5354.	
Telephone Exchanges:—	
Number of Telephones on 31st December, 1894	4477
Amount received in 1893.....	£21,105 14s. 10d.
Ditto 1894.....	£23,100 14s. 8d.

J. G. WARD.

TASMANIA, 1894.

TELEGRAPH STATISTICS, 1894.

Total Miles of Line on 31st December, 1894	1435
Total Miles of Wire on 31st December, 1894	2402
Number of Stations—	
Government	152
Railway Department	60
	<u>212</u>
Net Receipts for Year 1894.....	£10,834

INTERNATIONAL TELEGRAPH TRAFFIC AND GUARANTEES.

Papers tabled by the Hon. J. A. COCKBURN.

SOUTH AUSTRALIAN AND E. E. A. & C. TELEGRAPH COMPANY'S GUARANTEE

Month.	SOUTH AUSTRALIAN GUARANTEE. Revenue guaranteed, £37,552.				E.E.A. & C. TELEGRAPH COMPANY'S GUARANTEE. Revenue guaranteed, £237,736. Half Loss borne by Colonies.			
	1891-2.	1892-3.	1893-4.	1894-5.	1891-2.	1892-3.	1893-4.	1894-5.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
May	2127 8 9	2265 11 9	4336 9 6	2639 0 0	14,450 7 9½	15,099 18 10	25,913 9 5	16,118 0 2½
June	2106 13 2	2244 19 2	3796 16 0	2737 9 7	14,291 19 3	15,130 11 2½	22,919 14 2½	16,593 9 2
July	2179 15 8	2264 15 11	3422 6 1	2577 11 2	14,612 6 1	15,122 3 8	20,408 2 10	15,705 16 4
August	2187 10 4	2168 7 10	2978 1 6	2759 16 2	14,986 18 0½	14,694 11 11½	18,046 2 0	16,986 10 3
September	2235 18 10	2167 7 7	2937 18 4	2785 5 6	14,981 14 2	14,669 6 5	18,102 2 6½	17,275 13 8½
October	2408 16 3	2377 15 8	2642 8 11	3447 2 2	16,456 18 2½	16,276 6 4	17,628 9 11	21,763 15 3
November	2234 2 0	2459 8 10	2797 7 5	3590 18 9	15,262 17 8	16,841 8 5	18,483 9 11	23,705 15 2½
December	2187 13 0	2299 3 9	2659 0 7	3079 14 6	15,097 18 9½	16,065 19 7½	16,379 15 6	20,467 3 4½
January	2424 14 8	2889 3 8	2893 4 1		16,351 4 11	17,328 9 2½	17,523 8 5½	
February	2178 0 1	2736 17 9	2802 5 5		14,890 14 10	16,484 7 2½	16,977 8 11½	
March	2478 7 0	2836 19 6	2743 14 0		16,313 1 3	17,201 7 11½	16,487 18 9½	
April	2388 6 11	3166 12 3	2720 5 4		15,000 15 5½	19,255 15 9½	16,483 11 11	
TOTALS.....	27,137 6 8	29,877 3 8	36,729 17 2		182,696 18 5½	194,180 6 7½	225,353 14 5½	

General Post Office, Adelaide, 28th January, 1895. C. TODD,
Postmaster-General and Superintendent of Telegraphs.

STATEMENT SHOWING AUSTRALASIAN INTERNATIONAL TELEGRAPH TRAFFIC WITH EUROPE AND THE EAST.

Month.	Total Number of Words to and from all Colonies.					Total Number of Messages to and from all Colonies.				
	1889.	1891-2.	1892-3.	1893-4.	1894-5.	1889.	1891-2.	1892-3.	1893-4.	1894-5.
May	67,319	95,438	105,860	163,423	99,385	4882	6749	6867	8541	6983
June	62,930	95,390	105,859	142,639	103,191	4852	6556	7177	7683	7150
July	63,915	101,783	105,666	130,423	97,509	5277	7018	7074	7361	6596
August	62,563	102,371	102,767	109,991	102,790½	5155	6941	6950	7383	7177
September	60,295	103,356	102,410	109,285	105,186	4989	6855	6907	7499	7077
October	73,928	112,948	113,717	104,735	130,424½	5886	7543	7681	7348	8632
November	79,334	105,546	119,390	109,120	145,481	6065	7235	8034	8034	9481
December	65,846	105,684	113,068	97,088	124,568	5513	7101	7864	7137	8502
January	68,628	113,144	107,545	107,142½	..	5468	7892	7826	7477	..
February	61,926	104,416	101,775	102,722	..	4798	7050	7159	7369	..
March	64,818	118,469	104,424	102,827½	..	5183	7764	7519	6901	..
April	62,415	116,646	120,855	102,015	..	4841	6870	7611	7038	..
Totals	793,917	1,275,191	1,303,336	1,381,400½	..	62,909	85,574	88,669	89,771	..

General Post Office, Adelaide, 28th January, 1895. C. TODD,
Postmaster-General and Superintendent of Telegraphs.

AUSTRALIAN GUARANTEE FUND.

Amount to be guaranteed.....	£	£	£
Revenue for 8 months.....	...	148,611	237,736
Average per month.....	18,530		
(Approximate) Revenue for the remaining 4 months.....	...	74,120	
			222,731
Deficiency .....	...	...	£15,005
Amount to be made up by Colonies (one half) .....	...	...	£7500

SOUTH AUSTRALIAN LAND LINE FUND.

Amount to be guaranteed.....	£	£	£
Revenue for 8 months.....	...	23,617	37,552
Average per month.....	2984		
(Approximate) Revenue for the remaining 4 months.....	...	11,935	35,552
Deficiency .....	...	...	£2000

The Colonies making up the following payments :—

	To the Guarantee Fund.			To the South Australia Fund.			TOTAL AMOUNT.		
	£	s.	d.	£	s.	d.	£	s.	d.
South Australia.....	704	17	0	187	19	3	892	16	3
Victoria.....	2508	11	1	668	19	0	3177	10	1
Tasmania.....	322	12	6	86	0	8	408	13	2
New South Wales.....	2490	11	7	664	3	1	3154	14	8
Western Australia.....	109	10	3	29	4	0	138	14	3
New Zealand.....	1363	17	7	363	14	0	1727	11	7
TOTAL.....	7500	0	0	2000	0	0	9500	0	0

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

INTERNATIONAL TELEGRAPH TRAFFIC.

Total Receipts.

	1889.			1891-2.			1892-3.			1893-4.			For 8 Months 1894-5.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
May	26,396	11	7	20,586	8	7	21,057	2	8	35,757	4	8	22,630	4	7
June	25,556	11	2	20,037	17	2	21,141	3	2	31,791	17	5	23,157	12	6
July	26,418	4	1	20,516	9	10	21,266	19	4	28,125	5	9	21,947	1	0
August.....	25,992	13	0	21,158	6	4	20,671	5	9	25,084	7	6	23,971	18	3
September.....	25,185	18	1	21,112	13	7	20,802	15	8	25,274	14	9	24,038	6	10
October.....	31,423	12	3	23,067	5	1	23,005	0	10	24,577	4	3	30,463	17	2
November.....	32,497	19	10	21,397	11	8	23,656	13	4	25,672	19	0	32,846	2	9
December.....	27,603	5	11	21,206	14	2	22,645	15	7	22,843	9	10	28,357	7	2
	1892.			1893.			1894.								
January	27,329	14	10	23,077	16	4	24,070	7	11	24,419	8	5			
February	24,739	9	6	20,784	12	7	22,837	15	6	23,839	7	4			
March	26,571	7	1	22,859	3	9	23,976	0	11	22,910	15	11			
April	24,920	17	0	20,825	5	1	26,638	19	2	22,925	9	8			
TOTAL	324,636	4	4	256,633	4	2	271,769	19	10	313,222	4	6	207,412	10	3

Showing the Total Receipts (to and from each Colony) as above.

	1889.			1891-2.			1892-3.			1893-4.			For 8 Months 1894-5.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
South Australia.....	39,067	5	5	34,695	0	7	37,545	0	11	41,059	13	11	34,792	15	11
Victoria.....	119,630	7	0	103,363	13	6	108,491	8	7	126,453	16	5	68,723	4	8
Tasmania.....	3543	6	9	3344	9	11	2729	8	11	2566	19	3	1291	1	11
New South Wales.....	85,306	17	2	76,594	14	11	83,853	11	7	91,473	2	9	61,806	5	2
New Zealand.....	48,156	19	11	24,024	7	0	26,472	8	2	38,650	2	4	25,504	1	9
Queensland.....	24,755	8	5	8820	7	4	7542	8	4	7664	10	5	4239	18	10
Western Australia.....	4125	19	8	5790	10	11	5135	13	4	5353	19	5	11,055	2	0
TOTAL	324,636	4	4	256,633	4	2	271,769	19	10	313,222	4	6	207,412	10	3

GUARANTEE FUNDS.

STATEMENT showing the Amount contributed by each of the Australian Colonies (including Tasmania and New Zealand) towards the various Guarantee Funds from the commencement to the 30th April, 1895.

Guarantee to	Victoria.	N. S. Wales.	New Zealand.	South Australia.	Tasmania.	West Australia.	TOTALS.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Cable Company.</i> 1st year ending 30 April, 1892	11,250 13 4	11,170 1 1	...	3161 4 3	1446 18 10	491 2 6	27,520 0 0
2nd ditto..... 1893	8569 0 0	8509 0 0	815 0 0	2408 0 0	1102 0 0	375 0 0	21,778 0 0
3rd ditto..... 1894	2071 0 0	2056 0 0	1126 0 0	582 0 0	266 0 0	90 0 0	6191 0 0
4th ditto..... 1895	2508 11 1	2490 11 7	1363 17 7	704 17 0	322 12 6	109 10 3	7500 0 0 (Approx.)
(Revenue guaranteed, £237,736.)	24,899 4 5	24,225 12 8	3304 17 7	6856 1 3	3137 11 4	1065 12 9	62,989 0 0
<i>South Australia.</i> 1st year ending 30 April, 1892	4257 16 9	4227 6 7	...	1196 7 4	547 12 0	185 17 4	10,415 0 0
2nd ditto..... 1893	3072 0 0	3050 0 0	162 0 0	862 0 0	395 0 0	134 0 0	7675 0 0
3rd ditto..... 1894	275 0 0	273 0 0	150 0 0	77 0 0	35 0 0	12 0 0	822 0 0
4th ditto..... 1895	668 19 0	664 3 1	363 14 0	187 19 3	86 0 8	29 4 0	2000 0 0 (Approx.)
(Revenue guaranteed, £37,552.)	8273 15 9	8214 9 8	675 14 0	2323 6 7	1068 12 8	361 1 4	20,912 0 0
<i>Tasmania.</i> 1st year ending 30 April, 1892	1717 0 8	1704 14 8	...	482 9 1	220 16 6	74 19 1	4200 0 0
2nd ditto..... 1893	1717 0 8	1704 14 8	...	482 9 1	220 16 6	74 19 1	4200 0 0
3rd ditto..... 1894	1717 0 8	1704 14 8	...	483 9 1	220 16 6	74 19 1	4200 0 0
4th ditto..... 1895	1717 0 8	1704 14 8	...	482 9 1	220 16 6	74 19 1	4200 0 0
(Subsidy guaranteed, £4200.)	6868 2 8	6818 18 8	...	1929 16 4	883 6 0	299 16 4	16,800 0 9
<i>New Zealand.</i> 4 months ending 30 April, 1893	734 16 9	729 11 6	399 10 6	206 9 6	94 10 2	32 1 7	2197 0 0
1st year ditto..... 1894	2432 5 11	2414 17 4	1322 8 5	683 8 6	312 16 4	106 3 6	7272 0 0
2nd ditto..... 1895	2497 3 8	2479 5 9	1357 14 0	701 13 2	321 3 3	109 0 2	7466 0 0
(Revenue guaranteed, £26,258.)	5664 6 4	5623 14 7	3079 12 11	1591 11 2	728 9 9	247 5 3	16,935 0 0

C. TODD, Postmaster-General and Superintendent of Telegraphs.

DUPLICATE CABLE SUBSIDY.

APPORTIONMENT on basis of Census Populations of 5th April, 1891.
(Current on this basis until the 31st December, 1896).

Colony.	Amount.		
	£	s.	d.
Victoria.....	13,245	13	11
New South Wales	13,150	15	10
South Australia	3721	15	6
Tasmania	1703	10	6
West Australia.....	578	4	3
	<u>£32,400</u>	<u>0</u>	<u>0</u>

The 20 years' agreement expires on January 25th, 1900.

C. TODD,
Postmaster-General and Superintendent of Telegraphs.

NEW ZEALAND-SYDNEY CABLE GUARANTEE.

Papers tabled by the Hon. J. G. WARD, M.H.R.

STATEMENT of Traffic for period from 1st May to 31st December, 1894.

	£	s.	d.
Amount guaranteed to Cable Company.....	26,258	0	0
Two-thirds thereof equals.....	£17,505	6	8
The actual receipts by the Cable Company during the above period were	7550	10	1
Showing a loss to the Cable Company of.....	9954	16	7
Say.....	£9955	0	0
The apportionment of this loss is as follows:—			
Cable Company bears $\frac{1}{4}$	2489	0	0
New Zealand bears $\frac{3}{4}$	7466	0	0
	£9955	0	0
New Zealand's $\frac{3}{4}$ share is divided thus:—			
N.Z. solus pays $\frac{1}{3}$ ($=\frac{1}{4}$ of total loss) or	2489	0	0
The contributing Colonies (including N.Z.) pay $\frac{2}{3}$ ($=\frac{3}{4}$ of total loss)	4977	0	0
	£7466	0	0

The contributing Colonies' proportion divided on the basis of Population is—

Colony.	Population (Census April, 1891.)	Amount.		
		£	s.	d.
Victoria	1,140,405	1664	13	6
New South Wales	1,132,234	1652	15	0
New Zealand	620,030	905	1	6
South Australia	320,431	467	14	10
Tasmania.....	146,667	214	1	10
Western Australia ..	49,782	72	13	4
	3,409,549	£4977	0	0

J. G. WARD.

NEW ZEALAND-SYDNEY CABLE GUARANTEE.

STATEMENT of Estimated Traffic for the year ending 30th April, 1895.

	£	s.	d.
Amount guaranteed to Cable Company	26,258	0	0
The estimated Receipts by the Cable Company for the above period are	11,326	0	0
Showing a loss to the Cable Company of	<u>£14,932</u>	<u>0</u>	<u>0</u>
The apportionment of this loss is as follows :—			
Cable Company bears $\frac{1}{2}$	3,733	0	0
New Zealand bears $\frac{1}{2}$	11,199	0	0
	<u>£14,932</u>	<u>0</u>	<u>0</u>
New Zealand's share is divided thus :—			
New Zealand solus pays $\frac{1}{3}$ (= $\frac{1}{2}$ of total loss).....	3,733	0	0
The contributing Colonies (including New Zealand) pays $\frac{2}{3}$ (= $\frac{1}{2}$ of total loss)	7,466	0	0
	<u>£11,199</u>	<u>0</u>	<u>0</u>

The contributing Colonies proportion divided on the basis of Population is:—

Colony.	Population (Census April, 1891.)	Amount.
		£ s. d.
Victoria	1,140,405	2,497 3 8
New South Wales	1,132,234	2,479 5 9
New Zealand	620,030	1,357 14 0
South Australia	320,431	701 13 2
Tasmania.....	146,667	321 3 3
Western Australia	49,782	109 0 2
	<u>3,409,549</u>	<u>£7,466 0 0</u>

J. G. WARD.

WELLINGTON CONFERENCE, MARCH, 1894.

Papers tabled by the Hon. J. G. WARD, M.H.R.

OCEAN PENNY POSTAGE.

(Service Telegram).

Wellington, 24th March, 1894.

Postmaster General, London.

POSTAL Conference at final sitting passed Resolution against Penny Letter Postage United Kingdom and Colonies, and requested me cable décision. This has been done through Reuter, who will forward you copy Resolution.

J. G. WARD, President.

SIR,

17th April, 1894.

I HAVE the honor to confirm my cablegram to you on the 24th ultimo, advising that a copy of the Resolution in reference to the question of Penny Postage from the United Kingdom to the Australasian Colonies, passed at the final sitting of the Intercolonial Postal and Telegraph Conference held in New Zealand last month, had been cabled to you through Reuter's Telegram Company, and append herewith copy of the Resolution:—

“That, with regard to the proposals from time to time made for Penny Postage between Great Britain and the Colonies, and, more recently, that such be adopted for letters from the United Kingdom, leaving the rate from the Colonies as at present, this Conference, while recognising the desirableness of adopting the lowest possible rate, desires to express the opinion that the heavy cost of providing speedy and regular communication does not admit of any further reduction being made at the present time, the reduction to $2\frac{1}{2}d.$ in 1891 having resulted in an annual loss to the Colonies of about £40,000; and that the partial reduction proposed, namely, in the rate from Great Britain, would be most undesirable, as such a measure would compel the Colonies to reduce their inland and intercolonial rates from $2d.$ to $1d.$, involving a probable loss to them of a quarter of a million per annum, in addition to that already mentioned as the result of the reduction to $2\frac{1}{2}d.$; and that a copy of the foregoing be transmitted to the Imperial Government.”

The Resolution was proposed by the Postmaster-General of New South Wales, and seconded by the Postmaster-General of Victoria, and approved by all the Representatives except myself, I dissenting on behalf of New Zealand.

So soon as the Report of the Conference proceedings has been revised six copies will be sent you.

I have, &c.

J. G. WARD, President.

Hon. the Postmaster-General, London.

General Post Office, London,
1st June, 1894.

SIR,

I AM directed by the Postmaster-General to acknowledge the receipt of your letter of the 17th April last, No. P.G. 94/1557A., and to thank you for communicating to him the Resolution recently passed by the Intercolonial Postal and Telegraph Conference against the adoption of Penny Postage from the United Kingdom to the Australasian Colonies.

I am, &c.

H. BUXTON FORMAN.

The President, Postal and Telegraph Conference,
Wellington.

OCEAN MAIL SERVICES.—SAN FRANCISCO MAIL SERVICE.

The Hon. the President of the Postal and Telegraph Conference, New Zealand,
to the Hon. the Postmaster-General, Washington.

Postal and Telegraph Conference, Wellington, New Zealand, 1894.
General Post Office, Wellington, 17th April, 1894.

SIR,

I HAVE the honor to send you herewith (enclosure No. 1.) copy of a Resolution in relation to the San Francisco Mail Service, passed by the Australasian Postal and Telegraph Conference, which sat in this city last month. You will observe that the terms of the Resolution refer both to the

desire of these colonies for the continuance of a service performed through United States territory, and also to the inadequate support accorded the San Francisco service hitherto by your Government, and the prohibitive charges for the United States transit with which, in maintaining it through the now long period of years during which it has been regularly carried on, this colony in particular has had to contend.

Negotiations for the proposed renewal of the service should be set on foot almost immediately, and I shall be glad to learn from you, at as early a date as possible, whether your Government can see its way to increase its payment in aid of the service. I shall also be glad to hear at the same time that your Administration will make an endeavour to have the excessively heavy charges for the United States railroad transit materially reduced. How heavy and entirely disproportionate these charges are you will best gather from the accompanying table (enclosure No. 2.), comparing the Postal Union territorial rates with those levied in the United States. I may say that the Resolution as here communicated to you is the same in effect as was passed at the similar Conference held in Brisbane last year.

I have, &c.

J. G. WARD, President.

The Hon. the Postmaster-General, Washington, D.C.

Enclosure 1.

EXTRACT from the Report of the Proceedings and Debates of the Postal and Telegraph Conference, held in Wellington, New Zealand, in March, 1894. (Tuesday, 6th March, 1894.)

Resolved,—That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government, pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line, and that further representations be made to obtain a reduction in the heavy overland charges.

Enclosure 2.

STATEMENT showing the Postal Union Territorial Rates compared with the American Territorial Rates, and the difference between them.

Class of Correspondence.	Union Territorial Transit Rates.*	American Territorial Transit Rates.†	Difference.
Letters	8·64 <i>d.</i> per pound	27·5 <i>d.</i> per pound	18·86 <i>d.</i> per pound.
Other articles	1·08 <i>d.</i> „	8·5 <i>d.</i> „	7·42 <i>d.</i> „

* Article IV., § 3, Section I., Universal Postal Union.

† Postmaster-General's Report, 1892, XII.

The Superintendent of Foreign Mails, Washington to the Hon. the Postmaster-General, Wellington.

Post Office Department, (Office of Foreign Mails),
Washington, D.C., 8th June, 1894.

SIR,

I HAVE the honor, by direction of the Postmaster-General, to acknowledge the receipt of your letter of the 17th April, enclosing copy of a Resolution in relation to the San Francisco Mail Service passed by the Australasian Postal and Telegraph Conference which convened in the City of Wellington in the month of March last, and of which you were the President, which Resolution calls attention to "the inadequate support" given by the Government of the United States to the steamship service between San Francisco and Auckland, and urges an increased payment to the steamship line and a reduction in the overland transit charges.

In reply I am directed to inform you that the payments now being made to the steamship company are the maximum allowable under existing laws, that said payments cannot be increased, and that the rates charged for the transit between New York and San Francisco cannot be reduced without further legislative authority, which authority cannot be hoped for at present in view of other important measures pressing upon the attention of Congress, and the short time that probably remains before its adjournment.

The Postmaster-General appreciates the value of the regular mail communication with the Colonies by means of steamers sailing from San Francisco to Auckland, and is disposed to exercise to the fullest extent the powers vested in him by law in order to encourage and promote the

service ; but, until additional legislation shall enlarge those powers, he will be without authority to increase the payments to the steamship company, or to reduce the charges for the transit between New York and San Francisco.

I am, &c.

N. M. BROOKS, Superintendent of Foreign Mails.

The Hon. J. G. WARD,
Postmaster-General, Wellington, N.Z.

POSTAGE ON CIRCULARS FROM THE UNITED KINGDOM.

18th April, 1894.

SIR,

I HAVE the honour to inform you that at the Australasian Postal and Telegraph Conference, which commenced its sittings at Wellington last month, the question was brought forward "whether the Colonies might not fairly object to deliver English packets prepaid $\frac{1}{2}d.$ while $1d.$ is levied in the Colonies," and it was directed that "a request be addressed from this Conference to the authorities of the London Post Office to assist the Colonies in this respect." In bringing the matter under your notice I have to point out that the Australian Colonies have to deliver large quantities of British trade circulars on which only $\frac{1}{2}d.$ postage is paid, while the minimum rate levied by the Colonies on similar matter is $1d.$ Owing to the comparatively small quantity of such matter for England from Australia the system of unequal rates works unfairly, and it is found that the Colonies lose both in trade and postage through large numbers of circulars from Australian firms being printed as well as posted in England. I shall therefore be glad to learn whether your office will consider the desirableness of raising the postage rate for circulars for the Colonies from $\frac{1}{2}d.$ to $1d.$ for every two ounces, so as to make it uniform with the rate charged on such matter from the Australian Colonies.

I should add that the recommendation of the Conference was not endorsed by me on behalf of this Colony, the minimum rate for circulars from New Zealand being the same as that charged in the United Kingdom.

I have, &c.

J. G. WARD, President.

The Hon. the Postmaster-General, London.

General Post Office, London, 1st June, 1894.

SIR,

I AM directed by the Postmaster-General to acknowledge the receipt of your letter of the 18th April last, in which, on behalf of the Australasian Postal and Telegraph Conference, you enquire whether this Department will consider the question of raising the postage chargeable upon circulars from the Colonies from $\frac{1}{2}d.$ to $1d.$ for every 2 ounces, so as to make it uniform with the rate charged in Australia.

Mr. Arnold Morley learns with regret that inconvenience is caused to the Australian Post Offices by the difference existing between the British and Colonial rates of postage for printed matter, but he desires me to point out that the rate chargeable here is but the simple Postal Union rate—that it has been uniformly adopted for all classes of printed matter, including newspapers—and that it applies not only to the Australasian Colonies but to all other parts of the Empire, and indeed to all destinations outside the United Kingdom.

For these reasons, while far from ignoring or underrating the temporary inconvenience sustained by the Colonial Post Offices so long as they are not in a position to follow this Department in adopting the Union rate in its simplicity, the Postmaster General finds himself unable to take a step the result of which would be to deprive the public here of the great benefit of uniform postage to which they have now become accustomed.

I have, &c.

H. BUXTON FORMAN.

New Zealand,
General Post Office, Wellington, 5th September, 1894.

SIR,

I HAVE the honour to acknowledge the receipt of your letter of the 1st June, No. 182 U., addressed to myself as the President of the late Postal and Telegraph Conference, in reply to the letter of the 18th April last.

I note that your Department does not see its way to raise the rate of postage chargeable on circulars for the Colonies from $\frac{1}{2}d.$ to $1d.$ for every 2 ounces, and I have forwarded a copy of your reply to the Australian Post Offices.

I have, &c.

J. G. WARD, Postmaster-General.

The Secretary, General Post Office, London.

PACIFIC CABLE.

The Hon. the President, Postal and Telegraph Conference, Wellington,
to the Hon. the Premier, Ottawa.

Post and Telegraph Conference, Wellington,
New Zealand, 18th April, 1894.

SIR,

I HAVE the honor to forward herewith copy of a Resolution in relation to the proposed Canadian-Pacific cable, passed at the Australasian Postal and Telegraph Conference, which commenced its sittings at Wellington on the 5th ultimo.

You will observe that the terms of the Resolution suggest that the countries interested in securing cable communication between Canada and the Australasian Colonies should join in guaranteeing for fourteen years a sum of £72,000 per annum—the amount of interest on the proposed capital—to any company undertaking the laying of a Pacific cable by either of the routes mentioned; and the Representatives to the Conference, with the exception of those from South and West Australia, will recommend their Governments to this effect. I have accordingly to ask whether your country will be prepared to join the Colonies in the proposed guarantee, and, if so, I venture to express the hope that the interests of your country will admit of your Government being able to affirm its determination to bear a substantial proportion of the cost. I shall also be glad to hear at the same time that you will co-operate with the Colonies in securing the assistance of the Imperial Government in the guarantee.

I have, &c.

J. G. WARD, President.

The Hon. the Premier, Ottawa, Canada.

Resolution—Canadian Pacific Cable.

Resolved—"That, considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the Representatives of the respective Colonies assembled at this Conference recommend their Governments to consider the desirability of entering into a guarantee with the other countries interested, for a period not exceeding fourteen years, and to guarantee interest at 4 per cent. on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific Cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for Government telegrams, and 1s. 6d. per word for Press telegrams, to and from Great Britain and the Colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following:—Brisbane to Ahipara Bay (New Zealand,) Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Island, Sandwich Island to Vancouver; or from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver."

The Hon. the Premier, Ottawa, to the Hon. the President of the
Postal and Telegraph Conference, Wellington.

Office of the Minister of Justice,
Ottawa, 16th May, 1894.

DEAR SIR,

In reply to your letter of the 18th April, which I have just received, I beg to say that the Government of Canada has not formulated any policy guaranteeing aid to the proposed trans-Pacific cable. The matter will no doubt be fully discussed at the coming Conference to be held here next month, but in the meantime no assurance can be given that the Canadian Government will be in a position to make any appropriation in aid of the project.

Yours, &c.

JNO. S. D. THOMPSON.

The Hon. J. G. WARD, President, Postal Telegraph Conference,
Wellington, New Zealand.

The Hon. the President of the Postal and Telegraph Conference, New Zealand,
to the Railway Companies in the United States.

Postal and Telegraph Conference, New Zealand, 1894.
Wellington, 18th April, 1894.

SIR,

I HAVE the honor to forward herewith copy (see enclosure in letter to Postmaster-General, Washington), of a Resolution passed by the Australasian Postal and Telegraph Conference which sat in this city last month.

The Resolution refers, you will perceive, to the very heavy charges which have to be paid for the United States territorial transit on closed mails from the Colonies. It is with reference to those that I am desirous to submit for your consideration the accompanying table showing the difference between the Postal Union territorial transit rates and those levied by the railroad companies of the United States, and to

express the hope that the way may be seen towards materially reducing the latter, and thus affording substantial relief to this Colony, the one principally concerned in the maintenance of the San Francisco service. Action in this direction would undoubtedly directly conduce towards the continuance of a service which has at present the support, notwithstanding the disadvantages of excessive charges and a rival route, of a large section of the mercantile community of this country, whose wishes the Postmaster-General is in every way himself disposed to second.

The Resolution I now submit, bespeaking for it your most earnest consideration, is effectually the same as that passed by the same body at its meeting in Brisbane, Queensland, last year. I beg the favour of a reply at your earliest convenience.

I have, &c.

J. G. WARD, President.

JOHN M. TOUCEY, Esq.,
General Manager, New York
Central Railroad, New York
City.

A. N. TOWNE, Esq.,
General Manager, Southern
Pacific Co., 4th and Town-
send-streets, San Francisco,
Cal.

E. DICKINSON, Esq.,
General Manager, Union
Pacific Co., Omaha, Ne-
braska.

JOHN NEWELL, Esq.
General Manager, Lake Shore
and Michigan Southern
Railroad, Cleveland, Ohio.

General Manager,
Chicago and North-Western
Railroad, Chicago, Ill.

JOSEPH WOOD, Esq.,
General Manager, Pennsyl-
vania Line, Pittsburgh,
Penn.

The Resident Agent for New Zealand, San Francisco, to the Secretary,
General Post Office, Wellington.

San Francisco, California,
31st May, 1894.

SIR,

I have the honor to acknowledge the receipt of your communication of the 17th April, enclosing communications for the managers of the various railroads engaged in the transportation of the New Zealand mails from San Francisco to New York.

* * * * *

I have also thought it advisable to accompany these letters with a communication (a copy of which is enclosed), in an endeavour to make rather a more prominent stress on the matter of competition with the Canadian Pacific, because I consider that will be our greatest leverage to accomplish the object sought.

In response to these communications I have only received one reply: the others doubtless have been forwarded direct to New Zealand. The communication received (now enclosed) is from the General Manager of the Southern Pacific Company, whose headquarters are in this city. From this communication you will observe that that Company is of the opinion that nothing can be done in the direction of reduction of transit charges except through the United States Government. The question of identity of mail-matter is, of course, one which is not of any importance, as all Australian mails have an entirely distinct exterior to those originating in the United States.

* * * * *

I have, &c.

H. STEPHENSON SMITH, Resident Agent.

W. GRAY, Esq., Secretary,
General Post Office, Wellington, N.Z.

Enclosure 1.

The Resident Agent for New Zealand, San Francisco, to the General Managers
of United States Railway Companies.

San Francisco, California, 12th May, 1894.

SIR,

By direction of my Government, I have the honor to enclose for your information a communication from the President of the Intercolonial Postal Convention, held at Wellington, New Zealand, in April last, with enclosures, having reference to the question of the reduction in transit charges for the conveyance of the British mail from Australia to the United Kingdom and return.

The difference in transit charges, as shown by the enclosed papers, is most marked, and it is sincerely to be hoped that you may see your way to make a concession, in order to strengthen the hands of the New

Zealand Government, who, notwithstanding the very strong pressure brought to bear to relinquish the American service in favour of the Canadian line, is still favourably disposed towards maintaining a service which is of more or less benefit to the American transcontinental railroads.

Soliciting your earnest consideration of the enclosed communication,

I am, &c.

H. STEPHENSON SMITH, Resident Agent.

JOHN M. TOUCEY, Esq., General Manager New York
Central Railroad, New York [and other General Managers].

Enclosure 2.

The General Manager, Southern Pacific Railway Company, San Francisco,
to the Resident Agent for New Zealand.

San Francisco, California, 15th May, 1894.

DEAR SIR,

MANY thanks for your favour of the 12th instant, with enclosure from the President of the New Zealand Postal and Telegraph Conference, relating to cost of transportation of mails across the United States.

Section 802 of Postal Laws and Regulations reads: "The Postmaster-General may make any arrangements he may deem just and expedient for allowing the mails of Canada or any other country adjacent to the United States to be transported over the territory of the United States," etc.

We have no way for indentifying the New Zealand mails, as they are carried under the general arrangement which we have with the United States Government, and their weight goes in with the weight of other mails, on which we receive compensation. Any arrangement, therefore, for transporting any particular mails at other than regular rates of compensation will have to be made between the New Zealand officials and the United States Post Office Department, as there is no ground on which a transportation company can treat with a foreign country on such a matter.

Regretting that we are not in a position to do something to help you out in the direction indicated,

I am, &c.

A. N. TOWNE.

H. STEPHENSON SMITH, Esq., Resident Agent,
New Zealand Postal Service, San Francisco.

NEWSPAPER POSTAGE TO THE UNITED KINGDOM.

New Zealand,

General Post Office, Wellington, 19th April, 1894.

SIR,

I HAVE the honor to refer to my letter of the 7th February last, F 94/219, and previous correspondence, on the subject of the newspaper postage from this Colony to the United Kingdom, and to inform you that at the Australian Postal and Telegraph Conference which sat here last month, it was agreed that the whole of the Colonies should adopt the rates of postage on newspapers to the United Kingdom approved at the Brisbane Conference last year, namely, one penny for the first four ounces, and a halfpenny for every additional two ounces. The change will probably take effect from the 1st July next, and I trust that newspapers from this Colony prepaid at the postage rates now in force will not be surcharged by your Department in the meantime.

I enclose copy of the recommendation as agreed to by the Conference.

I have, &c.

W. GRAY, for the Postmaster-General.

The Secretary, General Post Office, London.

SIR,

General Post Office, London, 12th June, 1894.

FROM your letter of the 19th April last, No. PG 94/122, the Postmaster-General has learnt with satisfaction that the Wellington Postal Conference confirmed the resolution of the Brisbane Conference as to the adoption of uniform postage for newspapers sent from the several Australasian Colonies to the United Kingdom, and that, in New Zealand, the rate agreed upon, namely, one penny for the first four ounces and a halfpenny for every additional two ounces, will probably take effect from the 1st July next.

You will doubtless send further information shortly as to the actual date on which the new rate is to be brought into operation in New Zealand; and for the present newspapers from the Colony prepaid at the existing rate of 1d. per paper will still be passed here without charge.

I am, &c.

H. BUXTON FORMAN.

The Postmaster-General, Wellington.

BRISBANE-ADELAIDE MAIL TRAIN.

SIR,

11th May, 1894.

YOU may remember that the question of the acceleration of the mail train between Brisbane and Adelaide was brought up at the recent Conference, and that the Hon. Mr. Wilson, the delegate from Queensland, suggested that your Government might be requested to take action in the matter. Mr. Wilson, in course of his remarks, stated that the present arrangements, especially between Brisbane and Sydney, were very unsatisfactory, and that it was possible that a further acceleration between Victoria and South Australia might, on enquiry, be found advisable. I therefore refer the matter to you for consideration and action.

I have, &c.

J. G. WARD, President.

The Hon. the Postmaster-General, Sydney.

ITALIAN SURCHARGES.

SIR,

11th May, 1894.

I HAVE the honour to inform you that the question of the sea surtax charged by Italy on letters for Australasia was considered at the Australasian Postal and Telegraph Conference, which sat at Wellington in March last, and the following recommendation was agreed to:—

“Complaints having been made of a surcharge of $1\frac{1}{2}d.$ upon letters from Italy addressed to Queensland, which bore postage at the rate of $2\frac{1}{2}d.$, making the rate equivalent to that fixed for countries not within the Union, we recommend that the International Bureau of the Universal Postal Union at Berne be asked to explain why such letters are subject to this excessive charge, contrary to the principles of uniformity which should prevail amongst countries within the Union, the charge between which is $2\frac{1}{2}d.$, not $4d.$, as appears to be charged by Italy on letters to Australasia.”

I shall be glad to learn that you will give this matter your full consideration with a view to making representations to the Italian Administration for the abolition of the surtax on letters to Australasia, seeing that the Colonies, which have to maintain expensive systems of maritime transit, charge only the ordinary Postal Union rate of $2\frac{1}{2}d.$ per half-ounce on letters for Italy.

I have, &c.

J. G. WARD, President.

The Director, International Bureau of the Universal Postal Union,
Berne.*Translation.*International Bureau of the Universal Postal Union,
Berne, 23rd June, 1894.

SIR,

By letter of the 11th May last, No. J 94-619, you were good enough to ask me to take steps to request the Italian Post Office to abolish the surcharge of 15 centimes ($1\frac{1}{2}d.$) levied on each single rate of letters, which, like those for Queensland, are subject to the maritime transit charges of 15 francs per kilo.

As I have already intimated to the Post Office and Telegraph Department of South Australia, at Adelaide, which had written me on the subject, I have the honour to inform you that paragraph 2 of Article 5 of the Principal Convention reserves to all the Administrations of the Union the right to levy on letters subjected to the above maritime transit charges a surcharge which may not exceed 25 centimes ($2\frac{1}{2}d.$) per 15 grammes. The Italian Administration makes, in conformity with that provision, a surcharge of 15 centimes per single rate on letters. This is perfectly regular, as it does not exceed the maximum above mentioned.

In terms of the same paragraph the surcharges adopted by the Administrations of the Union must be levied in uniform manner in all the relations to which the transit costs are applicable. The Italian Administration could not, therefore, make an exception in favour of letters from Italy to the British colonies of Australasia without being obliged at the same time to abolish the surcharge levied on other letters under similar conditions.

I doubt, however, whether the Italian Administration would be disposed to abolish in a general manner the surcharge of 15 centimes in question, and I have the honour to beg of you to kindly re-examine the question, and to inform me whether, under the conditions stated, it does not appear to you inopportune to approach that Administration in the direction indicated in the aforesaid letter.

I have, &c.

ED. HOHN, Director.

The President, Postal and Telegraph Conference, Wellington.

Translation.

No. 6556-323.
SIR,

The International Bureau of the Universal Postal Union,
Berne, 6th December, 1894.

REFERRING to my circular of the 18th July, 1893, No. 4905-266, the Postal Administration of Italy requests me to inform you that from the 1st January next it will cease to levy the maritime surcharge which is applicable to letters in its country.

Therefore, correspondence of every class addressed to other countries of the Union will be liable in Italy to the normal Union charges only as from the aforesaid date.

This system will be equally applicable to correspondence forwarded by the offices to the Italian colony of Eritrea.

I have the honor to beg that you will take note of this information.

I have, &c.

ED. HOHN, Director.

ELECTRIC TRAMWAYS, LIGHT, AND POWER.

SIR,

11th May, 1894.

I HAVE the honor to refer to Subject 34, Electric Tramways, Light, and Power, printed at page 25 of the Report of the Proceedings of the Wellington Postal and Telegraph Conference, and to convey to the Committee the thanks of the Conference for its very valuable and interesting Report.

The suggestion that the Committee might report on the Electric Tramways, and draft regulations applicable to Electric Power Leads generally, will no doubt receive early attention at the hands of the Committee.

I have, &c.

J. G. WARD, President.

Sir CHARLES TODD, K.C.M.G.,
Chairman Committee of Electric Light and Tramways,
Adelaide.

SIR,

General Post Office, Adelaide, 4th August, 1894.

I have the honor to acknowledge the receipt of your letter of the 17th May last, conveying the thanks of the recent Wellington Conference to Committee of Experts for their Report on Electric Light Leads, which I will convey to the several members thereof; and in reply would inform you that I propose to convene a meeting of the Committee to meet in Melbourne in September or October to draft regulations applicable to Electric Power Leads generally.

I must apologise for not replying earlier, owing to great pressure of work since my return from Wellington.

I have, &c.

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

The Hon. J. G. WARD, M.H.R., Postmaster-General,
Wellington.

COLOURED LABOUR ON MAIL STEAMERS.

Trades Hall Council, Melbourne, 29th January, 1895.

To Chairman and Members of Postal Conference.

GENTLEMEN,

I HAVE been instructed by the Trades Hall Council to write and protest against any extension of the Mail Contract to the P. & O. Steamship Company as long as they continue to employ coloured labour on their boats.

For some years we have, as well as the Councils of the various colonies, endeavoured to have this injustice rectified, and have received promises from the various Governments that when the question of a renewal of the service arrived the matter would be considered.

From the expressions of the various Postmasters-General they are unanimous upon this question, and we are of opinion, from the attitude of the last Conference which sat in New Zealand, that a strong protest should be forwarded to the Imperial Government; in fact, the Conference, in our judgment, should not consent to any renewal unless white labour is employed.

As the taxpayers of the colonies are called upon to pay a heavy subsidy, they certainly object to being brought into competition with alien races. Further, the various Australasian Governments from time to time have thought it wise to pass Acts in the various Legislatures restricting aliens; this being so, the employment of these on the boats carrying Her Majesty's mails cannot be justified. Cheap labour, in our judgment, is dear labour, and though under ordinary circumstances coloured labour is endurable while everything is going right, they have neither the strength nor stamina nor the brain power to rise to the occasion if the necessity arose, and the consequences to a vessel so manned in a moment of calamity would be too terrible to contemplate.

If the Orient Company, whose fleet is equal if not superior to the P. & O., can employ white labour, surely it is no injustice to compel a subsidised company to comply to these conditions.

Trusting that the Conference will carry out this much-desired and necessary reform,

Yours faithfully,

J. G. BARRETT, Secretary Trades Hall Council.

Sydney.

Peninsular and Oriental Steam Navigation Company,

28th January, 1895.

SIR,

AT the deputation which waited on you on the 23rd instant, in reference to the employment of native crews on board mail steamers, I find according to the newspaper reports that several utterly wrong statements were made by some of the gentlemen present, and apparently allowed to go unchallenged.

In the first place I would like to mention that "Coolies," who are a low type of labourer employed in India for unskilled labour, are not to be found in any capacity on board this Company's vessels. Lascars are British subjects, and are skilled sailors from the West Coast of India. They have for years and years past been employed to the entire satisfaction of the Directors and all the Commanders and Officers of this Company. To say that they cannot be relied on in cases of emergency is simply doing a great and wicked injustice to a hardworking, brave, and deserving class of Her Majesty's subjects. In the case of the "Tasmania," I am sorry that one of the gentlemen who waited on you should have thought fit to again repeat a statement which his interest in the subject should have enabled him to satisfy himself was incorrect. This he could have done by applying to me or any one knowing something about the Board of Trade enquiry which took place in London, and which conclusively proved that the natives behaved under appallingly trying conditions in a most admirable manner, and that those who lost their lives did so at their posts while doing their duty. As you are no doubt aware, not a single passenger was lost.

The reason of this Company employing Native crews in preference to Europeans is, that after many years experience of both, the former have proved themselves to be in every way more satisfactory. The immediate reason for doing away with European crews in the lower grades was that they caused an infinity of trouble through drunkenness and disobedience, &c. As a matter of fact the employment of Lascars costs the Company more than if they employed Europeans, for the reason that the former are kept and paid all the year round, whereas the latter are as a rule signed off the articles on their arrival in London.

The only steamers of the British India Company on which Lascar crews are not carried are those of the Queensland Royal Mail Company, who are compelled very much against their will to carry European crews. To my certain knowledge the Queensland Royal Mail Company have not benefited by the change, and if they had their choice they would doubtless revert to the employ-

ment of Lascars. It is quite safe to say the British India Company proper would not dream of employing anything but coloured labour.

I feel considerable diffidence in troubling you just on the eve of your departure for Tasmania, but the importance of the subject emboldens me to do so.

I have made several efforts to see you, but have been unsuccessful.

I have the honor to be, Sir,
Your obedient Servant,

G. D. MICHIE, Agent.

The Hon. J. Cook, M.L.A., Postmaster-General, Sydney.

Deputation against employment of Coloured Labour on Ocean Mail Steamers; also re a Minimum wage.—23-1-95.

Mr. T. M. DAVIS, M.P., introduced to the Postmaster-General a deputation from the Seamen's Union against the employment of coloured labour on the Ocean Mail Steamers.

Mr. Davis said he had been asked to introduce the deputation, consisting of Mr. Jewell, president, Mr. Smith, secretary, Mr. McLean, treasurer, and Mr. Noonan, one of the executive officers of the Seamen's Union, (Mr. Watson, M.P., also present), to lay before the Minister the necessity for refusing to subsidise any steamers carrying Asiatic labour: he supposed that term took in all that was objectionable. Some time ago he had introduced a deputation of the labour party to the previous Postmaster-General, Mr. Kidd, asking him, prior to the extension of the contract with the P. and O. Company, to make it a condition that white labour should be employed on board those steamers, and Mr. Kidd said he would place the matter before the Cabinet and give it the fullest consideration. Mr. Davis had then pointed out that the South Australian Government was entirely in accord in this matter, and the Victorian Government was being deputationised at the time with a view to similar results. However, it transpired that the Conference which Mr. Kidd attended decided to allow the Service to go on for 12 months (having been asked, he believed, by the Imperial Government to extend the contracts for 3 years), and that that 12 months being now nearly up, he now asked Mr. Cook, as Postmaster-General, to use his best influence with the other Postal Departments to have Asiatic labour stopped on the P. and O. boats.

There were many reasons why it should not be employed, and one of the principal was that as a race the coloured men were entirely unsuited to the manning of our steamships, especially in times of danger: that had been proved over and over again. Whenever a P. and O. steamer had got into danger through collision or wreck, they had invariably proved that they were not up to the standard in endeavouring to save life or mails. In the case of the "Tasmania," wrecked in the Straits of Sardinia on the voyage home, the records show that the crew behaved in a most selfish manner—practically mutinied, and took the life-boats, &c.

Another reason was that whenever from time to time the small-pox, or any other of those diseases that are looked upon as indigenous to Eastern countries, had appeared on our shores it was generally through the agency of Asiatics from those vessels. The P. and O. and the Torres Straits Mail Companies had had cases of this sort. He thought that as the Colonies contributed such a large sum towards the subsidy of the P. and O. Co., they ought to be on the same conditions as the Orient Co. The latter carried out their contract quite as well, and he believed gave more satisfaction and were more popular than the P. and O. Co., at any rate so far as safety was concerned in the passenger traffic. They employed white men, and kept their vessels in a most efficient state. It had been amply demonstrated by that Company that white crews are far and away the most efficient, and he thought it was high time something was done to give employment to our own race of people.

Her Majesty's Navy never sought crews of Asiatics. However long the ships stayed in the Eastern waters—and even though they thought fit to employ Hindoos as soldiers in India—yet they had always been wise enough not to attempt to employ Asiatics on board men-of-war, because although some of the race have shown themselves fair soldiers, they had demonstrated themselves as utterly incompetent and useless at sea, and the British Admiralty knows that. That of itself ought to be a fair reason: that a race not good enough for the Naval Service was not suitable for our Mail boats.

Another subject he wished to bring under notice was that in contracts entered into with Steamship Cos. where subsidies are granted, there ought to be something like a minimum wage named in the contract. It was done in the case of contracts on shore in several Colonies, and when such a plan found favour with Ministers and Ministries on shore, he could not see why the same principle could not be extended to contracts at sea. He thought the system could be very well worked, and the State would lose nothing by it. If it was fairly put before the Postal Conference about to be held they ought to see their way to agree upon some conditions being imposed.

Mr. S. SMITH was understood to say that the seamen had lately been in correspondence with other provinces and the United Kingdom with a view to bettering their position, and Mr. J. H. Wilson, President of the British Seamen's Union, had been moving in his capacity as representative on their behalf in this matter, but nothing had yet been done, though action was hoped for from the last Postal Conference. Apparently they were not strong enough to enforce a stipulation that the Contract should not be extended unless European crews were employed. An endeavour was, he

understood, now being made to extend the Contract till 1898, and from a letter of Mr. Prendergast, M.P., Victoria, he learned that their delegates were prepared to strongly oppose any further extension unless white labour was introduced to the P. & O. Co.'s boats. The same determination was held by South Australian delegates. The seamen and the workers of New South Wales who contribute the money that subsidises the boats thought they should be manned by Europeans, and New South Wales—and this city especially—thought that something should be done to create an Australian mercantile marine. Newspapers lately had given considerable prominence to what they called "The disappearance of the Australian seaman," but they who had been on the coast for years were inclined to think he had not yet been developed. But in this way he could be encouraged by giving employment to men of our own race. As regards manning the Navy, the mercantile marine should form a nursery for the creation of seamen who could be called upon when required in times of danger and emergency.

In Queensland the stipulation was made that white labour should be employed, and the same thing applied in New Zealand, and in regard to other lines trading out of this port such as the Oceanic (American) line, and the Vancouver line. A Conference now sitting in Sydney had desired these representations to be made, and had expressed also a strong wish that some regulation should be inserted in the contracts that a minimum wage should be paid. Recently, in a contract given by our own Government, the people who had got the contract expressed themselves willing to pay certain wages, and the seamen trusted them, but the gentlemen who got the contract had taken advantage of their position to alter the wage rate. The seamen were aggrieved at this. The opinion in South Australia and Victoria was strong on this matter, and they as well as the seamen here desire to have this question finally adjusted by a decision that only European crews shall be employed. It was against the policy of the country to say that people of our own race shall be shoved out of employment and men of another race used for the object of enriching a few people. There was an almost unanimous feeling amongst seamen that no contract should be given to any steamship line inclined to employ Asiatic crews, and he asked Mr. Cook to use his best endeavors to have the matter settled.

Mr. JEWELL supported what had been said by the previous speakers, and said that he asked the Minister to take up a stand not alone on behalf of the seamen, but of the taxpayers in general.

Mr. M'LEAN said if these coloured men were trading to and from their own ports, say from India to Britain, it would be different, but he thought they should be stopped trading to an Australian port, and the boats manned by Australian seamen. Newspapers talked about the disappearance of the Australian seaman, and asked why Australians did not go to sea? They did not go because they had very little opportunity, and when they did wages earned were very small, and they had to go among coloured men. The Orient Co. paid white crews about £4 10s. per month, whilst Asiatics get about 30s. They are no good to this country, and do not spend anything in it. The Government ought to assist them to become seamen on board our own mail boats by abolishing coloured labour from them. He had been on the coast 16 years.

Mr. NOONAN, who had been on the coast 13 years, said there was a lot of dissatisfaction about coloured labour, and it was not right to employ it between England and Australia—two white countries—and he did not see how it could be stopped unless the Government put it in the contract. He alluded to the loss of the "*Quetta*" as an instance of the bad results of coloured labour.

Mr. J. C. WATSON, M.P., sympathised entirely with the objects of the deputation.

The POSTMASTER-GENERAL said: I may say at once that I am in hearty sympathy with your desire to replace black or coolie labour on the P. and O. boats with white. From inquiries I have made on this subject, it appears to me that the P. and O. Co. is really the only Company now which runs boats to our ports manned with coolie labour: I understand the British India Co. have dispensed with this kind of labour, and now employ only European crews. There can be no doubt that the strongest point made is that the sister Company now employs white labour. That, to my mind, is the answer to all the objections made. It has been averred that the white labour is not so amenable to discipline: that I do not believe, and never did. The fact that white labour is preferred on the sister line is sufficient answer to such objections. Why the P. and O. Co. prefers to use black labour in preference to white I have never been able to understand, except on the score of cheapness. Well, on that matter, it has always seemed to me that as we are partners in this agreement to such an extent, paying as we do £75,000 a year to the two Companies, we ought to say at once that the subsidy we pay shall be for the purpose of assisting ships to employ our own labour in preference to this coolie labour. I take it that the test of this labour, or rather this race, question, is the indisposition on the part of the people to mix. I understand that these boats do not attempt to mix the coloured labour with the European: there must be, therefore, an impassable barrier of some kind, and the Company evidently makes a choice between two kinds of labour. Certainly that choice should be made in favour of white men. Another point seems a strong one,—that most of these vessels are made available to the Admiralty in case of war, and it is a fact that if a war broke out we would not think of manning these ships for war purposes with this kind of labour. I think it is a point that ought to weigh very much with the Admiralty at home. When they make arrangements for these ships to be available, they should also make some provision to ensure white crews who would pull together. You speak of co-operation with the other Colonies, and I am glad in a matter of this kind that you recognise that.

We are parties to this agreement to the extent of £75,000 a year—we pay one moiety of that, the Imperial Government subsidises to the extent of £90,000, so it is clearly a matter for arrangement if possible with the other parties to the agreement. All I can say is, I shall go to the Conference with my own mind clearly made up as to the kind of labour it is desirable to get on these boats, and shall use my best endeavours throughout the Conference to get white labour to carry our mails. I do not know that I can say any more.

Mr. DAVIS expressed satisfaction on behalf of the deputation at the answer given.

After the Minister's reply, and the business of the deputation had practically closed, Mr. Davis, M.P., alluded to a remark of Mr. Cook's to the effect that he could not understand why the Company employed black labour in preference to white, except on the score of cheapness.

Mr. DAVIS remarked: It is not so much even on the score of cheapness that the P. and O. Company carry black labour crews. They do not give the black seamen anything like the wages the European gets, but they carry such an enormous number of hands that it makes their bill come very close up to that of the Orient liners. I have been in the Orient and P. and O. boats, both, and in the P. and O. they have to carry so many quartermasters to do the steering and to take up positions of trust because they cannot afford to run the risk of their ships being lost by placing an Asiatic at the wheel or on the look-out. Whenever they come within a certain distance of land, a European quartermaster has to go on the look-out, and it is him they have to depend on. Then they carry white men to do the steering; I was one of them; I was in the *Oceanic* and the *Cotopaxi*, and we summed up the number carried on those vessels approximately. They were each about 4100 tons, and the number of hands carried on the *Oceanic* was so far in excess of the number on the *Cotopaxi* that actually the wages sheets did not show much difference: for while the *Cotopaxi* was fully manned with her 20 A.B's., her quartermasters, 2 boatswains' mates, and boatswain, the *Oceanic* had something like 45 hands at lower wages. The black labour is useless in times of danger: I have myself seen a sail blown away in a light squall while the yard was covered with coolies who could not get it in, 30 or 40 of them, when about a dozen white men went up and secured it without trouble.

I would also point out that the British Admiralty have decided, in certain vessels, the *Himalaya*, *Australia*, *Victoria*, and *Britannia*, on the new lines that the Admiralty is going to run, to have them manned by Naval Reserve crews. It shows that the Admiralty is fully alive to the fact that it will not suit to have them manned by coolies, and if it does not suit the Admiralty it should not suit our colonial Governments.

POSTAL AND TELEGRAPHIC CONFERENCE, 1895.

REPORT OF THE DEBATES.

SATURDAY, 2ND FEBRUARY, 1895.

The PRESIDENT (Hon. J. Gavan Duffy), took the Chair at 10 o'clock.

Thanks.

Mr. WARD returned thanks to the Members of the Conference for the arrangements that had been made for his personal convenience.

Black Labour on Mail Boats.

Mr. FYSH produced a letter from the Secretary of the Trades and Labour Council, Melbourne, protesting against any extension of mail contracts with the P. & O. Company as long as they employed coloured labour on their boats.

The letter was read and ordered to lie on the Table.

Pacific Mail Service.

Mr. WARD : I anticipated that probably some other member of the Conference would have taken up this question of the Pacific Mail Service this year. I desire, however, to state briefly what my views upon this matter are. As you are aware, at the Conference last year a resolution was carried in favour of a four-weekly mail service *via* Vancouver, and since then the matter has assumed a very much more live state. I myself think, in order to bring about a practical solution of the question, this Conference ought to affirm generally the necessity of subsidising this service to ensure its being established on proper lines. At the present time there are 300,000 tourists visiting England annually, and each of these spending £100 means an expenditure of £30,000,000. I think, therefore, that every one representing the Colonies of Australia will see the great importance it will be to us to have a Vancouver service to induce a portion of this large number of people to come to the Colonies. That, I take it, every representative will agree with me in. The whole of the Colonies, and indeed the civilized world, we all know, are suffering from depressed prices, and it is surely our business, as far as we can, to take advantage of any source of traffic which would contribute in any way to the increase of our customs revenue and the general wealth of our people. That being so, I would earnestly press on the delegates present the importance of establishing a link which would have the effect of diverting a portion of the large tourist traffic I have referred to to our shores. The service we proposed last year was a 21-day one between New Zealand and Vancouver, computed on a speed of $15\frac{1}{2}$ knots per hour. There is no desire to have a faster service than that, neither could there be any wish on the part of steamship owners to have a greater speed. Speaking for New Zealand, I think you will see that it would not suit us to have a forked service or transhipping service ; in fact, it would not be worth our while to come in and give a direct subsidy if we are to be served by a branch service. We are prepared to considerably increase the amount indicated by myself at the Wellington Conference in order to give effect to our earnest desire to have this line established. I think New South Wales should be more desirous than any other colony to see the line established, as Sydney would obtain the advantages from being the terminal port and an expenditure of about £80,000 a year. We in New Zealand expect to gain nothing beyond the fact of these steamers giving us a direct connection with Vancouver and an outlet to Canada, however small it may be, for some of our surplus products. If New Zealand is prepared to increase its subsidy, which it is, I would suggest to Mr. Cook that New South Wales, with the vast interests she has at stake, might also increase its payment to ensure this line becoming an accomplished fact. I can only re-affirm the resolution that was passed at the last Conference, but, looking at the matter broadly, I cannot see that there is anything of greater importance to Australasia than seeking to obtain fresh fields for trade, thereby assisting in the development of the country and removing from us the present financial depression. If we could, by establishing a line of first-class steamers to Canada, only get a small proportion of the tourist traffic, I think it would add materially to the success of these Colonies. I will conclude by moving—

“That this Conference re-affirms the desirableness of establishing a four-weekly service (alternating with the San Francisco service) between Australia, New Zealand, and Vancouver, the mail steamers calling at one main port in New Zealand and such ports in Australia as may be determined upon, and that the respective Governments be urged to take this up.”

Mr. THYNNE: I will second the Resolution put before us, and I will add to what Mr. Ward has said that this question is becoming one which undoubtedly we will have to consider. I look of course to what Canada is doing in the matter for the purpose of establishing communication with Great Britain. After the Conference at Ottawa, the Dominion Parliament authorised the Government of Canada to enter into a contract for a subsidy of £150,000 per annum to any company to establish a line of steamers from Canadian ports to Great Britain. It will be seen from the report of the Ottawa Conference that the suggestion made there for that part of the work is: "That as the Imperial Post Office contributes towards the cost of the mail service between England and Australia *via* Brindisi and Naples the sum of £95,000 per annum, while the sea postage amounts only to £3000, and to the mail service between Vancouver and Japan and China £45,000, less £7300 charged against the Admiralty, this Conference deems it but reasonable to respectfully ask that assistance be given by the Imperial Government to the proposed fast Atlantic and Pacific service; more particularly as the British Post Office, while paying the large subsidy of £104,231 a year to the line from Liverpool to New York, has so far rendered no assistance to the maintenance of a direct postal line between Great Britain and Canada." Now, at the Ottawa Conference the following resolution was adopted, and at the time all the representatives of these Colonies were present, with the exception of the representative of Western Australia:—"That the Conference expresses its cordial approval of the successful efforts put forth by Canada and New South Wales for the establishment of a regular monthly steamship service between Vancouver and Sydney, and affirms the desirability of a reasonable co-operation of all the Colonies in securing the improvement and permanence of the same." I take it that the resolution which Mr. Ward has moved, being a repetition of the resolution of last year's Postal Conference, is practically to the same effect as the resolution of the Ottawa Conference, and the representatives of the Colonies having adopted the principle there, we may safely follow their example. Apart from the monetary considerations which Mr. Ward has so clearly put before us, there are even the wider grounds that these Colonies should find it to their interest as well as to their credit to take their share in developing all portions of the British Empire which fall under their control, and the first step to be taken is to try and facilitate rapid communication. I beg to second the Resolution.

Mr. COOK: I am very glad Mr. Ward has moved his Resolution in such terms, because if he had done anything further I might not have been able to subscribe to it. It is well known that New South Wales has already entered into an agreement with Huddart, Parker, & Co. to subsidise two boats running between Vancouver and New South Wales, paying £10,000 a year for three years. Mr. Thynne made a reference to the mail aspect of this question, but that is a matter better left out of consideration. Our receipts from the mails carried on this line did not amount to very much at all. It seems to me that this matter of mail communication would not be very greatly facilitated by coming by way of Canada for many years to come, consequently we had better confine our view of the matter to the trade aspect. The other Colonies may take a more sympathetic interest in the matter than they now appear to do, but Victoria has made no move in regard to it, though at the last Conference they were very anxious, from a trade point of view, to get communication direct with Canada. All I can say is that if these Colonies are anxious to promote trade on these routes, they had better represent to their Governments the desirableness of paying something towards its maintenance. Now we contribute about £4000 a year to the maintenance of the San Francisco mail. That is contributed directly through New Zealand. In addition we subsidise these boats to Canada to the extent of £10,000 a year. These two lines of steamers run right alongside each other almost the whole distance, and, I think therefore the other colonies ought to fall in with the idea, and induce their Governments to agree to some substantial contribution towards the maintenance of these boats.

Mr. FYSH: My recollection of what has taken place at so many Conferences on postal and other subjects brings it to my mind that rebellion against want of unity must sooner or later tend to union. Whenever I have read of the various conferences which have been held, I find there has been unfortunately in connection with the motions proposed a want of unity; the separate interests of individual states have cropped up, and members have found it necessary upon certain resolutions to absent themselves from voting and possibly from speaking. I have felt whenever I have read the result of these conferences that anything like union upon such subjects could not be brought about while we had separate interests existing. The time will come, however, and I hope speedily, when there will be no necessity for Postal and Telegraphic Conferences to consider separate interests, and that some power will be in existence to which reference can be made upon all subjects, which will do away with all insular reasonings and cause us to act in unity. But until such a power is called into existence we must retain that individual action which leads us to fly off from various resolutions as not specially belonging to the countries we may represent. And to-day I am in the unfortunate position, while listening with very much pleasure to what has been urged, of feeling that I have no special interest to represent. It is to be regretted that a service of this kind does not affect Tasmania directly, either as a matter of postal business or a matter of commerce, but I can see that it is of vital importance in the development of the trade and commerce of Australasia as a whole. I can see where we may increase the lines by which our trade and passenger traffic may continue, and by which we may draw to our shores a class of business we have not received before. I hold that with mails and mail routes it is as with railways and roads, the supply creates the demand—(hear, hear),—and the traffic between us and Vancouver will spring up by means of the supply. However, if I join in affirming the desirableness of establishing this service, and in expressing the

purpose to bring this matter before my Government, I shall commit myself to a portion of the subsidy which is necessary, and commit myself to asking Parliament for that subsidy. I think I should mislead hon. members if I were to vote, because I am satisfied that to ask Parliament for a subsidy is out of the question until developments take place which will more closely identify Tasmania with this service. While I may express the interest I feel in the developments which must take place by bringing Australia into closer communication with other parts of the world, I cannot commit the people of Tasmania at the present moment to the resolution. May I call to the minds of hon. members that within the past few months I think it was the representative of New Zealand urged very strongly, at the Conference of Delegates meeting from all parts of Australia, that the time for subsidies was passing by. I may be met by the remark that that statement cannot apply to the new service, but it is well for us to consider whether the time for subsidies is not passing by. Not many years ago Tasmania was desirous of having a port of arrival, if not of departure, of large ocean-going steamers. It was considered it would be advantageous to offer subsidies. We avoided or evaded or postponed the offering of such subsidies, but there has been no change in the services. The competition was such that development of trade took place without subsidies. When we think of the small sum of money with which the present mail steamers to Europe are subsidised as compared with the trade which they do, it appears infinitesimal. I have arrived at the conclusion that the time for subsidies is passing away, but whether we have arrived at that stage in 1895 I am not prepared to state. I make these remarks regretfully in one sense, for I would like, in conferences of this kind, that we should be unanimous in our reception or rejection of a proposal of this kind, and that we should feel that there is no matter of business or commerce connected with Australasia in which we are not all interested.

Dr. COCKBURN: It is impossible for anyone to bind himself to a proposal of this nature before he knows what the conditions are. As far as South Australia is concerned, we want to see every possible kind of trade or mail communication with the old world and Canada, and with America. Report says, however, that the Colonies further removed from the Eastern shores could not be expected to give a subsidy for this route; and I am afraid that is the position of South Australia. I think, with the previous speaker, that it is a pity we should refrain from expressing our active sympathy with this extra link of communication, because we do not wish to bind our respective Governments; but, at the same time, if to vote for this motion means to bind our Government to seek a subsidy from Parliament, I shall not be able to support it.

The PRESIDENT: I agree with Mr. Fysh in hoping for the time when the different parts of Australia will not be hampered by their geographical position, but will be under one head as far as postal and telegraphic matters are concerned, and will work as one body for the benefit of Australia as a whole. There are several matters in which we are so hampered by our geographical position that we cannot act with that unity with which we should like to do. Mr. Ward has put a conundrum to us which may be answered in two ways. If it is our sympathy he wants, he can have it: if it is our cash he wants, I am afraid, as far as Victoria is concerned, that it won't be forthcoming at the present time. The Southern and Western Colonies and New South Wales have established an expensive mail service, which, as a mail service, is ample and complete for those particular Colonies. We all sympathise with New Zealand and Queensland, and all Australia ought to sympathise with them, in the effort they are making to push their trade in the Pacific: for, although we get no direct benefits, we get them indirectly, and for this we pay a certain amount indirectly. As far as Victoria is concerned, however, the matter must remain in that stage for the present.

Mr. FYSH: I beg to suggest to Mr. Ward that he makes it clear to us what we are to understand by "subsidising?"

Mr. WARD: I will make the matter quite clear, and I therefore ask that the latter portion of the resolution, from the word "upon," be deleted, thus re-affirming the resolution of the former Conference. That, I think, will remove any objections hon. members may have to urge. I would like to say one or two words in reply, in order to remove some misconceptions which exist in the minds of hon. members. Looking at it broadly, hon. members must agree that it is to the general interest of Australia to have this line of communication, and that indirectly we must all reap a certain amount of benefit. That being so, I do not think a matter such as this should be approached other than in a broad way; and, in the interests of the whole of Australasia, a service such as this should have the goodwill of the whole of the Colonies. In reply to Mr. Cook, I may say that this service would spend yearly in Sydney at least £80,000; and if any other port in Australia were to obtain such an expenditure, I feel sure their representatives would feel called on to support my proposal. The steamers would take 3000 tons of coal a month, and would spend £5000 in the same time for the ordinary supplies of the ships. This line would therefore be more to the benefit of New South Wales than any other Colony. So far as New Zealand is concerned, I can affirm that, directly, we would obtain no advantage. I am exceedingly obliged to the President for his sympathy. We have his sympathy: that is something; though, as a substitute for cash, I am bound to say it is not worth much. In the absence of the cash, however, I am glad to have the sympathy of a great colony like Victoria. My object, however, has been attained; and I desire to move the resolution, with the alteration I have suggested.

Motion, as amended, put and passed.

The Pacific Cable.

Mr. THYNNE: In moving the Resolution of which I have given notice, I propose to give a short summary of the history of this cable question, because, although many of us are familiar with it, it is yet not thoroughly known throughout the Colonies; and the opportunity is a fitting one to make some allusions to its present position, with a view to facilitating subsequent action on the part of the various Governments. The question of this cable was first proposed in 1887, at an Intercolonial Conference in London, when Mr. Fleming, whose name is so well known in connection with this matter, pointed out the necessity of cable communication between Canada and the Australasian Colonies for the purpose of improving and promoting commercial and social arrangements, and practically for strengthening the system by which the British Empire is independent of any foreign power in respect to its telegraphic communications. A long discussion took place in regard to the matter, during which it was shown how extremely vulnerable the present system was in case of European disturbances. Objections made to the proposal by Sir John Pender and other distinguished men were also considered by the Conference, but the result of the Conference was practically a confirmation of the principle that such communication was necessary. A request was made to the Imperial Government at the end of that Conference for the institution of a survey across the Pacific, but unfortunately no definite step was taken for the completion of that survey. Last year the Canadian Government, anxious to have its high aims and aspirations promoted a little more rapidly than had been done since the 1887 Conference, met representatives of all the various Colonies in Canada. These delegates practically found the question in the same condition as it had been left by the Conference of 1887, except that some additional information had been obtained as to the conditions of the sea-bed between Honolulu and the American Coast. Then we come to the fact that in 1888 a Postal Conference held in Sydney passed a resolution in favour of a survey being made by the Admiralty, the cost to be defrayed by the Imperial Government, the Government of Canada, and the Colonies. The Imperial Government declined to undertake the task, unless they had reason to believe that the submarine cable would be shortly laid. The matter came up also in 1894, at the New Zealand Conference, and again at the Ottawa Conference, when I had the honour of attending on behalf of my Colony. At the latter Conference, as shown by the report which I laid on the table yesterday, resolutions were arrived at, from which I will quote as follows:—

1. "That, in the opinion of this Conference, immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia."
2. "That the Imperial Government be respectfully requested to undertake, at the earliest possible moment, and to prosecute with all possible speed, a thorough survey of the proposed cable route between Canada and Australia, the expense to be borne in equal proportions by Great Britain, Canada, and the Australasian Colonies."

That first resolution practically bears out the conclusions arrived at by former Conferences. Then a resolution was arrived at to the following effect:—

- "That the Canadian Government be requested, after the rising of the Conference, to make all necessary enquiries, and generally to take such steps as may be expedient in order to ascertain the cost of the proposed Pacific Cable, and promote the establishment of the undertaking in accordance with the views expressed in this Conference."

Such was the position of the question at the close of the Conference at Ottawa. A few hours later some new light was thrown on the subject by the unexpected and very welcome arrival at Ottawa of the distinguished electric engineer Mr. Siemens, and Lord Jersey in his report refers to the information supplied by Mr. Siemens when he says, "At the Colonial Conference of 1887, and in subsequent correspondence it was assumed that this was the case," that is to say, that further consideration should be given to the question of survey before active operations were commenced. The Report continues—"Some doubt was expressed at the Ottawa Conference as to whether the partial surveys already made in the Pacific Ocean were not sufficient to render possible a fairly approximate estimate of the difficulty and cost of the work." This was the view taken by Mr. Lee Smith, who stated as an illustration that when the cable on the West Coast of Africa was laid, no survey was taken, but an allowance made for risks. It appears that since 1887 the scientific resources connected with the laying of submarine cables have been so improved that, given a general knowledge of the depth, a previous survey is not now always required. On this point I will quote from a printed memorandum by Mr. A. Siemens, which was communicated to me after the close of the Conference:—"With regard to the technical difficulties raised in 1887, it may not be out of place to consider that the necessity for a close survey of a cable route arises principally from the requirements of the engineer laying the cable, who has to know at every moment the exact depth of water into which the cable passes. The break power with which the cable is held back, and by which the percentage of slack is regulated, has to be adjusted according to the depth of water in order to ensure an even distribution of slack along the whole route of the cable. Such a distribution prevents accidents, economises cable, and facilitates repairs: hence the usual practice is to lay cables only on routes where very frequent soundings have been taken, and in 1887 the experts consulted by the Imperial Government were not satisfied that the Pacific Ocean was sufficiently well explored for this purpose. During the last seven years the work of survey has steadily progressed, and at present it may be asserted that the route proposed at the Wellington Conference passes nowhere through water more than 3500 fathoms deep.

If the adjustment of the break power depended entirely on the knowledge acquired by soundings taken previously on the selected route of the cable, grave doubts might still exist whether the laying of the Pacific Cable could be proceeded with without further information being obtained by carefully taking soundings over the exact route. Fortunately, means have been devised to indicate to the breaksman continuously the percentage of slack with which the cable is paid out, and thus it is possible to lay a cable over a route of which only the general features are known. This contrivance has been used with perfect success in the laying of six Atlantic cables, so that there is no doubt as to its performance realising its theoretical advantages. The depth of water met with in the Atlantic reaches 3000 fathoms in several places where the cables have been laid, so there is no doubt about the possibility of laying the cable in 3500 fathoms, or even more. To be sure it will be necessary to select a type of cable which combines great strength with light weight; but there is no difficulty in this either, as it has been possible to construct cables for the Atlantic which will carry 7000 fathoms of their own length before they break. It may, therefore, be taken for granted that any technical obstacles which were apprehended in 1887 have now been overcome, and the cable can be laid as soon as the financial question has been settled." Then we come to the fact that the Canadian Government, in compliance with the resolution passed by the Conference, requesting them to make enquiries and ascertain the cost of laying the cable, called at once for tenders for the laying of the cable over eight alternative routes. As a consequence they have received four series of tenders, the lowest in all cases being from the India Rubber, Gutta Percha, and Telegraph Works Company. Mr. Siemens was also one of the tenderers. The lowest tender of the series is No. 4, "Vancouver to Bowen direct, with stations at Bowen, Apamana, and San Christoval, £1,068,000." The prices which have been received from these firms of course give now a practical basis on which to judge what the cost of laying this cable will be, and I may add within these prices is included an obligation on the part of the Company to bear the charge of keeping the cable in order for three years. The first impression produced by the disclosure of these figures is that hitherto the estimated cost of laying cables has been very much exaggerated, or else modern improvements in the manufacture and laying of cables have been so rapid as to alter altogether the estimated cost of the cable as compared with those of the past. In no case has a tender of this firm reached the estimate that Mr. Fleming named as the cost of laying the cable. In his estimate of the cost he has been very much above what is asked by the lowest tenderer. We have now the question brought forward to this point,—that we can, at a cost of between one and one and a half millions of money have cable communication made between Australia and Canada, and we can thereby secure an alternative line of communication with Great Britain, passing through British territory the whole way. I think I am correct in saying that the Trans-Pacific Cable question is now within measurable distance of solution, and, as Mr. Siemens points out, only requires now the settlement of the financial question. Now there are several matters in connection with a cable question of this kind to be considered. Mr. Siemens is so impressed with its feasibility that he is himself prepared to undertake the work. All that remains is to secure combined action. I quite agree with what Mr. Fysh said on a previous occasion, that he regretted there was no combined body capable of taking up and dealing with questions like this, as the Dominion Parliament of Canada is able to do. There is a fear always that we will be compelled to regard our own diverse and petty local interests, and to overlook the higher, and, to us individually, the more important questions. There is this difference between this proposal and that moved by Mr. Ward, and that is; that every colony will share equally in the benefits to be derived from the Pacific Cable. At the present time I look upon it that the chief difficulty, and the difficulty we ought to address ourselves to, is the question of getting combined action in Australasia. The attitude of Canada has always been so sincere and outspoken on this subject that I do not for one moment venture to doubt her *bona fides*; and I think if the Canadian Government and the Australian Government combined, and offered to take their share of the laying of this cable, the Imperial Government will not be very backward in giving its proportion of assistance towards this undertaking. However, it will depend on the course we take. If we can all combine to regard this question in the light it would be regarded in if the colonies were federated, and take each our share, not only in the risk but in the credit, I think we will be setting a very good example. Now, the question of cost has been practically settled by the result of the tenders received, and the estimates which have been made from time to time are very interesting. I may say that on this question of apportioning the cost of construction, working, and maintenance, I have adopted the same basis as that adopted by the Conference at Sydney in 1888,—as was used afterwards in 1894 in New Zealand,—and as was generally accepted at the Ottawa Conference. Objections may be raised by Canada or Great Britain to the suggested apportionment on the ground that as Australasia would be the chief recipient of benefits from the construction of the cable, her proportion of the outlay should be larger; but any objection of that kind may be answered by saying that whatever may be the direct interest of the people of Australasia, the indirect interest of the people of Great Britain and the interest of Canada would be fairly represented in the manner I have suggested. I will not detain this Conference long with figures, but we may assume that the capital required need not exceed £1,300,000, while by adopting the direct route by Bowen, No. 4 Route, £1,100,000 would be enough. Assuming the capital required at £1,300,000, it would involve an annual charge for interest at 2½ per cent. of £32,500. The working expenses were estimated very carefully by Mr. Siemens and Mr. Fleming, and there was very little difference between their calculations. They come to £30,000. This would give a fixed charge to be met by

revenue of £62,500 for the first three years. After that, allowing liberally £50,000 for maintenance, the total annual charge against revenue would be £112,500. It is estimated that the revenue, at the end of three years, will reach something like £160,000.

Dr. COCKBURN : That is allowing for an increase of 15 per cent. every year.

Mr. THYNNE: It is estimated on a gradual increase of that kind. Now, Sir John Pender has made several reports and estimates ridiculing the proposals which have been made by Mr. Fleming; but one after the other the objections have been raised and fallen down, and we have come now to the question of the cost of the cable, after all the bogies which have been raised to deter the different Governments from carrying out this scheme have melted away and disappeared. I stated a short time ago that the charges against revenue were estimated at £119,000 or £120,000, that is, of course, calculating the interest on the capital at $2\frac{1}{2}$ per cent., and if proper arrangements are made I have no doubt we can get the money at that rate. There is another question to be dealt with in connection with the matter, and that is the question of route. We are met first with the query whether we can get from Vancouver to Fanning Island, or one of the Hawaiian Islands. If one of the Hawaiian Islands could be obtained for the purpose there is a manifest advantage in favour of taking the cable in that direction, because there is first of all a saving of distance in the first long stretch of the cable, and in addition to that there is a very large trade to be anticipated from Honolulu. Shipping in Honolulu amounts to a very considerable quantity every year, for it is a depôt or port of call for every vessel in the Pacific Ocean, as well as a station for the Naval Service of Great Britain and the United States, and other powers, as China and Japan, and Russia also. We can at once see that a port with that trade and that business would be a very useful one to have connected with the cable at the present time. The Imperial Government, in dealing with the Hawaiian Government, is restricted by the treaty rights of the United States, and it is necessary to get the sanction of the United States to the cession of any of the islands of the Hawaiian Group. But if we can rely on the information received by the press, the matter seems to have gone to this extent, that the President of the United States has recommended to the Senate, which is the treaty power of that country, a modification of the treaty with Hawaii to allow of the cession of one of the islands to the British Government, and that message has been referred in the usual manner to a committee. This committee, however, did not report favourably upon it, but, notwithstanding that report, I am informed that the Senate has adopted the message which the President has sent them, and the power now exists to make the cession which is required by Great Britain. It would be very grateful information to us to know that the treaty has been entered into, inasmuch as it would promote more friendly relations with our United States cousins, and also remove some difficulty and expense. But if we are unable to make satisfactory arrangements for obtaining a site in Hawaii, we are able, fortunately, to fall back on the Fanning Islands, securing thereby the great point that our messages will pass through no other than British territory. In the first paragraph of the resolution I advocate the work being undertaken by the Colonies as a joint national and public work. It seems to me that there can be no question as to the necessity of this work being undertaken in that way rather than by subsidy or guarantee, because if we subsidise any company or guarantee a certain amount of work on it, the Governments who enter into that guarantee leave themselves practically at the mercy of the company they subsidise or make the guarantee to, and expose themselves to any combination that may be entered into between competing companies, thereby throwing on the guaranteeing Governments a heavy loss. Companies of this nature, having similar objects, are apt at times to amalgamate, which would bring about in this instance a combination of that monopoly in cable traffic from which Australia has suffered so much. I have no hesitation in saying that the Colonies have had to pay a great deal more for their cable messages than they ought to have done; but I will not detain the Conference by entering into the details of that question. I believe there is a general sentiment amongst the members of the Conference in the direction I have just spoken of, that the time has come when Australia must be relieved from the very heavy tax imposed on the mercantile community for the transmission of cable messages. The charge some time ago was 9s. 4d. a word, and that is the charge to-day from Queensland to Great Britain. I have no hesitation in saying, according to the estimates of those who have devoted so much of their time and attention to this proposed cable, that the rate suggested at the Conference in New Zealand last year of 3s. per word could be carried out by the new cable profitably and remuneratively. We are paying three times as much for cable messages as we ought to be called on to pay. I thank the Conference for the patient hearing it has given me, but I felt it my duty, as being familiar with this question, to take the earliest opportunity of bringing the matter before the Postal Conference in as practical a way as possible. I will conclude by moving paragraphs (a) and (b) of the motion of which I gave notice, as follows:—

“That in the opinion of this Conference it is desirable that (a) the construction, working, and maintenance of a submarine cable through British territory or under British control from Vancouver Island to Australasia be undertaken by the Governments of Great Britain, the Dominion of Canada, and the Australasian Colonies as a joint national and public work; (b) the cost of its construction, working, and maintenance be borne in the following proportions, viz:—Great Britain one-third, the Dominion of Canada one-third, and the Australasian Colonies one-third.”

Mr. WARD : *Pro formá* I rise to second the motion, but I may say at once that I regret I am unable to support it, because I differ from the mover in several very important matters. I do not propose to take up the time of the Conference with details. I compliment Mr. Thynne upon having so intelligently placed the matter before the Conference; I would, however, remind the Conference of the resolution passed at the Conference in New Zealand last year. I may say that I for one do not think that Canada has done what she ought to have done in connection with this matter. If we are desirous of arriving at finality in this matter we ought to have some practical evidence of what Canada and England are prepared to do—something more than placing before us formally the tenders received. I take it that if the Governments are prepared to guarantee that should be a sufficient security to those who desire to invest in this stock. It has been apparent to me that Canada and England want the Australasian Colonies to do more than they are fairly called on to do. Now I am quite prepared to say, on behalf of New Zealand, that if such an unprecedented change arises as our being left in the cold so far as cable guarantees are concerned, we are prepared to do a great deal more than heretofore; but we are not in that position, and I hope that we will never be. We are prepared to stand in with the other Colonies in this matter, but at the same time we want to see the Canadians approach it in a broader spirit and not throw the whole of the responsibility on these Colonies. Every effort should be made by this Conference to see that fair representations are made, and that the Canadian Government should be made to realise the advances we have already made in the matter. The resolutions are too far-reaching, and on that account I cannot see my way to support them. I should be glad to support a resolution of a more general character to keep the matter alive. I have only seconded the motion *pro forma* to allow the question to be fully and fairly discussed. In my own opinion there are few matters of greater importance than having low cable rates between here and the old world, as it is to the far-away parts of the world that our producers will have to look in the future; and in this regard low cable rates are of vital importance. Speaking for New Zealand, though we cannot support the resolutions as they stand, we are desirous of co-operating with the other Colonies to obtain cheap cable rates.

Mr. COOK : I am in the same position as Mr. Ward in regard to the resolution submitted. The Colony I represent is as anxious as I believe most of the Colonies are to have an alternative system of communication to the various countries of the world, but at the same time we are not prepared to go to the extent of the drastic resolutions submitted by the Hon. Member from Queensland. It will be in the recollection of the Conference that at the last Postal Conference a resolution was submitted, affirming the desirableness of this cable being carried out by a private Company and subsidised by the various Governments. The result of the tendering in Canada shows very clearly that not one of the companies will take the risk and responsibility on their own shoulders; they make offers indeed to maintain the cable for three years, but that is a very short space indeed in the life of a cable. I desire to emphasise what Mr. Ward has said in regard to the want of practical sympathy on the part of Great Britain, as I do not think we have been treated as well as we had a right to expect; the same may be said of Canada—she sends us out these bald tenders for our information, and hopes we will continue from our side of the water to agitate to bring matters to a practical conclusion. It appears to me that it is for them to submit an alternative proposal. If the matter is such a good one one might readily expect these Companies who have tendered to undertake it with some degree of alacrity, but none of them will take the risk beyond the three years. As to the route, it appears to me that unless we can get some of the Islands, at any rate, it will be a very precarious thing as a business venture; we have it stated in the newspapers that America won't concede any point in respect of the Hawaiian Group. The last information we got was on the 26th of last month, which states that the Committee of the United States Senate had reported adversely as to granting England a cable station in the vicinity of Hawaii. I don't know, really, that it is in the power of this Conference to discuss the matter on the lines suggested by the Hon. Member from Queensland: it is a matter of policy for the various Governments to consider rather than a business arrangement for this Conference. I do think before we take any further steps in the matter beyond a very general resolution, the various Governments should enter into negotiations and determine the lines upon which it should be proceeded with. I am inclined to think that at the last Conference we went a little further than we should have done. It seems to me that the practicability of the route is not altogether determined upon, and that the estimate of the returns expected from it has been very much exaggerated. I beg to move an amendment, as follows:

“That this Conference re-affirms the desirableness of the construction of the Pacific cable to connect the Australian Colonies and Canada; and in view of the ascertained practicability of the scheme, respectfully urges upon the various Colonial Governments that steps be taken for the furtherance of the project at the earliest opportunity.”

I think that is as far as it is desirable we should go in the matter at the present time.

Mr. FYSH : I think the amendment is worthy of consideration, but I am thankful to Mr. Thynne for the elaborate and painstaking way in which he placed the whole business before us. While he was speaking my memory was being refreshed with the history of the commencement of these proceedings. We find that the statesmen and Government of England are standing aloof from this proposal, and it is contemplated to place the Governments of Australia and Canada in the undesirable position of taking up a commercial speculation. What Governments do in matters of this kind they do boldly. The times are completely out of joint in regard to subsidising cable

companies. We do not know where we stand or are likely to stand in the next few months in regard to our existing lines. In the disjointed position we are in at the present moment I am not in a position to give the proposal of Mr. Thynne that practical sympathy that I would like to do, but I hope that the deliberations of this Conference will lead to a larger amount of sympathy and interest in this proposal. I gathered from the speech of Mr. Ward that his mind is turning to the possibility of the fear of competition causing the existing lines to maintain the rates we are now paying, and I think the existing companies should take warning that unless they are prepared to maintain low rates competition will step in. Although they have laid three lines of cable between here and Java, we know difficulties are constantly arising, and there is nothing to prevent another company constructing another line of cable home, and entering seriously into competition with them. We shall be thrown back directly on the old position; there will be no agreement between the Colonies, but we will each have to make our own arrangements.

Dr. COCKBURN: There is nothing more conspicuous in the past history of South Australia than that we have always done our utmost in the interests of Australasian telegraphy; but on all former occasions when South Australian representatives have taken part in discussions on this subject, they have always refrained from voting, and I shall follow the same course to-day. I do not know that I need say anything at all, except that I am anxious that no false impressions should get about in regard to the recent developments which have taken place in connection with the proposal to lay this cable. Mr. Thynne quoted some figures in regard to the estimated traffic on this line, prepared by an eminent engineer and an enthusiastic advocate of the scheme, Mr. Sandford Fleming. At present the cable sends 1,400,000 words a year. If we estimate that the Pacific cable takes half of this, I think it is a very liberal estimate indeed, when we consider that only $4\frac{1}{2}$ per cent. of the messages come from America. This gives us 700,000 words a year as their business. Of course the reduction in the rates may lead to an increase of business, but our experience in cable traffic has not been that a reduction has always led to any great increase of business as anticipated. The reduction which was effected on the existing line was not followed by such a large increase as some anticipated. We must not, therefore, be too sanguine that any decrease in the rates will lead to an increase of business. Mr. Thynne spoke of the low tenders, but I would ask do these tenders fulfil the conditions we anticipated it would be necessary to fulfil in connection with this cable; and if the Government are to undertake this work, it is necessary that the repairs should not be a very great item. A cable may very well stand a strain of three years, but it will be after this that the danger will come in. It will necessitate extreme carefulness if the subsequent maintenance of the cable is to be undertaken by the Government. There is one other matter to which I would like to call attention. We ought not to shut our eyes to the fact that all authorities on this subject have laid stress on the fact that it is absolutely necessary for a commercial undertaking of this nature to have a duplicate line, and that a single line has never yet been known to pay commercially. Then again, with regard to Mr. Fleming's estimate, he leaves out of his calculations in regard to working expenses any calculation in regard to repairing-ships; no allowance is made either for a sinking fund. I think we should abstain from dealing with the matter until we are in possession of some full information in regard to it.

Mr. WARD: I have no desire to detain the Conference, but I would like to make reference to one remark which fell from Dr. Cockburn in regard to the effect of the reduction of the rates upon our cable business. In 1892 the number of international messages sent by New Zealand was 2930, valued at £11,279 10s. 9d. In 1893, the year following the reduction, there were 6114 messages of the value of £20,934 0s. 10d., an increase of 3184 messages, and £9654 10s. 1d. in value. The outward intercolonial business in 1892 was 15,758 messages, valued at £11,576 18s. 9d., and in 1893, 28,293 messages of the value of £7753 11s. 2d., an increase of 12,535 in the number of messages, but a decrease in value of £3823 7s. 7d. The number of intercolonial messages increased by no less than 79.55 per cent., but the value decreased 33.03 per cent., the decrease being due to the rates over the intercolonial cable having been reduced by over three-fourths—from 8s. 6d. to 2s. for the first ten words, and from 1s. to 3d. for each additional word. My experience is, therefore, that where the rates are materially lowered there is generally a large increase of traffic. As the amendment proposed by Mr. Cook meets my views, and also those of the Conference, I hope Mr. Thynne will see his way to withdraw his motion in its favour.

Mr. THYNNE: I would like to say a few words in reply to the gentlemen who have addressed themselves to this question. In the first place some of the speakers have expressed some dissatisfaction with the action of Canada in not submitting some more extensive and complete proposal than they have, but if we remember the fact that the Ottawa Conference only concluded its sittings in July last, and that the result of the tenders has practically only recently arrived in Australia, we will see that it is premature to complain of nothing having been done upon those tenders. It seems to me that the Canadian Government have done everything in the matter that they could be expected to do. They have lost no time in ascertaining the cost of the cable, and communicated that information to us. Our Conference has been fixed at an earlier period than usual, and consequently we are not in receipt of the full information from the Canadian Government that we would have liked. We have not received any detailed explanation of what they propose to do; they have not had time to consider it. It is for us now to take those tenders into consideration and see how far we are prepared to go in regard to them. We must somehow be brought together on a business foundation, so that we can meet each other on some definite lines, and have some

definite proposal before us, before we can come to any conclusion at all. It seems to me that the proper course will be for the Australian Colonies to give this matter their full consideration, and then to make a representation to the British Government, as well as to our friends in Canada, as to what course they are prepared to take. I think they are entitled to demand from us some expression of what united action we are prepared to take before we can complain of their not putting any proposal before us. These are the reasons that impelled me to bring forward some definite proposal for discussion. If any better scheme can be devised no one will be better pleased than I shall be. At this early stage of the proceedings it is evident to me that the Australian Administrations have not had sufficient time to give full consideration to the conclusions of the Ottawa Conference, or the effect they had on the mind of the Imperial Government, and for that reason I will be prepared to adopt the suggestion made, and content myself with a somewhat less rapid advance in the direction of this cable than my resolution would have provided. Before I conclude, I would like to say a few words as to some of the circumstances that seem to have had a very considerable effect on the mind of Mr. Cook in connection with these tenders. He has been much struck by the fact that no definite offer was made by any of these companies for the construction of this cable. Now I am not much impressed with that fact, because, if we look at the history of companies constituted for the purpose of undertaking work of this character, we find, first of all, something in the shape of a concession obtained by some private individuals, who thereupon set to work to find the capital necessary. It would be asking rather much of any one of these tenderers, or any one of the people who would be inclined to enter upon an enterprise of this character, to find funds at a few weeks' notice. An institution capable of carrying out a work of this kind is one of slow and moderate growth. Mr. Cook is also impressed by the fact that the tenderers limited their guarantee to three years. I may inform him that that is in accordance with the published conditions, which asked for a three years' guarantee. It is the opinion of many people that when you have laid the cable on a sound bed, as the bulk of the bed of the Pacific seems to be, the prospect of interruption is less than in the beginning. In submitting this resolution, I would like to say that I do not look on this Conference as anything more than a recommendatory body; the Ottawa Conference was the same; and there is no power or body in existence that has any greater power than that of recommending and advising. With regard to Mr. Fleming's estimates, I am inclined to believe that they are fairly reliable.

The PRESIDENT: I admit there is a certain amount of fascination about the idea of a Pacific Cable; but, when we come here as business men, dealing with a practical question, we must look at it from a business point of view. Mr. Thynne said it did not much matter what we did, as we were only a recommendatory body; but he must not forget that we are here as Ministers of the various Colonies of the Australian Group, and, as such, anything we may do here must to a very great extent commit the Ministries of which we are Members. Any resolution to which we may agree may be quoted against us or our Ministries, as if that Ministry or Colony had assented to some definite proposal. That therefore makes us, or should make us, rather more careful in what we say or what resolutions we agree to, than if we were merely delegates, not connected with the Ministries of the day. Looking at it from a practical point of view, the first question is—is it practicable to make this cable at all? I find that considerable doubts have been expressed on that point. It must not be forgotten that there is a greater span to be got over than has ever been spanned by a cable before, and that the cable must be sunk to a greater depth than any previous cable has been. Even if it is practicable to lay the cable, we may well have some doubts whether the cost of the cable in the first place, and the subsequent expense of repairing it, will not be considerably larger than the figures before us seem to warrant. Personally I think when the cable comes to be laid, even if actual survey shows a better route at a less depth, it will be found to cost more than we think, and considerably more to repair and maintain it. Assuming that it is practicable to lay the cable, the next question is would it be a good commercial transaction. Here I have reluctantly come to the conclusion that it would not be; I cannot see where the commercial success of the undertaking would come in. Of course we have the usual facts and figures always brought forward on an occasion like this; but my experience has always been, when such undertakings have been proceeded with, the expenses are always found to be more and the receipts less. I cannot think that the present occasion would be an exception to that general rule. The various tendering companies have all treated the matter in a very chary manner, and I was greatly struck by the action of Mr. Siemens in the matter. He came forward and gave some very straightforward and no doubt valuable evidence as to the practicability of laying this cable; but when it came to a question of cold business tendering, that gentleman puts in a higher tender than any other, which shows that he knew that the theory was one thing, and taking the business risk was another thing. From the conduct of these tendering companies, and the evidence produced, I am inclined to think that as a commercial transaction this Pacific Cable would not pay. If it does not pay as a commercial transaction, the question arises, are there any other considerations in its favour? I think there are. I think that for strategical and Imperial reasons, and for encouraging the growth of the Imperial sentiment it would be a wise thing to lay this cable, if not now, at any rate in the not very remote future. It would be a great spectacle to see the three great branches of the Empire united together, and in times of war it would be of immense value to the Imperial Government and the Colonies. If it is undertaken, it should be by England and her Colonies co-operating together. Of course we must remember that Canada is not so vitally interested in this question as we are. This will be to us not only a connection with Canada, but a direct

connection with the heart of the Empire—London; and I do believe when the matter has been fully considered by the Canadian authorities, they will do even more than they have done in the past. As regards the Imperial Government, it is more their concern than Canada's; and I trust on this occasion they will be found acting not only justly, but generously to this outlying part of the Empire. I may say that in the past I have been grieved and disappointed at the position the Imperial authorities at the Post Office have taken up in regard to telegraphic enterprise. We do not require this cable, because we have the existing one, which I was going to say was cheap and satisfactory—but I will say it is, perhaps, not unsatisfactory, and, perhaps, not too dear. I think that is as far as I can go. The present Company have succeeded in getting as much as they could, and a great deal more than they ought, out of us, but in future if they try to suck the orange too dry circumstances may so alter that this Pacific Cable may become a great commercial success. I do not know that there will be any immediate prospect of the cable being laid, but I trust we will all give what encouragement we can, and that the Imperial Government will come forward and take its share of the undertaking. I trust Canada will also give us in a concrete and tangible form the good wishes that I know she holds towards the enterprise. If that is so, I suppose Australasia would be willing to join in the enterprise, and if Australia is willing, I trust and believe that Victoria will not be wanting in helping her sister colonies in the matter.

Mr. THYNNE: I forgot to inform you that just before this Conference met I received a cablegram from Sir Mackenzie Bowell, informing me that important papers upon this cable question are due in Sydney on the 9th February. I sent him a message asking him to be good enough to give me some idea of the contents of the papers, and he replied, "Papers sustain Fleming's memorandum of 1st December, urging state ownership and appointment joint Commission to arrange details subject to approval of Governments." This letter, I take it, explained and put in a practical shape the attitude of Canada on this question, and removes still more the grounds of complaint made of want of action on the part of Canada.

The motion was then withdrawn, and the amendment having become the motion, it was carried.

Cable Guarantees.

The PRESIDENT, in reply to Mr. Ward, said:—Our attitude in regard to the cable guarantee is that we wish to withdraw from the undertaking we entered into of guaranteeing a certain amount, and we have given proper notice of our intention to do so.

Mr. WARD: Is it intended to maintain that position?

The PRESIDENT: I have seen no reason why we should not maintain it.

Mr. WARD: Then I beg to move, "That this Conference respectfully requests the Government of Victoria to reconsider its proposed withdrawal from the cable guarantees." The total amount of international guarantee payable by the colonies last year was £6191, and of that sum New Zealand contributed £1125 16s. 9d., about one-fifth of the total sum. Apart from that New Zealand has increased the amount of contribution to the cable service by no less a sum than £9654, as the result of the reduction of the rates from 9s. 4d. to 4s. 9d. per word. If any of the other Colonies were to abandon the international cable guarantee, the alternative must be a reversion to the original high rates. We are prepared to pay a larger sum of money to maintain present rates rather than see trade disorganised.

Dr. COCKBURN: I will second the resolution. I very much fear that if Victoria withdraws from these guarantees they will be at an end at once, and there is no doubt that the Australian public will suffer very considerably. The reduction made in consequence of the guarantees in the cable rates alone has led to a saving of £200,000 to the community; and I would like this matter to be taken into consideration, for is it not possible, if even a small consequent increase took place in the rates, that it would press more hardly on the people of Victoria than the amount of the contribution the Government are now making would do?

Mr. COOK: I find this cable company is still paying immense dividends and keeping up a big reserve fund, so that they might in these times of depression easily afford to be a little bit generous. We still maintain the basis of 1889 as a basis on which our business is conducted, and it is a question in my mind whether it is not possible to make some re-arrangement in regard to these subsidies. I am inclined to support the resolution which has been moved, as we must be careful to throw no impediment in the way of our foreign trade. I think it is better Victoria should not take the extreme step she proposes to do, but wait and see if the figures of the last 3 or 4 months are maintained, because if they are maintained the guarantee might be wiped out next year.

Mr. FYSH: It would be an exceedingly harmful proceeding if we have to revert to the position we occupied prior to the last agreement of 1892. If one Colony withdraws from that arrangement we will each of us have to review our position, and is it possible that we are going to open the question of reviewing the tariff against each other in 1895,—that year which we hoped was to be marked by the accentuation of the federal principle and practice of which we have all heard so much? I do trust Victoria will see the advisability of re-considering her position, and taking a larger view of the subject. If one Colony withdraws it will necessitate the withdrawal of the

whole of them. I support the proposal of Mr. Ward, with a view of inducing the Government of Victoria to review their position, if they only maintain their present guarantee for 1895. It is worth while making a great effort rather than reverting to the rates we paid heretofore. For this reason I hope we will not be left here in Tasmania to maintain the cable at our own charges for the benefit of the whole of the neighbouring Colonies. We must have a practical sympathy shown by a monetary contribution from the various Governments. I hope, therefore, the wishes of this Conference will be conveyed to his colleagues in Melbourne by Mr. Duffy, and that before this agreement ceases to exist there will have been such a revival in the business of the cables and telegraphs that he will feel warranted in recommending his Government to reconsider their present determination.

The PRESIDENT: There was one remark which fell from Mr. Fysh which I prefer to misunderstand, and that was one which seemed to convey to my mind a fear of Victoria instituting a preferential rate as against Tasmania. I move in this matter with the greatest reluctance and regret. I was instrumental in carrying this matter into being. It was first mooted in 1890, Queensland or New Zealand not coming in. When the Conference met in 1891 in Sydney I was strongly urged that it would be unwise of Victoria and the other Colonies to undertake the responsibility themselves, but I regarded it as being of benefit to our commerce in these seas and the whole of the British Empire that the reduction should be made. I therefore proposed the present arrangement at the Conference, and succeeded in carrying it through our Parliament. Therefore it is with regret that I find myself called on four years afterwards to undo the work; but, on looking into the figures, I found that the brunt in this matter had to be borne by New South Wales and Victoria, and with the latter Colony it had proved anything but a nominal guarantee up to the present: it has proved a greater financial loss than we expected. In our prosperous days we did not mind this, but now we are compelled to economise in every possible way. I felt that in this matter we must have some finality and get rid of these guarantees as soon as we could get out of them. The figures placed before me to a great extent actuated me, especially as things might be worse and the decrease greater next year. I felt it was a duty that I owed to the Colony to get rid of this expense as soon as I could. I would suggest to Mr. Ward that he withdraw his motion for the present, and that a Committee meeting be arranged between myself and the other members of the Conference and the representative of the Cable Company, whom, I understand, is at present in Hobart. If any *modus vivendi* can be arrived at, I will rescind the notice of withdrawal without troubling my colleagues.

Mr. WARD: I will comply with the suggestion you have made, Mr. President, and ask permission to withdraw my motion. The course you have suggested is agreeable to the other Members of the Conference, and I hope a solution of the difficulty may be arrived at in Committee. Now I wish to state that the actual amount New Zealand paid last year was £6234 1s. 8d. for cable guarantees only. I don't want it to be thought that we are asking Victoria and New South Wales to bear a greater proportion of the contribution than we are paying; we want to do what is right in the matter. Our payment, taking our population into consideration, amounts to a very considerable sum larger than Victoria has to pay towards these cable guarantees. We are paying, not only what we agreed to pay, but a greater amount than was agreed to at the time the rates were fixed. We should, I think, pass a resolution calling on the Imperial Government to consider the position of the international cable business of these colonies, pointing out that they pay nothing whatever, although they have merchants receiving the advantages of the cheap rates, and that in the interests of trade and commerce it is only fair that they should assist to enable the whole of the Colonies to secure the benefits—commercial, national, political, and social—which low cable charges bring about, without being unduly taxed.

The Conference then went into Committee.

On resumption of Conference—

Mr. WARD said that the matter had been considered in Committee, and he would now move the following resolution:—

“That the several Colonies agree to guarantee international revenue to the Eastern Extension Telegraph Company of £227,000 per year, and to make up any loss below that amount, provided that the total payment in any one year shall not exceed £10,000; and to guarantee a revenue of £20,000 on the New Zealand Cable, and to make up any loss below that sum, provided the payment in any one year shall not exceed £9000; provided always, that rates not higher than those now ruling be charged by the Eastern Extension Telegraph Company during currency of such guarantee: such arrangement to be from year to year, and terminable at two months' notice.”

Mr. COOK seconded the motion, which was agreed to.

Compulsory Telegraphic Code.

Mr. WARD: Probably it is within the recollection of Members of this Conference that at the Telegraphic Conference held in Paris in 1890 it was proposed to establish an official vocabulary of code words for cabling. I do not know if Hon. Members have seen the proposed vocabulary it is intended to use, but I have seen some of the words, and in my opinion they are not such as ought to be forced upon private people, or those who wish to use cable codes. I presume

the object of those who suggested that the vocabulary should be used was to prevent the abuses of the private code system. I do not, however, think that the whole of the Colonies should be made to suffer for that, and it would be very arbitrary to compel business people to abandon their private codes. I hope the Conference will see its way to enter a protest against the suggested change. In the Colony I represent the mercantile community are strongly opposed to it. I move that the matter be referred to the permanent heads of the departments to report upon.

Mr. COOK seconded the motion, which was carried.

Congratulations.

Mr. FYSH expressed the sentiments with which the Conference welcomed Mr. Ward, and wished him a pleasant voyage.

Mr. WARD, in reply, said : I wish to express my sincere thanks for the consideration which has been shown me, and take this opportunity of expressing my sense of the great courtesy and kindness which has been extended to me by the Members of this Conference, who have put themselves out in order to suit my personal convenience. I thank Mr. Fysh for his good wishes, and hope that by the time we meet again no political changes will have caused any of us to be enjoying a quieter life. (Cheers.) I ask Mr. Fysh to be so good as to represent New Zealand in my absence.

Mr. FYSH : I accept the duty with pleasure.

Black Labour on Mail Boats.

Mr. COOK : Before we separate, I wish to raise the question of the employment of black labour on mail steamers. There is only one Company employing coloured labour on its boats, and that is the P. & O. Company. They allege, as a reason for the employment of this coloured labour, that white crews cause an infinity of trouble through drunkenness and disobedience. They state they do not employ coloured labour because it is cheaper, but because they can preserve better discipline. Such an assertion is not worthy of a large company like that, and I am inclined to speak very strongly in regard to it. In my opinion, it is no argument at all to say that such reasons are sufficient to induce them to discard white labour. We should employ no labour that will not commingle with our own ; and I think it is one of the strongest arguments against the employment of coloured labour that it is not possible, for it to live side by side in harmonious relationship with our own. There must be always an impassable barrier between the coloured and white races by reason of the difference in language ; and, since it is impossible for them to commingle, we ought to give white men the preference over the others. We should insist strongly that our mails should be carried by those who are of the same flesh and blood as ourselves, and live the same kind of life ; and I therefore move—"That it be a condition in any future contracts, that mail steamers shall be manned by white labour only."

Mr. WARD : I second the resolution, and I may say that I fully agree with the remarks that have fallen from Mr. Cook. It does appear to me that so long as we largely subsidise these steamers, and one line is manned by white and the other by coloured labour, preference should be given to the lines carrying white labour, unless the other lines are prepared to displace their coloured crews. In the colony I represent there is a very strong feeling against paying public money to steamers manned by coolies. I wish to put that feeling on record.

Dr. COCKBURN : I desire to support the resolution. The question was raised also at the Conference at Wellington, and I felt there was a strong opinion then forming in the minds of the public, and which has since gained ground daily, that black labour should not be employed on mail boats.

The motion was put and carried.

At 10.25 P.M. the Conference adjourned until the following Wednesday.

WEDNESDAY, 6TH FEBRUARY, 1895.

Western Australian Mails.

Sir JOHN FORREST : Sir, I regret I should have to bring before this Conference so prominently a matter which may be said to be a local matter, as affecting the Colony I represent ; but the motion I am about to propose is one of very great importance to us, and I am glad to think it will not very injuriously affect any other Colony. I think, therefore, that the members of this Conference will not have any objection to having these proposals embodied in the next mail contract. I understand that the present contract is likely to be extended to the 31st January, 1898, and my proposals are not intended to affect the extension of the present contract up to that date. My desire is that these conditions shall be inserted in any new contract that is agreed to. In the present contract there is a provision that the P. & O. and Orient mail steamers may call at Fremantle if they desire to. I have never pressed upon them.

to do that, because I was aware that the accommodation is not good enough to allow them to do so, but we are now providing at an enormous expense what we hope will be a safe and commodious harbour at Fremantle, and when the new contract is entered into in about two years' time or more, we have a natural desire to have these steamers call at our chief port. The desire of the people of Western Australia is that these steamers should call at Fremantle and take on board mails and passengers. The only objection any one can have to that is that it may delay the mail, but I can hardly think that that would be the result; it is very little out of the direct course, and in any case there are detours far greater than the one I suggest on the part of the mail steamers between the old country and this one. I would like to point out clearly that it is not intended to affect in any way the present contract, but only any future one, and only then when safe and commodious harbour accommodation is provided. It will cost my Colony a million of money to provide that accommodation, and I think when we have spent that amount we should have every consideration it is possible to give us. In regard to portion No. 2 of my motion, although it will be of the greatest importance to Western Australia, it will not in any way affect any of the other Colonies. Mail steamers arriving now near midnight will seldom leave before morning—until daylight I am informed—but the uncertainty so caused occasions great annoyance and inconvenience: it is difficult for anyone who wishes to leave by one of the mail steamers to do so. We all know the time these steamers stop at such ports as Aden and Colombo, and I see no reason why they should not stay a short time at King George's Sound for the convenience of the people of Western Australia. The proposal is that under the new contract the sailing day shall be Saturday; Saturday would suit us better than any other day, but, next to Saturday, Wednesday is the best day for us. Saturday would suit every Colony in Australia. Queensland is under a great disadvantage at the present time, though I am sure we will do our best to remove it if she would be satisfied to dispatch her mails to leave Adelaide on Saturday. Now they have to remain over Sunday somewhere about Sydney; any day between the Wednesday and Saturday will be disastrous to us, and I will oppose it as strongly as it is possible for me to do. It will either result in the steamers leaving Albany on Sunday, or in our being obliged to dispatch our mails from Perth on Sunday; of course that is an arrangement no one would desire to impose on any Colony if it could be avoided. I am quite sure Members of this Conference would not for a moment desire to place Western Australia at a disadvantage to which they themselves would not for a moment submit. I have much pleasure in moving:—

“That in the opinion of this Conference it is desirable that in the next contract for the conveyance of mails from the United Kingdom to Australia, provision be made—(1.) That, until safe and commodious harbour accommodation be provided at Fremantle, it be optional with the Companies to call at Fremantle; but that so soon as such accommodation is provided, it be compulsory for the Companies to call at Fremantle to deliver and take on board mails and passengers. (2.) That any mail steamer arriving at Albany or at Fremantle after 11 p.m. shall not leave such port till 8 a.m., and that mail steamers arriving between 8 a.m. and 11 p.m. shall remain in port for six hours at least. (3.) That the sailing time for mail steamers from Adelaide be Saturday at noon.”

Mr. COOK: I beg to second the motion. I sympathise with Western Australia in their desire to improve their mail arrangements, but I will suggest to the mover, would it not be well if he made paragraph No. 2 of his motion correspond with the conditions set forth by the permanent heads of departments? If he looks there he will see it is provided that the outward steamers shall stay at the port of call for not less than six hours.

Sir JOHN FORREST: If required by the Post Office. The difficulty is when they arrive in the middle of the night. We want them to stop until they give people an opportunity of getting on board.

Mr. COOK: That means practically nine hours. In respect to the other points, I am in complete accord with Sir John Forrest, both as to the day of sailing from Adelaide, and as to the desire on his part to get increased accommodation at Fremantle, but I would strongly urge on him to make some little concession in regard to the detention of nine hours in the night. If he can make it six or seven hours, there will be no difficulty.

Dr. COCKBURN: With regard to the second portion of the motion, I quite agree with Mr. Cook that it is to a great extent provided for; and to the extent that it is provided for it should not be re-duplicated by the Conference. Fixing the time for one port of call will mean fixing it for every port, and that will hamper the position very much. It will be as well for Sir John Forrest not to press this matter, and I think it would be as well for us not to go further than we have already gone. With regard to the first portion of the resolution, it will be fulfilled very shortly, and steamers may find it necessary to call at Fremantle. With regard to the third portion, that has been decided at a recent Conference. I sympathise with the mover in his desire to avoid Sunday work at any port of call; but, on the other hand, the time must be fixed for mails to leave Adelaide so that they might arrive in time for replies to be sent by the mails leaving England on Friday, especially in regard to the provincial markets. I believe Friday is likely to remain the day for the mails leaving England, as it is preferred by the London merchants. I think it was this consideration that induced the permanent heads of departments at Brisbane to recommend Thursday as the day for mails to leave Adelaide, as fulfilling these important conditions, but afterwards the day

was altered to Saturday. The matter was again referred to the permanent heads of departments, and the time was again altered to Thursday, or if possible, Friday, to meet the wishes as far as possible of Western Australia. I think it is a pity we should have all this oscillation from one day to another, and so I will ask Sir John Forrest to accept this—

“That in the new mail contracts the day for leaving Adelaide for England shall be fixed so as to allow replies to be received from Queensland, and so that Sunday work at the various ports of call be avoided.”

I beg to move that as an amendment.

Mr. THYNNE: I will second the amendment *pro formâ*, in order that the matter may be fully discussed. It seems to me that the proposal of Sir John Forrest is one that will best suit the whole of the Colonies. At present we are in Queensland in the very awkward position of having to close our mail on Friday, two days before the incoming mail is delivered, and the mails even then do not leave Sydney until Monday night. As far as I can see, Saturday as a day of departure is likely to suit all the Colonies best. We could thus close our mails on Tuesday evening, and have the whole day to reply to the incoming letters, and avoid Sunday work. It is not so important to the Colonies to get replies from England as to send replies there.

Mr. COOK: I think Sir John Forrest's proposal is quite reasonable, as it is only intended to come into operation when the new contracts are entered into.

The PRESIDENT: I think if Dr. Cockburn were to withdraw his amendment it would be better under the circumstances. Though the logic is on his side, Sir John Forrest's proposal only affects future contracts, and by passing it we would not be doing any executive act. The second portion of the motion goes in my opinion rather further than is necessary or desirable, so I will ask him to consider the convenience of the mail steamers too, and not press the matter.

After further discussion, Sir John Forrest altered his motion in the second paragraph to provide for steamers remaining in port for 6 hours, and striking out the words “at noon” in the third paragraph. The motion, as amended, was agreed to.

Australian Cable Guarantees.

The Conference then went into Committee to consider the Australian Cable Guarantees.

Adjournment.

At 12:30 P.M. the Conference adjourned until 10 A.M. next day.

THURSDAY, 7TH FEBRUARY, 1895.

The Federal Mail Contracts.

The PRESIDENT took the Chair at 11:40 A.M.

Mr. COOK: Mr. President, I regret in connection with the matter of the Federal Mail Contracts—an all-important one to the Australasian Colonies—the authorities at Home did not see their way clear to make some greater concessions than they have done with respect to the extension of the mail contract. This extension is desired by the London Post Office so that the termination of our contract may be concurrent with the termination of that for the Eastern mails. That, I presume, is not only satisfactory to the London Post Office but also to the companies interested. If, therefore, such arrangements as that be agreed to by this Conference, it does appear to me, having in view the very different conditions now obtaining to those which obtained at the time this mail service was entered into, they might have been a little more liberal in the concessions which they proposed to give us. Out of the total of ten conditions laid down at the Wellington Conference, the Home authorities propose to concede two only. Perhaps on this point, Mr. President, it would be well if I read the intimation received from the London Post Office in answer to a cablegram sent Home asking how many of these concessions would be made. The reply, Mr. President, is as follows:—

“Agents-General conferred with Committee of Post Office urging views of Wellington Conference. Post Office then conferred companies, who agreed from first February, 1896, to include parcel post in contract, and guaranteed invariable call at Colombo. Post Office will extend contract two years, and write Colonies shortly on paragraphs 3, 4, 5, 6 of recommendation Conference, with every desire to meet wishes of Colonies.”

It would seem to me, Sir, there is not much desire on the part of the Home Office to assist us. They propose to give us only two out of the ten concessions asked for—and of those two concessions which they propose to make to us they are not by any means the most important; but it appears to me that we are somewhat in a difficulty with respect to these contracts. To call for fresh tenders now would, I presume, only be placing ourselves and the Colonies we represent at the mercy of these companies, unless in the meantime some steamship company come in to make the running and

compete. That appears, so far as we know, quite improbable at the present time, therefore we are compelled—especially in view of the strong wish of the London Post Office to this effect—to agree to the proposal laid down by the London office. I should think, Sir, considering that we have now two years more to run with the mail companies connected with the Federal Mail Contract, that the London Post Office will, before the termination of the existing contract, use their influence in getting from the mail companies some of the conditions agreed upon at the Wellington Conference. I can only therefore move, Mr. President,—

“That this Conference desires to express its disappointment at the reply of the London Post Office to the conditions laid down by the Colonies for an extension of the Federal Mail Contract, and while, under the circumstances, reluctantly agreeing to such extension, desires to emphasise the terms and conditions of the Wellington Conference. This Conference further desires to inform the London Office that no future Contract will be acceptable to the Colonies which does not include them, together with the resolution passed by this Conference relating to the employment of coloured labour.”

I can, Sir, only move this resolution, and reiterate the hope I have already expressed, that the London Post Office will exert itself to the utmost to try to secure some of the important conditions laid down by the Wellington Conference. For instance, there is the condition relating to frozen meat, butter, fruit, &c. The stipulation of cool storage on our mail boats has not been mentioned by the London Office, and this I take it, Sir, has an important bearing on the subject, in view of the fact that the Australian Colonies are trying to recover themselves to a certain extent by the exportation of perishable products. The London Office says nothing of that either in their telegrams or in their promise to write hereafter. They leave it out altogether. They also leave out the last condition agreed to by the Wellington Conference as to the employment of coloured labour on mail steamers. Some of these things, such as the exportation of frozen meat, butter, and fruit, &c., it would seem are proposed to be left out of sight altogether. They neither give us the concessions, nor write to us about them. Altogether the reply from the London Office is not of a very satisfactory character. I accordingly beg to move the resolution which I have just read to the Conference.

Dr. COCKBURN : I beg to second the resolution, which I do somewhat reluctantly. I should certainly have liked to have seen the stipulations met in a more liberal spirit. I cannot but bear in mind the fact that the Post Office authorities have definitely refused on more than one occasion to call for any tenders which would extend the term of the contract for the Australian mails beyond the termination of the present contracts which have been made by the London Post Office authorities for the India and China mails. Of course that throws us into the alternative of either doing as proposed by this resolution, or to insist upon fresh tenders being called for a short term. To adopt the latter alternative might involve us in difficulties. It cannot be expected that other steam companies will come in and tender for only two years, as they would have to provide a large fleet of steamers to carry out the service. I think, Sir, the chances are if we called for tenders for the ensuing two years, we would in the end be glad to get back to the present system. The question of cool storage is an important one to the Colonies, as the quantity of perishable products now exported is a large item of revenue; but it must be borne in mind that the Colonies interested in the mail contracts and having agreements with the mail companies can at two months' notice get from the companies the cool storage accommodation they require, and they have entered into arrangements to supply extra vessels to carry on this trade. With regard to the resolution which has already been confirmed by this Conference in reference to the employment of coloured labour, the most sanguine cannot expect anything to be done in this direction for some little time. It will take, no doubt, some time for the necessary arrangements to be made. We have no other course but to fall in somewhat reluctantly with the desire of our senior partner in this respect—the United Kingdom—which not only acts for us, but also calls for tenders and bears the larger portion of the subsidy. I therefore beg to second the resolution.

The Hon. P. O. FYSH : I must, Mr. President, support the resolution in its entirety, except upon one point. I do not wish to have any reservation in my own mind as to which I am not disposed to give utterance publicly. I will say, firstly, I think the time is coming when the cost of the subsidies to the mail steamers will cease, but if not ceasing, yet the cost shall be more equitably divided in the future between our senior partner and ourselves. No one appears desirous at this Conference of re-opening the question of the subsidised amounts of Tasmania in contradistinction to other Australasian Colonies and our senior partner, the United Kingdom. If we consider the enormous amount of business transacted by these Colonies for the mother country, it must be apparent that the division of the cost, £170,000, which is the present subsidy paid, has not been equitably made when the Imperial Post Office takes only £95,000 out of the £170,000, giving £75,000 as the share of the Colonies. I have no later statistics than 1889 as to the mail matter carried. If I had an opportunity of gathering information later my statement would be considerably emphasised in that every year the quantity of mail matter carried from England for these Colonies far exceeds the growth of mail matter carried from the Colonies to England. That would be apparent from the fact that while in one year there were 35 tons of letters carried, there were 500 tons of mail matter in addition to letters. The great tonnage of matter which leaves Australian waters for England would be newspaper matter, and therefore the quantity of tonnage they have to deliver for us is very small in the item of book and parcel post; but

for the Imperial Government we have to distribute over 500 tons in one year. The proportion of work done by these Colonies for the Mother Country—she receiving the whole of the revenues from postal matter delivered here—the amount of work done here is far in excess of the work done for us. Therefore on some future occasion it will be desirable to consider, if the subsidies are to continue, to give a more equitable distribution of that charge. There is only one other point to which I will refer. Some of the concessions asked for have been granted by the Committee of the Post Office in London; others will be referred to by subsequent letter. In some minor points we have found ourselves running upon parallel lines with them, and it is well that we have no reserved opinions which we do not express with regard to these matters. With reference to the question of coloured labour, I fully sympathise with the views expressed in letters and correspondence, and in the words uttered by the representatives of these Colonies. I would like to point out there is another side to this very important question. Upon a late occasion, when it was discussed I gave my voice with the majority, because I am satisfied if the Orient Steam Company's service can be conducted with English labour, the P. & O. service should be also conducted; and we are not handicapping the P. & O. Company in their competition with the Orient Line by demanding that they shall employ white labour as the Orient Company do. It is apparent that if one Company can do it, as they are doing it, without incurring extra cost, the other Company can also do it. There is one point we should bear in mind when we are meeting our confederates in connection with the Imperial service—I use the term Imperial as embracing Australia, for we are an integral part of the Empire—we must not forget the Empire embraces 250 millions of our fellow subjects in India. It appears to me to be a very strange thing that we should be forgetful, or, if we are not forgetful, that those who are seeking to monopolise the labour of Australia should be altogether forgetful, of these fellow subjects and their interests. We should not, Sir, be forgetful of the position we occupy as inheriting what our forefathers did only 150 years ago, when it gave the East India Company a charter to take possession of and build up a commercial Company. English treasure and English blood were spilt; and ultimately that vast Indian Empire was taken over as part and parcel of the British Empire. Irrespective of other incongruities, when I see two representatives of Colonies before me which have developed their resources largely by the employment of coloured labour,—when I remember that Queensland has had to retrace her steps with reference to this matter, and that Western Australia will most probably have to be developed with the aid of coloured labour,—it does seem incongruous with these facts before us, if they be facts, that we should be so deliberately setting our faces against the employment of a few hundred Lascars. I make a point of these things in order that our people may be reminded that we cannot always devote ourselves solely to the advancement of what seems to be our personal interests at the moment. Our personal interests are associated with the development of the whole of Australia. Although I belong to Tasmania, I have interests in Queensland and other Colonies,—that interest which you all have,—an interest which will be very much greater in the great future Commonwealth which will be developed. Under this great Commonwealth we must not forget these things: those for whom we work must not forget these facts. In attempting to secure for the people the benefits they desire, we must forget our insularity and those things which are purely selfish, and remember that we are parts of a great Empire. We must look abroad and remember we are not Australian people only, but that we are part of the British Empire, with 300 millions of our fellow subjects living in India.

Sir JOHN FORREST: Mr. President:—I do not feel able, with the information I have before me, to subscribe to the motion of the Hon. Mr. Cook. It seems to me altogether unnecessary at the present time. The telegram which has been read to us, I take it, merely refers to the present extension of the contract, namely, to the 31st of January, 1898, and not to the new contract, which was adumbrated by the Conference at Wellington. I think it must be obvious to all of us that it would not be very easy or convenient for these companies to alter their arrangements. The telegram sent us in no way conveys the intimation that, under the new contract which will be called for two years hence, a great many, if not all, of the conditions asked for at the Wellington Conference may not be complied with. I cannot, therefore, see any reason for taking up the position that Mr. Cook proposes to take; and, with regard to the question of coloured labour, I notice it is practically the same recommendation.

Hon. P. O. FYSH: We understand it applies to future contracts, and not to this.

Sir JOHN FORREST: This should apply to the next two years?

Hon. P. O. FYSH: No.

Sir JOHN FORREST: Does the telegram we have received a reply to refer to future contracts or to the next two years? I read it as referring to the next two years upon two of the points, and as regards the other concessions asked for they will write us. That does not imply that when a new contract is desired they will not be able to comply with the conditions set forth in the Conference at Wellington.

Mr. COOK: The conditions of the Wellington Conference were intended to apply to the next two years.

Sir JOHN FORREST: From what we have done here we have practically agreed with these conditions, at any rate that we are prepared to accept the contract without the conditions of the Conference at Wellington being granted, and therefore it seems to me that as the companies

are prepared to comply with some of the recommendations it cannot be considered as other than satisfactory. I notice that letter J, Class 2, says that "tenders shall not state what class of labour is to be employed," and recommends to the Imperial authorities that mail steamers be manned by white crews; that is practically the same as the motion passed by this Conference. I did not know it went so far as to absolutely state we would not have anything to do with any contract in which coloured crews formed part of the manning of the steamers. I take it, therefore, Sir, that the recommendations of letter J just about equal the resolution passed by us the other day. I must say I quite agree with the remarks of Mr. Fysh in regard to this matter. It seems to me we must not get too narrow and selfish in our views on this question of coloured labour. I cannot think that the fact that a few hundred Lascars, subjects of the same Sovereign, being employed upon the mail steamers should be a matter that the Australian people should take so strongly to heart as to say "we will not even allow them to be employed." It seems to me we are getting into a position of great insulation, and also in a position in which we may be charged with very great selfishness. I do not know what the people of Australia think in regard to the question of immigration from the mother country,—I believe the consensus of opinion is even opposed to that on any large scale; I have no sympathy with that feeling either.

Hon. P. O. FYSH: They are opposed to assisted immigration.

Sir JOHN FORREST: They are opposed to immigration in large numbers of any people because it will interfere probably with the price of labour. This is not immigration, but merely the question of a few hundred sailors, natives of India, a country I think which we are proud to have dominion over, subjects of the same Sovereign, having a right to be employed upon the mail steamers coming into our ports. Considering this is not a bargain we are making altogether on our own account—if that were so we would be perfectly right in insisting upon any conditions we might think fit—but is a bargain we are entering into jointly with the mother country (hear, hear,) how can we expect the British Government to do anything which would encourage the idea in India that the natives were to be excluded from becoming sailors upon British vessels? It seems to me such a thing might have a very damaging effect upon the Empire at large. Whilst I am as strong as any one in this room in the desire to exclude from this Continent of Australia the coloured races, and do not desire to build up the country with coloured races—I wish it in every way to be a British country and community to the utmost extent—still I must say we are placing ourselves in a very selfish position by advocating that even the steamers that come across the ocean to us, and in which we are interested and have to pay a subsidy to, should not employ coloured labour. While we have to pay that subsidy even I do not know whether we should say we will not allow the mail steamers to be manned by coloured races, especially those races being our own fellow subjects. I must say I see no reason whatever for this resolution, especially when we have already expressed the same opinion in the Conference at Wellington: it seems to me like overdoing it. I hope, therefore, that the members of this Conference will not support the motion which has been made.

Hon. A. J. THYNNE:—Mr. President: It seems to me the resolution proposed by Mr. Cook goes further than is needed. The discussion has turned a good deal upon the question of the employment of coloured labour. Upon that subject I sympathise with Mr. Cook to this extent, that the Governments of these Colonies should not give facilities for the employment of coloured labour in positions which can be filled with equal economy or satisfaction by our own race; that, I presume, no one will for a moment question to be a wise policy. The Queensland Government, in their contracts with British-Indian steamers, made it a condition that the ships should be manned by purely white crews. I believe that Government would, if entering into any separate contracts, make the same stipulations. I hope I speak upon this question in agreement with the views of the Colony of Queensland. I believe all the Colonies would join in that view with regard to this question. (Hear, hear.) There is, however, a very considerable difference in the relation of Australian Governments to their constituents. It is not diplomatic, and it is not wise, to express now too strong an opinion, too strong a resolution, which we might be forced by circumstances or prevented from adhering to upon future occasions. I have no reason for not giving my support to the resolution. The Hon. Mr. Cook will see, as regards the question of coloured labour, there is practically very little difference between us. There are some other questions, for instance, the question of supplying cold storage and refrigerating space. With regard to these I have to inform hon. Members of this Conference Queensland is negotiating a separate service with the old country. It will be for her to consider these questions when these new contracts are verified, or when fresh tenders are called for the conveyance of mails. It will be for her to make representation, perhaps, to some future Conference that her position in relation to the different Colonies and their contracts is slightly altered. For that reason I am not able, having in view the special interests of Queensland, to commit myself to anything. So far as the extension of these contracts is concerned, when the proposal to extend it was submitted to the various Australasian Colonies, it was my duty to take it into consideration, and with very little hesitation I came to the conclusion that the wisest course was to assent to the increase proposed by the Imperial Post Office, with the modifications which have been suggested, and which I am very pleased to see have been conceded, that is, to include the parcels post. Queensland having obtained concessions which I suggested could be made, has obtained all that she has asked for; I therefore do not feel myself at liberty to go farther. I regret that I am unable to vote with my hon. friend Mr. Cook upon this motion.

Hon. J. COOK : Mr. President : It appears to me there is some misapprehension in the minds of hon. members regarding the purport of my resolution. It goes no further than the resolution embodying the conditions of the Wellington Conference, with the exception that the resolution carried at this Conference makes the position a little more definite with regard to the employment of coloured labour, and that is the point taken by those who object to the form in which the resolution appears. Let me say, first of all, that the figures supplied by the Hon. Mr. Fysh as to the advantages derived from the present contracts by the Home Authorities are very surprising indeed, and indicate to my mind all the more clearly the duty of the Home Government to as far as possible meet the wishes of the Conference, in view of the very generous terms to which we consent for the next two years. If we pay £75,000 a year, and the Home Office £95,000, they get four or five times the matter carried we do for the money. This seems to me a very strong reason why they should meet us as far as possible with respect to the conditions we desire. In regard to the question of coloured labour, Sir, it is not because it is coloured labour, not because their skins are black or white, that we object to them. No such narrow views as those influence us. We object because with these companies it is made an exclusive matter; they will not employ white labour. I respectfully submit, if all the employers of the Colonies took the same stand, Mr. Fysh and Sir John Forrest would protest as loudly as anyone else. It is not because they are blacks that we object, but because of their habits, and because of their particular relations with this company. For instance, there is no freedom in the attitude assumed by these men. They keep them the whole year round. They pay them a very small wage, and they are never out of the employment of the company. There is, consequently, no freedom with respect to the relations of these blacks to the company. The company employ no white labour at all, so that it is a matter of the total exclusion of white labour on these particular boats.

Sir JOHN FORREST : The stewards are white.

Mr. COOK : All the particular labour they employ whites for, and fill the other with blacks. The reason blacks are employed, as alleged in a letter from Mr. Michie himself, is that after many years of experience of both they have proved themselves in every way more satisfactory. The main reason for doing away with the European crews in the lower grades was that they caused infinite trouble from drunkenness and disobedience. The Lascars cost the company more for the reason that they are kept and paid all the year round, whereas the white crews are paid off upon arrival in London. This company practically keeps, as they would have kept a lot of slaves in the olden times, these Lascars upon the mail boats. These are the reasons we have for objecting to their being employed. It has been said they are British subjects. I admit the strength of that argument; but I submit that when the black portion of the British subject comes into conflict with the interests of the white subject anywhere in the way it does upon these boats, we ought to make our preference in favour of those most like ourselves; that is to say, if these various kinds of labour, black and white, were mingled, paid the same rate of wages, worked in the same way, had the same ideas and aspirations, and entered into all the things which make up our civilisation in the same way that the whites do, I for one would have no objection on account of their skin, I would look upon them just the same as white men. Because these subjects do not commingle, because one will have nothing to do with the other, we are compelled to take our preference of the two. This company has taken its preference, because they are more manageable, and because they can keep them in close subjection practically as slaves. Reference was made to Queensland employing black labour—that was an unfortunate reference. Queensland tells us, and let me not be understood as agreeing with the statement, that they employ black labour only because white is not suitable for the work.

The Hon. P. O. FYSH : Not in the stoke-hole.

Mr. COOK : No, the Queensland people employ black labour because they say they cannot employ white. With respect to the P. & O. Company, there is plenty of white labour willing, and, in fact, begging to do the work, but this company absolutely refuses to employ them. There is absolutely no parallel between the two cases. Sir John Forrest says the company may be speaking with respect to the two years' extension.

Sir JOHN FORREST : Not the two years' extension,—afterwards.

Mr. COOK : We simply express disappointment at not being able to do anything before the period. The resolution is emphasised by the surprising figures quoted by Mr. Fysh. With respect to the attitude of New Zealand I have nothing to say. I only repeat that we are driven to take up the attitude we have taken up by the company. They say they will only employ one kind of labour, and that not of the most desirable kind. That is the position I take up. It is not because they are blacks, but because of the exclusiveness with which they are employed, and because of the general conditions of their life which makes it impossible that the two races can commingle. We are compelled by the company to take our choice—my choice is for white men in preference to the black.

The CHAIRMAN : I think it is to be generally regretted that the discussion on this motion should have turned altogether on the point of the employment of coloured labour, which is not, after all, immediately before us. I may say that it is with the greatest and deepest regret that I have to put this motion that the Hon. Mr. Cook has laid before this Conference. I was in hopes that this Conference would not have agreed to an extension of the present contract without having

received more concessions than it has done. I was in great hopes that this Conference, speaking unitedly and with one voice, would have been able to bring sufficient pressure upon the Imperial Post Office and the companies contracting to enable us, if we did extend the contract to a period of three years, to gain almost if not all the concessions we asked for; whereas we are driven to renew the contract without receiving any concessions, or receiving only the most paltry conditions. I deeply regret this; at the same time I feel, as Dr. Cockburn put it, we are coerced by our "senior partner" into adopting this course, by the Imperial Post Office taking up the position which it has taken up and maintained throughout this controversy. There was a great deal to be said for these Colonies, who felt themselves bound, owing to circumstances, to follow the lead thus given. The only consolation to my mind is that this resolution of Mr. Cook's (which I trust will be carried) gives fair notice and fair warning to all concerned that if these Colonies, at the expiration of the extended period, are again to enter into a Federal Mail Contract for carrying our postal matter; it is to be only upon the adoption of the terms and conditions we have laid down. Some years ago I had hoped that when the period of the termination of the present contract arrived we should be able to do as the Hon. Mr. Fysh had suggested, without any future subsidies whatever. I had hoped this, and now, if this contract is to be renewed for three years, I do still hope at the end of that time we shall be in a position not to give any subsidies to the steamers that carry our letters. Let them take them at moderate poundage rates in the same way that the Imperial Post Office sends its mail matter to America. I do trust that if we continue to subsidise we shall be able to get some *quid pro quo*. I trust we will be in a position to say that we require all the concessions asked for at the Wellington Conference, and that matters will be in such a condition that there will be a certainty of obtaining all, or substantially all, the requests we have made. At present I feel we are in a difficulty; we are bound and shackled hand and foot. It is most difficult for us to move in the matter in any satisfactory manner. If we desire simply to renew the contract for two years, it is self-evident there will be no likely chance of any shipping company tendering; we will be therefore completely in the hands of the contracting companies. If we endeavoured, instead of calling for tenders for two years, to bring about fresh contracts for a further period of seven or ten years, the Imperial Post Office might at once say, "We will not fall in with this arrangement; if you are determined to have a mail service of your own you must pay for such mail service." This is the difficulty we are in, and I may say that, as far as I am concerned, on the part of Victoria, if it stood alone, I would be willing to take the risk. But Victoria is only one of the Australian Colonies, and all the Australian Colonies, except New Zealand, are interested in this federal mail service, and the whole of Australia is only a junior partner in the whole concern. I am not prepared to do anything but what I must do, and do unwillingly and painfully, that is, fall in with the general expression as conveyed in this resolution of Mr. Cook's—"that he desires to express his disappointment"—for it is a bitter disappointment we all must feel at the action of the Imperial Post Office in this matter. I regret we have not some easier means of communicating with them than by letter or telegram. I should like to meet them here face to face, and thus bring forcibly under their notice our requirements and needs in this matter. (Hear, hear.) They talk about our being insulated; they take up a position of inaccessibility; there is no moving them—no stirring them. My hon. friend the Premier of Western Australia is a mere reed compared with them, although I believe he has a little will of his own. (Laughter.) When once the Imperial Post Office take up an idea they never seem to lose it again. They always look at things from one point of view, the view of the Imperial Post Office, when regarding the wants and wishes of the Australian Colonies, which after all are more concerned than the Imperial Post Office can be. I have said the concessions are paltry which they are giving us. One of the concessions we have practically already obtained, the other only refers to parcels post which, although an important matter in some of the Colonies, is of a paltry description as compared with the concessions for which we asked. The idea seems to have obtained that as the Imperial Post Office was desirous of extending the contract to 1898, it was with a view of taking advantage of that being the period of the termination of the India and China contract to hook us on in the old-fashioned way in which we used to be hooked on, and not to assist us in getting a through mail service. I am happy to say they have acknowledged they have no such intention. I have received a telegram from the Government of Victoria which embodies the letter sent by Mr. Buxton Forman, in which he assures the Agent-General of Victoria that when the new tenders are called for in 1898 there will be no attempt to hook on Australia with the China and India service. It is satisfactory to know that this idea has no foundation in fact, and that we shall get a through mail service of our own. Besides that telegram I have received another, presumably from the Agent-General of South Australia, which is I think the telegram which Mr. Cook has read. If this telegram means that the Imperial authorities really do desire to meet the wishes of the Colonies, of course that would be satisfactory as far as it goes. I only regret that having said so much they are going to give way upon two points only. They say they are going to write to us shortly as regards sections 3, 4, and 5, and take no notice whatever of the remaining recommendations of the Wellington Conference. If they had intended to give way I think this telegram would have been worded differently. I am afraid under the circumstances we are driven into a corner. We can only hope for the best, that is, when the letter comes it will be more satisfactory than the former correspondence has been. I do hope that this matter of new contracts will be fully discussed and satisfactorily settled two years hence, which will allow one year to get new tenders out, and that when a future Conference comes to discuss this matter all the Colonies will be able to speak with a united voice, and bring forcibly before the Imperial authorities and the contracting

companies the wants and desires of the Colonies as regards the new tenders. If we do not do that—if one Colony gives way upon one point and another Colony upon another, we will never get any concessions. Whereas if we say, "These are our terms, take them or leave them," I trust satisfactory arrangements may be brought about.

The motion was put and passed.

Mr. Henniker-Heaton's Postal Reduction Proposals.

The Secretary, Mr. T. C. Just, read the following letter on the proposals of Mr. Henniker-Heaton to reduce the Postal charges between Great Britain and the Australasian Colonies:—

"26, London, 25th January.

The Postmaster-General, Melbourne.

SIR,

THE Australian Postal Conference, which sat last year at Wellington, New Zealand, discussed the proposal for which I am responsible, that penny postage should be allowed from the United Kingdom to the Colonies represented, the return postage from the Colonies remaining unaffected. Although I had not the privilege of addressing the Assembly, I have studied the views expressed by the Delegates, and in the event of the subject coming up again at Hobart, I have to ask that you will request the Conference to do me the honour of listening to this brief statement of my case.

1. In the first place, I would call attention to the undisputed fact that the people of the three Kingdoms unanimously and earnestly desire this favour of the Colonies, namely, that a British letter bearing a penny stamp shall be accepted by the Colonial Post Office delivery. The associated Chambers of Commerce have repeatedly pressed for the adoption of the scheme, the most eminent leaders of opinion and the most distinguished statesmen have recommended it, Parliament has ratified it, and the Ministry now in office only awaits the assent of the Colonies to give effect to it. Canada is willing, but Australia hangs back.

2. It must be obvious that the rejection of such a proposal will, in the absence of sufficient grounds for rejection, wear a singularly ungracious air. Articles have appeared in the London press complaining of the new tyranny of the Colonies in this matter, and expressing not only genuine surprise, but something like indignation at the curt refusal of the "Mother country's unselfish offer." They will borrow more of our money, it is said, and try and sell us more of their goods, but they don't want any more of our letters than they are now troubled with. Without endorsing these complaints, I would beg permission to comment on the objections raised to the plan at Wellington.

3. It was feared that the measure would compel the Colonies to reduce their inland and inter-colonial rates from 2*d.* to 1*d.*, involving a probable loss to them of a quarter of a million per annum, &c. Admitting the compulsion, it is evident that while the whole community would have to make up the loss, the whole community would share the benefit of a reduction of inland and inter-colonial postage. The effect would be similar to the transference of a purse from one pocket to another; but compulsion could only be applied by the votes of Australians. Is it likely that they will inflict a loss of a quarter of a million a year on themselves? The argument under examination reflects severely on the intelligence of perhaps the acutest population in the world.

4. Granting, however, the alleged denseness of the Australian intelligence, it may be pointed out that by adopting the 2*d.* inland postage as the rate for letters to England, all danger of loss would disappear. This step would be strictly according to precedent. Canada and the United States have thus exchanged their correspondence for a generation, the inland rate of each country being one penny in the case of the States and three halfpence in the case of the Dominion franking a letter to any part of the other. These restricted unions, at less than the Union tariff, are expressly authorised by the Postal Union Convention, and several are in operation. I respectfully urge that a new one should be formed between the United Kingdom and the Colonies.

5. I observe that a delegate said the mother country had no right to inflict what he thought would undoubtedly be a great amount of inconvenience and dissatisfaction by adopting the penny rate from herself to the Colonies, unless the latter were able to reciprocate. This bold claim (which has already been answered in par. 3 of this letter) is in singular contrast with other statements made: thus, it was observed that we are now doing a large trade in butter, and at present London is our only market, and then followed a scheme for reaching the provincial towns also; indeed, the dominant note in the discussion is the necessity of encouraging the export of Australian products to England. "All the Australian Colonies," said a delegate, "are largely indebted to the British people for borrowed money, and it is necessary that we must increase our exportable products." Accordingly the mail-steamship owners are to be required to provide not only strong rooms for the mails, but "cold storage" for mutton, butter, and apples. The mails are dismissed in a sentence or two, and each speaker who does mention them hastens to return to the mutton.

6. I am thus led to remark that the prime cause of differences of opinion on this subject is the confusion as to the cost of conveying mails by sea. The real cost is the same as that of carrying merchandise, which does not exceed forty shillings a ton for any distance. True, immense subsidies are paid to the shipping owners, and rightly paid, but they are wrongly charged against the post offices, and wrongly described as the cost of carrying the mails. Every well-informed man knows that subsidies are paid to encourage trade and shipbuilding, and in the case of England to maintain a reserve fleet of swift convertible cruisers. These are not postal objects. Let me, with much

deference, suggest that the Australian Postmaster-Generals should request their Ministries to charge the due proportion of such subsidies to general revenue, leaving the post offices to meet only the just rate of freightage. As Mr. Ward said, "payments should be on the basis of the weight of mails carried." Lord Carrington's Commission expressly condemned the absurd practice of charging to the post office the whole cost of steamship subsidies. Up to 1860 these subsidies were charged to the Admiralty, and every Postmaster-General condemns the practice of tacking the items to the Post Office expenditure. The amount paid by the British Government for the conveyance of the mails to India exceeds £268,000 per annum; the total postage receipts do not amount to £85,000.

As I have already pointed out, the enormous subsidies are paid for four distinct purposes—1, to encourage ship-building; 2, to uphold the commercial supremacy of England on the seas; 3, to maintain an auxiliary naval power; and 4, to carry the mails. In the case of Australia, if you merely want a rapid delivery of letters, and wish to subsidise steamers for no other purpose, no further comments are necessary; but I have often pointed out that if you want speed you could, by subsidising the cable companies, telegraph the contents of the letters without paying more than at present for steamers. I find that there are six or eight steam services now subsidised, whereas only two carry the bulk of the letters. No one will pretend that the Torres Straits and the San Francisco and Vancouver Services are necessary for the conveyance of letters to and from England, yet the Australian post offices are saddled with the whole cost, together with the whole cost of the P. & O. and the Orient mail services. I trust that steps will be taken at the forthcoming Conference to charge the Consolidated Revenues of the various Colonies with three-fourths at least of the present subsidies. Your wish to cheapen postal rates will thus be facilitated, for you will no longer have to calculate the loss sustained by carrying mails to England in a manner that shows a heavy balance against the Post Office; further you would be able instantly to extend the present Australian 2*d.* postage rate to Great Britain and Ireland. From whatever point of view the proposal here advanced is regarded, I trust it will appear to you both equitable and expedient; its acceptance would unquestionably gratify the people of the mother country, and I venture with all the earnestness of which I am capable to commend it to the favourable attention of the Conference.

I have &c.

J. HENNIKER-HEATON.

Postscript.—By the generous courtesy of Sir John Pender I am permitted to cable the foregoing for the consideration of the Conference.—H. H. 1381."

Mr. COOK: Mr. President: Many of us have been interested in hearing the letter from Mr. Henniker-Heaton which has just been read. With regard to his proposals to reduce the Imperial Postage rates to two pence instead of two pence half-penny as now, there can only be one opinion. As to the desirability of having a cheap postal-rate between the Colonies and England we are all agreed. I do not anticipate any Member will object in any way to the proposals for cheaper postage rates, other things being equal. The point I take, Sir, is that the present is a most inopportune moment to make any proposals which would involve the Treasurers of the respective Colonies in any increased contribution for this purpose. According to the figures which have been made out in our office we estimate the loss to be £2000 per annum if the reductions were carried out. At the present time, when all the Colonies are looking round for the best means to balance their accounts, the Treasury could not be burdened further with such an amount as that. While sympathising to the full with the very laudable desire Mr. Heaton has in view, I beg to move the following resolution:—

"That, whilst sympathising with the desire expressed by Mr. Henniker-Heaton for a cheaper postage rate to and from England and the Colonies, this Conference regards the present time as inopportune for carrying out the proposals, and hereby decides accordingly."

Dr. COCKBURN: I do not think, Sir, the conditions have altered materially since this matter was threshed out, discussed, and resolved upon at the Conference at Wellington. A resolution was then carried that we considered it undesirable to adopt the proposals of Mr. Henniker-Heaton, which is practically the same proposal as that made to-day. That motion involves, first of all, a reduction of the postage from England to Australia; but it would not stop there. I am quite sure, Sir, the Colonies would never submit to such a state of things by which they could get a letter sent to the other side of the world for a penny, and have to pay two pence to send it into the adjoining street; therefore we should find ourselves compelled to take the remaining steps and submit to a loss, which we are not prepared to incur at the present time. (Hear, hear.) With regard to the reduction of the postage from two pence halfpenny to two pence, I should be very glad to see that accomplished if we were able to do it. The loss would not be very great, I think. It would not only minister to a very legitimate sentiment, but would be of very considerable utility that postage should be reduced to the United Kingdom to this extent. To be able to write to England for the same postage as to New Zealand would lead no doubt to a considerable increase of business. I know very often the fact that a 2½*d.* stamp is required means a letter is not written which would be written if a 2*d.* stamp could be affixed. This concession would mean something under a thousand pounds to our Colony, but this year we certainly cannot afford that amount. I look forward to the time when we shall be able to

go as far as this—as soon as the Colonies can afford it we hope to do it. South Australia does not now feel able to fall in with the suggestion, but hopes at some future time to do so, therefore I think we might well adopt this motion of Mr. Cook's. I wish to reserve the right to urge the Colonies, when they can afford it, to reduce the 2½d. rate to 2d. I do not think it is worth while making any amendment. While I am with Mr. Cook in opposing the reduction to a penny, I am thoroughly in accord with the suggestion Mr. Henniker-Heaton has made, that it would be desirable a 2d. stamp should carry us throughout the British Federation, and I hope it will not be very long before this will be done.

Hon. A. J. THYNNE: Upon this question of a 2d. postage to England, the Government of Queensland are prepared to adopt Mr. Henniker-Heaton's proposals, and if the Imperial Government will take the steps necessary to carry out this, we are prepared to incur the necessary expense of seven or eight hundred pounds. We have considered the matter, and think the extra cost to us would be repaid by the convenience to the people of Queensland. As regards penny postage, it is not within practical politics. It is no use our offering serious consideration to any proposition that is not likely to be adopted within the next few years. The Australasian Colonies are not in a position, nor are they likely to be in a position, to consider this question during the next few years from a practical point of view. I should be very glad if we could agree to the 2d. postage. We should then have the pleasure of knowing that whether our letters went into the next village, or into the village where we were born—those of us who can claim nativity with the Antipodes—our Antipodes, we should be able to send them with the same postage stamps. It would thus make no difference whether they were carried a distance of a few hundred miles or a few thousand miles.

The CHAIRMAN: I am in accord with the gentlemen who have spoken. The penny postage is not within the range of practical politics. I regret the time for the adoption of the 2d. postage proposal is inopportune. We should all lose considerably under it. Victoria would lose something like £1600 or more. Some of the Colonies can ill afford to lose money just now. We must all regret the time is inopportune, but the times will not always be inopportune. Perhaps before more than another year has passed the great zeal and energy Mr. Henniker-Heaton has thrown into this matter will be rewarded.

The motion was put and passed.

The Conference adjourned at 1.15 p.m. till 10.30 a.m. on Friday, February 8.

FRIDAY, 8TH FEBRUARY, 1895.

The Cable Guarantees—(vide Minutes, p. 16.)

The PRESIDENT: Our first business will be the consideration of the report of the Committee in regard to the question of Cable Guarantees. Honourable Members will remember that when we were in Committee we put it to the representative of Queensland that this would be a favourable opportunity to come into the Guarantee. It is highly desirable that Queensland should be at one with the rest of the Colonies in this matter. I do trust that she will see her way to come in, as she will be in a much stronger position when other cable matters come to be discussed.

Mr. COOK: I earnestly hope Queensland will see her way to come in with us, not merely from pecuniary considerations, but as a proof of her earnestness in these larger Federal matters which bear so much upon the particular cable in which Queensland is so prominently interested. There is a very strong feeling in my own Colony that nothing should be done in regard to that particular cable which will retard it. I presume a similarly strong sentiment exists in the other Colonies, and that being so it appears that the position of Queensland would be very much strengthened by coming in with us in our present undertaking.

Dr. COCKBURN also spoke to a similar effect.

Mr. THYNNE: I may say at once that I intend to advise my colleagues to comply with the wish that has been expressed by the Colonies represented here—(hear, hear)—in regard to the cable guarantee. With regard to the cable subsidies, I may say at once that that is a different question, because it is against our policy, and it is a proposal for which I shall not be able to obtain any consideration. I may be permitted to say, for my own part, I am very strongly indeed impressed with the necessity for even a greater amount of give-and-take amongst the Colonies than we have been able to obtain, and I would be extremely sorry to see a Colony standing apart, even in a matter in which she might not be so deeply interested as the others. As long as I have a voice in matters of this kind it will always be used in favour of co-operation on the part of the Colonies. (Hear, hear.)

The Report of the Committee was adopted.

Telegraphic Communication between Western Australia and South Australia.

Mr. COCKBURN asked that this question might be left in the hands of the two Colonies to deal with, as they were quite prepared to do all that could be done in the matter.

Sir JOHN FORREST seconded the proposal. His Colony was already constructing 350 miles of new line, and he was sure there would be no reason to complain of her efforts in other directions.

Mr. THYNNE pointed out the advisability of connecting one of the stations on the overland line with Camooweal, and thus creating an alternative route in case of interruptions in the southern portions of the Colonies.

Sir JOHN FORREST complained of the excessive cost of telegrams from Western Australia to the other Colonies. The present rates were almost prohibitive.

Dr. COCKBURN thought that the various Colonies should be prepared to see what could be done in the matter.

Votes of thanks to the Chairman, the Government of Tasmania, the Secretary, and the Press concluded the proceedings.

REPORT and Recommendations by Permanent Heads of Departments, presented at
the Meeting of the Postal Conference held in Hobart, February, 1895.

(As adopted by the Conference.)

No. 1.—(e). *Delay of Train at Adelaide for English Mails.*

The Sydney and Melbourne Chambers of Commerce invite attention to the serious delay and consequent inconvenience and annoyance caused by the departure of the mail train from Adelaide when mail steamers are actually signalled, and express a hope that strenuous efforts may be made to obviate this in future.

The Postmaster-General, Adelaide, has arranged to provide a special train to leave Adelaide when the mails arrive not more than half an hour late, to overtake the express train at Murray Bridge. When, through the occurrence of holidays, such as Easter, Christmas, &c., or from other causes, a delay of more than one day would otherwise result, there is a further arrangement which provides that when the steamers arrive too late for the 4.30 P.M. express train, or for the overtaking train, a special train is despatched up to 9 P.M. on either Wednesday, Thursday, or Friday, at a joint cost to New South Wales and Victoria of £71 15s., South Australia running such train from Adelaide to Serviceton free of charge.

The object of the Chambers of Commerce is that arrangements be made to delay the departure of the 4.30 P.M. express train from Adelaide, or run a special train regularly; but if anything further is desired, it can only be arranged at considerable cost for special trains, which the several Administrations have, after due consideration, already declined to incur.

No. 3.—*Italy charging Sea Surtax: Report by Postmaster-General, Adelaide.*

The Postmaster-General, Adelaide, reports that Italy, from 1st January, 1895, abolished Sea Surtax of 1½d. as recommended at Wellington Conference, which amounts to reduction of postage from 4d. to 2½d.

No. 4.—*Stoppage of Letters addressed to senders of Obscene Matter.*

Nos. 4 and 22.—We are of opinion that when letters are addressed to persons who have sent photographs and catalogues of a decidedly obscene character, they should be stopped in the manner provided for in the case of sweeps, &c., and in any amendment of the Postal Laws we advise that provision be made accordingly.

With reference to obscene circulars sent by post by a firm in Holland, we find that steps were taken by the various Administrations to prevent the delivery of these circulars, and we recommend that a joint protest be sent to the Berne Bureau, and as there appears nothing in the Universal Postal Union Convention directly dealing with the transmission of obscene matter, we think that the question should be brought up at the next Quinquennial Congress.

No. 6.—*Delivery of indefinitely addressed Letters to business people.*

The Berne Bureau wrote at the instance of the Hungary Office, inquiring whether the Post Office would undertake to distribute packets of fully prepaid letters which do not bear a precise address, but only a vague one, such as Mr. ———, tailor, grocer, &c.

The Berne Office has recently forwarded summary of replies received from other Postal Administrations, most of which are adverse to the proposal of Hungary. We, however, see no objection to deliver in Australia any single article bearing such address, provided that it bears full rates.

No. 7.—*The Colonies remitting through the Treasury.*

We suggest that the Australian Postal Administrations be permitted, as formerly, to adjust accounts direct one with the other, and remit their balances direct instead of through the Treasury. The question was considered at the Wellington Conference, when it was reported "that the present arrangement caused delay, but it was proposed to give it a further trial, and the result reported at the next Conference." Further experience has shown that continued delay arises in the settlement of accounts, the amounts due to the Postal Departments frequently remaining unpaid for considerable periods.

No. 8.—*Uniform Statistics.*

We recommend the acceptance of the Forms as prepared by the Sydney Office, with the following exceptions:—

- Form 3. Columns Nos. 8 to 11 to be retained.
- " 5. Column 3. The word "Offices" to be substituted for "Statistics."
- " 5. The words "Despatched" to be substituted for "Transmitted."
- " 10. Omit Revenue No. 3, and insert under Expenditure No. 3, "Conveyance of Mails less Contributions from other Administrations."
- " 10. No. 1 to be amended to read as follows:—"Estimated proceeds of sale of Postage Stamps used for payment of correspondence."

No. 9.—*Notification of promotion of higher grade Postal Officials.*

The Berne Bureau forwarded a proposal from the Egyptian Office that the offices of the Union should be kept informed of the *personnel* of the higher class of the various Administrations, and that the "Postal Union Journal" might give this information, which could be supplied to the Editor by the Head Offices. We see no objection to the information being given, restricted, however, to the Ministers, Permanent Heads, and Heads of Principal Branches.

No. 10.—*Postal Guides: uniformity of.*

We recommend that the Postmaster-General of South Australia be asked to revise a Guide on uniform lines, and submit the same to next Conference.

No. 11.—*Post Cards of private manufacture: Regulations.*

We beg to recommend that private cards, bearing adhesive stamps of proper value, measuring not less than 4" × 3", and not more than 5½" × 3½", not of thicker material than that used for official Post Cards, be adopted in the various Colonies, and accepted reciprocally under the same conditions as official Post Cards. In reference to this matter the London Office wrote asking the following four questions:—

- (1) Whether a plain card with an adhesive stamp might reasonably be allowed to circulate in the Union as a postcard under the usual regulations?
- (2) If not, whether a plain card with the word "post card" written upon it, and with an adhesive stamp, might reasonably be admitted?
- (3) Whether any relaxation of rules that might be deemed reasonable for single cards should apply to reply cards?
- (4) Whether, between the present time and the meeting of the Congress of Washington in 1897, any step can usefully be taken for giving effect to such relaxation as the prevailing sense of the Union might indicate?

We recommend that these questions be answered as follows:—

No. 1. Yes, provided they bear the ordinary Post Card rate.

No. 2. Answered by No. 1.

Nos. 3 and 4. We do not consider that the proposed concession should apply to Reply Cards at present.

No. 12.—*Letter Cards.*

(a) Uniform Exchange of.

(b) Consideration of Berne Circular *re* rates chargeable thereon.

We see no objection to the uniform exchange of Letter Cards internationally; but we respectfully point out that it will lead to a considerable loss of revenue unless the postage is the same as letter rate, and we recommend accordingly.

There is no valid reason why a cheaper rate of postage should be charged on letter cards than on ordinary letters, and it appears from a summary prepared by the Berne Bureau, which applied for information on the subject from the various Union Administrations, that in every part of the world where letter cards are in use, excepting Australasia, the rate of postage is the same as that of ordinary letters. Letter cards are closed against inspection, and are practically letters—the only difference being, that the Department supplies the material for letter cards at considerable cost, whilst that of ordinary letters is of course supplied by the sender; as, however, a lower rate has been in force, inland and intercolonially, we see some difficulty in now raising it.

(c) Whether Victorian Letter Cards should not bear stamps equivalent to their face value—

Victoria is charging 1½d. each, as agreed to at the Wellington Conference, but under the present law is compelled to mark them with a face value of 1d. We are, however, of opinion that it is undesirable and confusing to the public to mark the cards at a less value than they are sold for.

No. 13.—*Proposed discontinuance of Letter Bills intercolonially.*

We do not think it necessary that the number of Letters, Packets, and Newspapers should be entered on Letter Bills, but recommend that a more simple form of Letter Bill or Advice be prepared, on which should be entered Registered Letters, Forward Mails, and Money Order Packets. New South Wales to prepare the form. Of course the usual records will be kept for statistical purposes.

No. 14.—*Revision of Australasian Convention.*

We beg to report that time has not permitted the careful revision of the Australasian Convention, but we propose to deal with it later on.

No. 15.—*Rates on Circulars and Packets from United Kingdom (vide London Letter).*

In view of the letter received from London, and tabled by the Postmaster-General of New Zealand, we do not see that anything further can be done. Although the *d.* rate is in force in New Zealand, we do not feel justified, for financial reasons, in advising any reduction in existing rates levied in Australian Colonies. Should the $\frac{1}{2}d.$ rate at any future time be adopted, it should in our opinion be wholly confined to printed matter.

No. 16.—*Transmission by Post of Samples in Envelopes bearing printed Notices relating thereto.*

We recommend that the following questions asked by Berne Bureau be answered as follows:—

Do you pass, or are you prepared to pass, Samples in Envelopes bearing printed Notices on the address side or other side?—Answer: Yes; provided the envelope complies with the provisions of Clause 2, Detailed Regulation xix., no objection would be raised to such envelope bearing upon it a printed list or notice within the limits of Clause 3 of the same Regulation. The Vienna Convention does not prohibit printed notices on the address side.

2. Do you allow, or are you prepared to allow, the attention of the addressee to be directed to these communications by coloured pencil marks? Answer—Yes.

3. In your opinion, can such articles circulate within the Union at the reduced rate for samples? Answer—Yes, if they comply with the above conditions.

No. 17.—*Rate of Postage on Seedsmen's Catalogues or such matter got up in Book form.*

We advise that Catalogues, Reports of Societies, and other such matter, if printed and published in book form and containing no writing whatever, be passed at Book rate of postage.

No. 18.—*Travellers' Orders whether, when filled up in Manuscript, they should pass at Packet Rate.*

We recommend that Travellers' Orders should be treated as commercial papers, and passed at Packet rate of postage inland and intercolonially, provided they contain no writing or remarks of the nature of a personal correspondence.

No. 19.—*Printed Matter and Trade Notices on Accounts and Invoices.*

We are of opinion that any difficulty in this respect would be met by amending Article 12 of the Australasian Convention by omitting the words "nor anything" in paragraph 3, and in the revised draft of the Convention we have proposed such omission.

As an illustration, we append a portion of an invoice submitted to the Melbourne Post Office, and claimed to pass at Packet Rate. We are of opinion that the first portion should be passed, and that the latter is in the nature of a personal correspondence, and therefore inadmissible:—

JOHN SMITH & Co.,
WHOLESALE & FAMILY DRAPER.

Melbourne, _____, 189

TERMS NET CASH.

--	--	--	--	--	--	--	--	--	--	--

We beg to notify that our Terms are strictly Cash, as we sell at original Wholesale Prices.

No. 20.—*Rate on printed Circular from Business Firms.*

The following specimens of postal matter numbered consecutively 1 to 12 having been submitted to us to decide whether they may pass at packet rate of postage, we recommend that Nos. 1, 11, and 12 pass at packet rate, and the rest at letter-rate of postage:—

RECEIVED from Pence Sterling. £	the Sum of	No. 1.	Pounds	Adelaide,	189
				Shillings and	
		No. 2.		Adelaide,	189

WE are instructed as Agents for the Vendors of _____ to inform you that £ _____ is now due, and unless this amount or a considerable portion thereof is paid within 3 days from date we must place the matter with our Solicitors for collection.

63

No. 3. 189
 To Mr. KINDLY favour us with remittance of £ overdue Rent, which must be paid without fail not later than noon of Monday next.

No. 4. Adelaide, 189
 PLEASE take notice that interest amounting to £ : s. d. became due on and we must request payment of same within seven days from date hereof.

No. 5. Adelaide, 189
 WE desire to remind you that interest amounting to £ s. d. will become due by you on and we shall be obliged by a remittance on that date.

No. 6. 189
 To Mr. KINDLY favour us with remittance of £ overdue Rent, which must be paid without fail not later than noon of next.

No. 7. Adelaide, 189
 M PLEASE note that amounting to £ s. d. will become due on the 1st proximo, and is payable at our Offices, opposite Town Hall, King William-street.

No. 8. Adelaide, 189
 M WE regret having again to call attention to the arrears due by you on land at Park, and must request an immediate settlement.

Our instructions from the Proprietors are peremptory, and admit of no delay.

We hope you will avoid the necessity of another application.

Arrears due to	£	:	:
And cost of this notice	...	:	:
	£	:	:

No. 9. Adelaide, 189
 M As you have neglected attending to our previous applications for payment of arrears due by you on land at next we are instructed by the Proprietors to advise you that unless the amount due is paid by noon of the matter will be placed with our Solicitors for collection.

Arrears due to	£	:	:
And cost of this notice	...	:	:
	£	:	:

No. 10. Adelaide, July, 189
 When remitting please forward this Memorandum to be receipted.

Mr. SIR,
 WE have received notice from the Insurance Company that the Premium on Policy on your property will be due on the 1st of August next. The amount is £ which we shall be obliged by your forwarding to us, so that the risk may be immediately covered.

* * * If any Stove, Steam Engine, Furnace, or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

No. 11. Insurance Company, Adelaide, 189

SIR,
 I BEG to remind you that your Insurance by Policy No. will expire at 4 P.M. on , and that unless the Premium be paid for its renewal on or before that date you will not be entitled to recover in case of loss.

Sum insured, £	Premium, £
----------------	------------

* * * If any Stove, Steam Engine, Furnace, or Oven has been erected on your premises, or if the nature of the risk be in any other respect changed, it is necessary (for your security) that the circumstances should at the time be made known to the office.

No. 12.

The ——— Insurance Company, Limited,
Adelaide,

1894.

SIR,

I beg to inform you, for your security, that your Policy No. _____, expires at three p.m. on the _____ and unless the premium be paid on or before that date you cannot recover any loss that may be sustained.

Amount	£	:	:
Premium	£	:	:

☞ If any Stove, Steam Engine, Furnace or other implement for producing heat (common Fireplaces excepted), has been erected on your premises; or if the nature of the risk has been in any other respect changed; or if other buildings have been erected within 70 feet; it is necessary for your security that the circumstances be made known to the office.

Office Hours:—9 a.m. to 5 p.m.; Saturdays, 9 a.m. to 1 p.m.

No. 21.—*Christmas and New Year Cards.*

Correspondence having taken place between the Berne Bureau and other Administrations of the Postal Union with respect to the practice of permitting complimentary remarks on Christmas, Birthday, New Year, and Easter Cards, we agree with the United Kingdom, and recommend that the practice which now obtains in the Colonies of allowing such remarks to be placed on the Cards be continued, as regards the United Kingdom and such other Foreign Administrations which may agree to exchange on such terms.

No. 23.—*Precious Stones and Jewellery passing at Sample Rates.*

We recommend that the words "Precious Stones" be inserted at page 4 of the Australasian Postal Convention, at Packet Regulation No. 1. This will provide for Precious Stones and valuable Jewellery being charged at letter rate of postage, and registered.

No. 24.—*Queensland surcharging New Zealand ½d. Matter.*

It is desirable that absolutely uniform rates of postage should exist between the Colonies, but as a ½d. rate has been in operation in New Zealand for several years, we advise that the other Colonies should agree to accept such matter as fully prepaid.

No. 25.—*Austro-German proposal for Uniform Rate of Postage on Parcels up to 11 lbs.*

The matter has been further considered by this Committee, and although the Austro-German proposal of a uniform rate of postage on parcels up to 11 lbs., irrespective of weight, has been accepted as a temporary measure, we think it very undesirable to have one rate irrespective of weight, as this practice discourages the transmission of light parcels and encourages that of heavy ones. We therefore recommend a graduated scale at per single pound, and that the Berne Bureau and London Office be so informed, and urged that at an early date a graduated scale be adopted between the Colonies and other countries.

No. 26.—*Liability of Steamship Owners for damages to Parcels to be increased.*

We recommend that in the new Contract for the Federal Mail Service provision be made for payment of compensation by Contractors for the loss or damage occurring to any parcel, but not in any one case to exceed £5 per parcel, instead of £1 as at present.

No. 27.—*Insurance of Parcels.*

This matter has already been under consideration at previous Conferences, but at Hobart and Brisbane it was decided not to adopt the system. The subject has recently been reopened by the London Post Office in a letter dated February, 1894. In this letter, in urging the reconsideration of proposal for Insurance, the London Office states that during a recent year upwards of 21,000 insured parcels were sent to and from the United Kingdom, and in respect of loss or damage the claims met by the Department amounted only to £11 16s. 9d. It was added that considerable public convenience was being afforded in the several parts of the Empire, while the business is more than self-supporting.

As, however, the International Parcel Post has, as yet, only attained very moderate dimensions, and consequently yields small revenue, we still consider it undesirable to incur the responsibility involved in insuring parcels.

No. 28.—*Charge for Intermediary Service in regard to Intercolonial and Foreign Parcels.*

We recommend that no alteration be made at present.

No. 29.—*Parcel Post, United States.*

Nothing can be done in this matter, as the United States has twice refused to enter into a Parcel Post Convention with the Colonies.

No. 30.—*Parcel Post Rates with United Kingdom—Reduction of.*

We recommend that as soon as arrangements are concluded with the P. & O. and Orient Companies to discontinue to make any special charge for the Parcel Post portion of the Mails, the rates be reduced as suggested by London from 1s. 6d. for the first 2 lbs. or fraction, and 9d. for each succeeding lb. or fraction, to 1s. for the first lb., and 6d. for each additional lb.

No. 31.—*Parcel Post Convention with Italy—London's offer.*

The London office wrote on October 9, 1894, intimating that it would probably negotiate with the Italian Post Office for a Convention with a view to the establishment of a direct Parcel Post between Italy and Australia similar to the Draft Convention prepared by the French Post Office. We see no objection to such a Convention, subject to the alterations suggested in the Draft Convention submitted by the French Post Office. [See No. 34.]

No. 32.—*Parcel Post Convention with Malta.*

We recommend the Parcel Post System be established with Malta, but cannot agree to each country retaining its own receipts, as experience shows that we receive a much larger number of parcels from abroad than are despatched, and therefore the usual principle of dividing the postage should be adhered to. The rates and division of postage to be the same as with Gibraltar, as follows:—

For the first 2 lbs.	1s. 6d.
For every additional lb.	9d.
<i>Division:—</i>	
Credit of Colony.....	9d. first two lbs., 4½d. each additional lb.
Sea	4d. " 2d. "
Gibraltar	5d. " 2½d. "
	1s. 6d. 9d.

No. 33.—*Parcel Post Convention with Canada.*

It is recommended that a direct exchange between the Colonies and Canada be established, the rates of postage to be uniform in all the Colonies, either 1s. 2d. or 1s. 3d. per lb. as Canada may advise, the New South Wales share to be 5d. per lb. on first lb. and 4d. on each additional lb. on parcels sent loose in Mails from other Colonies, but if sent in closed Mails, the New South Wales share to be 1d. per lb. for territorial transit and 2d. per lb. for sea rate.

34. *Parcel Post Convention with France.*

In July last the London Post Office informed the Colonies that the French Post Office desired a direct exchange of parcels between France and Australia by the French Mail Steamers (Messageries Maritimes), and, the proposal having been approved of by the Home Authorities, forwarded a draft Convention and Regulations for consideration of the Colonies.

We have considered the Draft submitted, and recommend that its provisions be agreed to, but that the following suggestions be made:—

Article 6. That no fee for portorage and for the execution of Customs formalities be collected in the Colonies from the addressees of parcels from France.

Article 14. That the introduction of the system of acknowledgments of delivery of parcels remain in abeyance until the system be adopted generally.

Regulation 2. That the postage progress pound by pound, instead of in steps of 2 lbs., 7 lbs., and 11 lbs., as more consistent with the Colonial and English practice.

Regulation 6-3. That the Customs declaration forms be drawn up in the English language, and bear a sublineary translation in French, as is done with Postal Union forms.

Regulation 8-3. That the provision that mails "be landed as far as possible at the Custom House" be omitted as unnecessary, as Customs work is done at the Post Offices.

That it be provided that the cost of receptacles be shared equally between the countries of exchange.

Regulation 12. That in lieu of this a simple regulation providing for the preparation of a quarterly account, and for the payment of the balance due as early as possible after the same has been ascertained, be substituted.

No. 35.—*Redirection of Parcel Post Packets.*

With reference to a letter from the Calcutta Post Office of 7th August, 1894, on the subject of Redirection of Parcels, we recommend that the Colonies agree to the substitution of Article 14 of the Union Convention which provides for payment being made in all cases of redirection of parcels to other Postal Administrations, or of their return (owing to non-delivery) to the office of origin, in lieu of Article 2 of the existing arrangement between the two countries.

No. 36.—*Reduction of Commission on Money Orders to United Kingdom.*

The London Office wrote suggesting a reduction of Australian Rates on Money Orders to the United Kingdom. The rates in Great Britain and the Colonies are as follows:—

Rates charged in United Kingdom.

INLAND MONEY ORDERS.					
For sums not over	£1.	£2.	£4.	£7.	£10.
the charge is.....	2d.	3d.	4d.	5d.	6d.
FOREIGN MONEY ORDERS.					
For sums not over	£2.	£5.	£7.	£10.	
the charge is.....	6d.	1s.	1s. 6d.	2s.	

The Rates of Commission charged in the various Colonies on Money Orders issued on the United Kingdom are as follows:—

COLONY.	To £2.	To £5.	To £7.	To £10.	
South Australia and West Australia	1s.	2s.	3s.	4s.	
Victoria, New South Wales, and Tasmania.....	1s.	2s. 6d.	3s. 6d.	5s.	
	To £2.	To £4.	To £6.	To £8.	To £10.
Queensland and New Zealand.....	1s.	2s.	3s.	4s.	5s.

We are of opinion that although our rates are somewhat high, the present is not an opportune time for making any reduction.

No. 37.—*Telegraph Money Order Regulations.*

It appears that since the Conference at Wellington, at which it was decided that each Colony should adopt within its own territory such rules as it might deem fit for its own and the public protection, and that the result of the working be reported to the next Conference, we find that no fresh rules have been prepared by any of the Administrations, although some have been drafted and suggestions made by New South Wales and Victoria, the result of the working of which will be reported in due course.

No. 38.—*Issue of Duplicate Money Orders.*

A case having been brought under notice in which Orders were fraudulently negotiated after the issue of duplicates, it was decided the matter receive consideration when fresh regulations for the guidance of Postmasters are framed.

No. 39.—*Universal Postage Stamp: Federal Postage Stamp.*

The question of a universal or international postage stamp having been brought before the Vienna Congress by the Administration of Luxemburg, the Berne Bureau has asked the opinion of the other Administrations of the Union on the matter, and has been informed in reply that it would be considered at the Conference at Hobart, unanimity being desirable among the Colonies.

The Berne Bureau has furnished a great many opinions gleaned from other countries, most of which are adverse to the proposal at present, and the Director of the Bureau himself sums the matter up as follows:—

“I consider that under present conditions, and especially with regard to the diversity of currencies, the difficulties in the way of the creation of a universal postage stamp are too considerable to admit of the introduction of this innovation.”

We entirely concur in the above opinion.

With regard to a “Federal” Stamp, we are of opinion that it is undesirable at present to adopt a Federal Stamp for Australasia.

No. 40.—*Marking Stamps, “Specimen.”*

Under the Vienna Convention each Administration belonging to the Postal Union has to forward to the Berne Bureau, for distribution among the other Administrations, five specimens of its postage stamps (including, of course, stamped envelopes, newspaper wrappers, postcards, &c.), the number required being 730 of every kind, *i.e.*, a quintuple set for each of 146 Administrations. In return, the Departments receive through the Bureau a supply of specimens from all the other Administrations. It is a vexed question whether the stamps sent from Australasia should be unmarked, or bear the word “specimen.”

The Berne Bureau in 1892 intimated that a number of Administrations much preferred that the stamps sent to them should be unmarked, as it is considered that the overprint "injures the clearness of the design," and that the number sent for this official purpose is "so small as to preclude all danger of abuse." The New South Wales office thought the stamps should be marked in some way, but asked the opinion of Melbourne and Adelaide offices. In reply, Melbourne stated that it sent stamps unmarked, but not of any denomination higher than 5s. Adelaide replied that it had sent unmarked stamps, but nevertheless considered that they should have "specimen" printed on them.

On further representations from the Bureau, a statement was prepared showing what was done in other parts of the world, from which it appeared that Forty-eight Administrations placed the word "specimen" or some other imprint upon the stamps. This included Great Britain, which country, however, last year abandoned the custom of marking, at the same time expressing an opinion that the matter was not of sufficient importance to justify interference with the local regulations of other countries, and suggesting that every latitude be allowed to each in this respect: and of the forty-eight above mentioned, several have since left off marking their stamps. On the other hand, eighty-four administrations then (more now) sent unmarked stamps, and it was noted that the face value of the unmarked stamps sent by the United States amounted to over £31,000.

Of the colonies, Tasmania, South Australia, Western Australia, and New South Wales cancel by the word "specimen" or otherwise; whilst Victoria, Queensland, and New Zealand supply unmarked stamps.

Further representations continued to be made by the Berne Bureau, including a very strong request from Austria that "the custom of disfiguring stamps intended for distribution in the Postal Union be abandoned."

The question was considered at the Brisbane Conference, 1893, when it was agreed that "all stamps sent to the Berne Bureau be cancelled or marked "specimen." This decision was communicated to the Bureau, and a proposal has since been made to date-stamp the stamps instead of overprinting "specimen."

The majority of us are of opinion that these stamps should either be marked "specimen" or defaced with the date-stamp.

Importation of Electrotpe fac-similes.

It was reported that the New South Wales Post Office had stopped a number of packets addressed to a firm in Sydney containing electrotypes of some of the postage stamps of the various Colonies, on the grounds that *fac-similes* of the stamps in use might be printed from the electrotypes. The addressees appealed to the Department to deliver the electrotypes, at any rate of the other Colonies. This however was refused, unless they chose to obtain the consent of the various Administrations. They have accordingly applied to the other Colonies offering to place a bar across the electrotypes, so as to deface the stamps, and to give a guarantee bond that the electros will only be used to illustrate catalogues and price lists.

We endorse the action of New South Wales, and think it most undesirable that these exact reproductions of our stamps should be allowed to be brought into the Colonies, or used in any form. Under the Postal Acts of all the Colonies it is illegal to imitate any postage stamp.

41.—*Patent Envelopes.*

Applications have been made to the Postal Administrations of the Colonies to allow patent envelopes bearing a postage stamp of the proper value embossed by the Post Office, a portion of which stamp is impressed on the leaflets (containing advertisements) enclosed in the envelopes. These envelopes the applicants propose to sell to the public at half the face value of the stamp, trusting to be recouped by charges for the advertisements on the enclosed leaflets. We see grave objections to acceding to the request, and recommend that the Post Office should refuse to comply with their wishes.

No. 42.—*Postal Note System, England.*

The London Office was communicated with, but declined to exchange Postal Notes on account of the great risk.

No. 43.—*Arbitrary Marks in Newspapers to convey information of a personal nature.*

We do not advise that the present system of allowing certain marks calling attention to paragraphs be extended.

No. 44.—*Enclosure of printed Papers in Newspapers.*

We recommend that the Australasian Convention Rules be adhered to with respect to printed Papers in Newspapers which exclude Placards, Insets, Advertisement Sheets, &c.

No. 45.—*Payment for Conveyance of Letters in English Mails in transit—Victoria to Tasmania.*

Victoria reports that a Bill has been drafted providing for reduction in Sea Transit Rates of Mails to Tasmania.

No. 47.—*Postal Union (Sea Transit Rates).*

In September last the great inequality of the rates of payment for the sea transit of mails for Postal Union countries was brought under notice by the Sydney Post Office, special attention being drawn to the case of mails for New Caledonia, as follows :—

Under Article 4 of the Vienna Convention, the French Post Office claims from this office for the conveyance of mails by French mail vessels from Sydney to New Caledonia, a distance of 1060 miles, the rates of 15 francs per kilogramme of letters or postcards, and 1 franc per kilogramme of other articles, the same rates as would be charged from Adelaide to Marseilles, a distance of 9240 miles; whilst on mails from France to New Caledonia, conveyed from Italy to Adelaide by P. & O. and Orient vessels, and from Sydney to New Caledonia by non-contract packets, at a cost to this office of 2s. per lb. of letters or postcards, and 4s. 6d. per cwt. of other articles, this office is allowed for the latter service 1 franc 57 centimes per kilogramme (7d. per lb.) of letters or postcards, and 10 centimes per kilogramme ($\frac{1}{2}$ d. per lb., or 4s. 3d. per cwt.) of other articles. In other words, France claims for the conveyance of New South Wales mail matter from Sydney to New Caledonia about ten times the rates allowed to New South Wales for the conveyance of French mails between the same places.

In the case of other mails, also, great inequalities exist. The stipulations in the Postal Convention were made before the Australasian Colonies joined the Postal Union, and their operation in this way may not have been foreseen, but it appeared to be imperative that these Colonies should press for a more equitable arrangement.

The Adelaide Office was therefore asked by New South Wales (26 September, 1894) to communicate with the other Colonies and obtain their assent to submitting the following proposals to the Berne Bureau (in terms of Article 26 of the Convention) for the consideration of Postal Union countries; viz.—

That in lieu of Subsection 2° 3§ of Article 4 of the Vienna Principal Convention, the following be substituted; viz.—

“ For sea transits :—	Letters or Postcards.	Other articles.			
Not exceeding 2500 miles.....	3 francs	20 centimes	}		
Between 2500 and 5000 miles.....	6 ”	40 ”		} per	
“ 5000 and 7500 ”	9 ”	60 ”			} kilogramme.
“ 7500 and 10,000 ”	12 ”	80 ”			
Over 10,000 miles.....	15 ”	1 franc			

That subsections 2° and 4° of §4 of Article 4 be suppressed.

That the necessary amendments be made in Article 5 §2 subsection 1, Article 17 §4 subsection (a) and §5; and §4 of detailed regulations 24 and 25, respectively, in order to bring same into conformity with the changes proposed.”

The matter was referred accordingly to the other Colonies, and the following is an extract from the New Zealand reply :—

“ This Office quite recognises that the case under review presents probably one of the greatest anomalies possible in the application of the long distance sea rates re-enacted by the Vienna Convention, and fully concurs with you that it should be brought under the special notice of the Union Administrations. In my opinion, however, the object sought would be more readily obtained if no definite rates were proposed. Those suggested by New South Wales would traverse the huge Atlantic and European interests created in and before 1878, compared to which the few hundred pounds involved by the Sydney-New Caledonia question sink into insignificance, and while standing but a remote chance of being accepted, they might aid in compromising Great Britain in connection with the growing agitation for the total abolition of sea rates.

“ It is considered not unlikely, however, that the part of the proposal made by Austria-Hungary at the Vienna Conference, but postponed for discussion at Washington, which would fix the sea rates from 300 to 4000 miles at 5 frs. and 50 cts. for letters and other articles respectively, may commend itself to a majority of the Union Administrations, and, if so, Sydney’s difficulty would be effectually met, as its payments to France would be reduced to one-third the present rates.”

We recommend that the matter should be brought before the Berne Bureau and London Office, and that the Australasian Delegate at the next Quinquennial Congress be asked to press for an alteration in Sea Transit Rates.

No. 51.—*Consideration of proposed Official Code Vocabulary.*

There seems to be a misapprehension on this subject. The proposed code was not prepared by the Eastern Extension or any Company, but by the Berne Bureau, by direction of the Paris Convention of 1890. It is not intended to come into operation as regards extra-European countries (of which Australasia is one) until it has been confirmed at the next Telegraph Conference in 1896. We are of opinion that it is very desirable to have a carefully prepared code vocabulary, as many of the present private codes contain inconvenient words, and words so nearly alike as to lead to frequent repetitions through an error possibly of a single letter. Not having seen the vocabulary to which objection is taken, we are unable to form an opinion as to its suitability.

No. 52.—*Registration of Code or abbreviated Addresses (Uniformity of Regulations).*

The Wellington Office telegraphed to the Postmaster-General, South Australia, that “ in England a separate charge is made for each registration at office of delivery. South Australia and Victoria appear to accept registration for the whole of Colony, charging only one fee. The question is—What rule is observed in other Colonies, as uniformity is desirable? ”

Postmaster-General, Adelaide, wrote in reply : " South Australian practice as follows :—

Persons, firms, &c. in Adelaide or any provincial town can have code address entered in Adelaide ; thus—

Phillipson & Co.,
Mount Gambier,

can be entered on Adelaide register, say—

Bonus,
Adelaide.

And we transmit messages on receipt to

Phillipson & Co.,
Mount Gambier,

without any additional charge.

If, however, Phillipson & Co. have offices in several towns, they must register a code to each address. Thus—

Phillipson & Co., Mount Gambier,
Bonus, Adelaide,

Phillipson & Co., Gawler,
Beatrice, Adelaide,

Phillipson & Co., Adelaide,
Burnham, Adelaide,

paying usual fee for each code ; or they may register code at each place, in which case the messages would bear proper names of places.

Thus—

Bonus, Mount Gambier.
Beatrice, Gawler.
Burnham, Adelaide.

The reason why in most cases persons register in Adelaide is because Mount Gambier, Gawler, &c. may not for messages put in at London, or in France, &c., be sufficiently explicit, unless the words ' South Australia ' are added, which increases the cost.

The London Office adopts similar practice. Thus—

Newton & Co.,
Birmingham,

can be registered in London, say—

Portia,
London.

While on the subject of code addresses, it may be mentioned that we do not regard the proper or surname of any individual as a sufficient address, and require it to be registered, as there may be other persons of the same name. Thus—

Thomson, Adelaide,

must be registered.

People complain of this until the reason is explained, when our rule is generally admitted to be a proper one for the protection of the public."

The South Australian rule is the one practically followed in the other Colonies, although we favour the Melbourne modification, which provides that visitors passing through Victoria may register for a month on payment of a fee of 5s.

No. 53.—*Telegraph Code, Alteration of.*

It is recommended the following alterations in the Telegraph Code be made, viz. :—

L, for	_____	substitute	_____
X, for	_____	substitute	_____
Y, for	.. ..	substitute	_____
9, for	_____	substitute	_____
Sig			_____

No. 54.—*Rate on Telegraph Messages to and from New Caledonia.*

We recommend that messages to and from New Caledonia and New Zealand be treated as International Messages, and charged accordingly.

No. 55.—*Fire Alarms—Regulations, &c.*

We recommend that the Laws and Regulations of the various Colonies with regard to Fire Alarms should be uniform, and advise that a code of Regulations be drafted by the Melbourne, Sydney, and Adelaide offices and considered at next Conference, and that the Regulations should embrace the whole question of the erection of wires of private persons erected by the Department.

No. 56.—*Rectifying Telegrams or Repeats for Corrections.*

We recommend that the Regulations and Charges agreed to at Brisbane Conference be adopted, and the following arrangement made, viz.:—"Ask by service memo. for repeat, and if repeat is the same as the original copy to be delivered at a charge of half rate. If there has been an error no charge to be made. If no error, Service Memo. to be paid for as well as the half rate for the repeat. Each office to keep its own receipts.

No. 57.—*Name of Terminal Country to be given in Foreign Telegrams.*

We recommend that in cases of Foreign Telegrams the name of the Terminal Country should be inserted by the sender.

No. 58.—*Reply Paid Telegrams—Mode of accounting for.*

We recommend that this be dealt with departmentally by correspondence.

No. 59.—*Cablegrams "On Service."*

This is now under consideration by the Cable Company.

No. 60.—*Repeated Telegrams—Uniform mode of dealing with.*

We recommend that where a sender of a message pays half rate additional for his message to be repeated, the addressee shall send the repeated copy which is to be delivered to the original sender.

No. 61.—*Precedence of Press Cablegrams.*

We recommend that on communication being restored after an interruption, each day's business should be cleared in order of date of despatch, precedence being given to all press messages of same date. This is practically what the Sydney Chamber of Commerce contends for, and we think such an arrangement will be a fair one for all parties interested. [See par. 8, Report of Conference.]

No. 63.—*Standard Time.*

We beg to report that Standard Time has been adopted by Queensland, New South Wales, Victoria, and South Australia, and that the Colonies of New Zealand, Tasmania, and Western Australia be invited to also adopt Standard Time as agreed to at Wellington Conference.

No. 64.—*Telephone List—Patent arrangement of Alphabetical Index.*

We do not see any necessity to adopt the patent arrangement submitted to the Adelaide Office.

Bulk Newspapers.

Sir Charles Todd read a letter from the Editor of the South Australian *Advertiser* pointing out that two newspapers pass at bulk rate of postage in Victoria, and complaining that a different course is followed in South Australia. We regret that Victoria has departed from the provision of the Convention which requires that no parcel containing less than four newspapers should pass at bulk rates, and are of opinion that the present number of papers for bulk rates should be maintained.

H. V. BAYLY, Chairman.
S. H. LAMBTON.
JAMES SMIBERT.
CHARLES TODD.
W. GRAY.
JOHN M'DONNELL.

Hobart, February 8, 1895.

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAL.

(PARTICULARS RESPECTING EXTENSION OF MAIL CONTRACTS, *VIA SUEZ*.)

Ordered by the Legislative Assembly to be printed, 11 December, 1894.

SCHEDULE.

NO.	PAGE.
1. <i>Précis</i> , Federal Ocean Mail Service, <i>via Suez</i>	1
2. Minute of Postmaster-General. 14 September, 1894.....	3
3. Cablegram from Premier. 28 November, 1894.....	3

No. 1.

Précis, Federal Ocean Mail Service, *via Suez*.

Question of Extension of Contracts.

THE amount paid by each contributing Colony, on the basis of population, toward the cost of the Federal Ocean Mail Service for the year 1893, was as follows, viz:—

	£	s.	d.
New South Wales	26,727	11	8
Victoria	26,382	6	8
Queensland	9,511	3	4
South Australia	7,597	11	8
Tasmania	3,463	16	8
Western Australia	1,317	10	0
	£75,000	0	0
The contribution from the United Kingdom is	95,000	0	0
Total subsidy	£170,000	0	0 per annum.

This contract will expire on 31st January, 1895.

In accordance with a resolution passed at the Postal and Telegraphic Conference, held at Brisbane in 1893, the London Post Office was invited to call for tenders for an improved service for a period of seven years.

In a letter dated the 1st September, 1893, that office pointed out that the time was very short for an exhaustive discussion of the subject, and stated that the Postmaster-General, London, was disposed to think that the present arrangements might be maintained intact until the 31st January, 1898, when the India and China contract, which it is not thought advisable for the Australian Service to overlap, is terminable.

In a subsequent letter, however, dated the 26th January, 1894, it stated that, to obviate any inconvenience to the public at home and in the colonies, the Postmaster-General would be willing to arrange for the continuance of the Service in its present conditions till the 31st January, 1896; and, in accordance with this suggestion, it was resolved at the Postal and Telegraphic Conference held in New Zealand, in March, 1894, to agree to the extension of the present Federal Mail Contracts with the P. and O. and Orient Companies, for a period of one year from the 31st January, 1895.

This decision was communicated to the Postmaster-General, London, who has arranged with the contractors for the extension of the existing arrangements up to the 31st January, 1896. On

On the 25th May, 1894, the Postmaster-General, London, wrote as follows to the Postmaster-General, Adelaide :—

“ Since the settlement of the matter with the contractors, the Postmaster-General has seen a telegram addressed to the Agent-General for Victoria, by his Government, urging the importance to the colonies of the cold storage question, which was the subject of a resolution passed at the Conference. This question will, in due course, be carefully examined by a committee which has been appointed to consider the whole subject of mail communication with the East, and at which the Secretary of State for the Colonies is represented.

“ At the present moment the Postmaster-General is still awaiting the arrival from Wellington of the full text of the resolutions concerning the Federal Mail Service ; and, in the meantime, the resolutions, as telegraphed, do not indicate whether the colonies are prepared for a further extension of the Federal service till the 31st January, 1898, when the India and China mail contract expires.

“ It is observed that one of the Wellington resolutions favours a new Federal contract of five or seven years duration. If either of the terms in question were to be counted from the 1st February, 1898, it is possible, though no promise to that effect can be given, that Her Majesty's Government might consent to renew the Federal Service under fresh conditions, to be carefully debated and settled in the *interim* ; but I may at once say that the Committee referred to above is unanimously opposed to any fresh contract for the Australian Service overlapping the term of the present India and China Service.

“ Mr. Morley, in common with the Committee, attaches great importance to the consideration that, if we are to obtain in the future the most advantageous services to and from the whole East, including Australasia, we must not, at the time of their settlement, be bound to a particular way of serving any one section, or hand over to any competitor so strong a weapon as an assured subsidy over a considerable portion of the system.

“ With reference to the last paragraph but one of my letter of the 26th January last, I am glad to be able to state that the Postmaster-General is now in a position definitely to conclude arrangements for prolonging the Federal Service in all its present conditions till the 31st January, 1898, and that he is willing to do so if the Colonial Governments agree.

“ He feels that if this were done there would be ample time for fully considering all the important points arising out of the wishes of the colonies in regard to the future ; and supposing the Colonial Governments to concur in this view, he would be much obliged if you would telegraph their consent to him as soon as possible after the arrival of this letter.”

A copy of this letter was, in the first instance, sent departmentally by the Postmaster-General, Adelaide, to the Postmaster-General of this Colony, and the late Postmaster-General replied that he had no objection to the proposed extension to 1898.

On the 6th August, a copy of the same letter was forwarded in a despatch from the Premier of South Australia to the Premier of New South Wales.

The Premier of South Australia, in transmitting this letter, suggests that the Agents-General be instructed to confer with above Committee, and place before it the requirements in this respect of the colonies parties to the Federal Mail Contracts.

The questions therefore for decision are whether the late Postmaster-General's approval of the extension to January, 1898, should be confirmed, and whether the suggestion of South Australia to instruct the Agents-General to confer with the English Committee is approved.

STATEMENT showing the approximate net cost to New South Wales for the year 1893 of the mail service per the vessels of the Orient and the Peninsular and Oriental Steam Navigation Companies :—

<i>Dr.</i>	£	s.	d.	£	s.	d.
To New South Wales proportion of Colonial share of subsidy for carriage of mails	26,727	11	8			
Transit of mail matter through European Countries, &c.	4,224	12	11			
Overland transit of mail matter through Australian Colonies, cost of special trains, &c.	2,202	13	6			
				33,154	18	1
<i>Cr.</i>						
By Estimated share of contributions from non-contracting Colonies, &c.	600	0	0			
Estimated share of transit rates on mail matter from European Countries, &c.	720	0	0			
Estimated postages collected in the Colony	18,680	0	0			
				20,000	0	0
Estimated net cost to the Colony in 1893				£13,154	18	1
The estimated net cost to the Colony in 1892 was				£13,274	8	5

No. 2.

Minute by The Postmaster-General.

I AM of opinion that the resolution of the New Zealand Conference of March last to extend the present mail contracts with the P. and O. and Orient Companies for one year only from the 31st January, 1895, should be adhered to.

Should the Committee, which the Postmaster-General of Great Britain states has been appointed to report upon the various questions involved in the future contracts, be unable to complete its labours in sufficient time, or should other circumstances arise to render a further extension necessary, I see no objection to our considering, later on, the question of a further extension for one year more, *i.e.*, for one year from 31st January, 1896.

There is no objection, I think, to the Agents-General being instructed to confer with the English Committee and advise that this be done.

Perhaps the Hon. the Premier will be good enough to communicate with the Premier of South Australia, and instruct the Agent-General, as proposed.

J. COOK,
14/9/94.

The Under Secretary for Finance and Trade.—S.H.L., 15/9/94. Submitted.—F.K., 17/9/94.
Approved.—G.H.R., 28/11/94. Mr. Ross.—F.K., 28/11/94. Agent-General and Premier, South
Australia, informed accordingly.—M.R., 28/11/94. The Deputy Postmaster-General.—F.K., 28/11/94.

No. 3.

Cablegram from The Premier, Sydney, to The Agent-General, London.

28 November, 1894.

EXTENSION of mail contracts P. and O. and Orient Companies. This Government has decided to adhere to resolution of the New Zealand Conference of March, that is to say, extension for one year only. Desire you to place our views before Committee for Mail Communication with the East. If necessary will be prepared later on to consider further extension for another year, that is to say, one year from 31st January, 1896.

[A copy of the Report of Proceedings at the New Zealand Conference has already been laid before Parliament, on the 6th September, 1894.]

1894.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SAN FRANCISCO MAIL SERVICE.
(PARTICULARS RESPECTING RENEWAL OF THE.)

Ordered by the Legislative Assembly to be printed, 5 December, 1894.

NO.	SCHEDULE.	PAGE.
1.	Secretary, General Post Office, Wellington, to Deputy Postmaster-General, Sydney. 29 October, 1894, with enclosure	1
2.	<i>Précis</i> re the San Francisco Mail Service	2
3.	Minute of Cabinet. 20 November, 1894	2
4.	Extract from Proceedings at New Zealand Conference	2
5.	Telegram from Deputy Postmaster-General, Sydney, to Secretary, General Post Office, Wellington. 20 November, 1894	3
6.	Telegram from Secretary, General Post Office, Wellington, to Deputy Postmaster-General, Sydney. 23 November, 1894	3
7.	Deputy Postmaster-General, Sydney, to Secretary, General Post Office, Wellington. 26 November, 1894	3
8.	Statement of cost of Service to New South Wales	3

No. 1.

The Secretary to General Post Office, Wellington, New Zealand, to The Deputy Postmaster-General, Sydney.

Sir,

General Post Office, Wellington, 29 October, 1894.

I have the honor by direction to forward herewith copy of resolutions passed in the House of Representatives of this Colony on the 12th instant, in reference to the renewal of the San Francisco mail service for a period not exceeding three years.

Government has decided that the renewal shall be from year to year, and the contractors have accordingly been asked to renew for another twelve months.

The Postmaster-General understands that your Government will continue its contribution of £4,000 a year.

I have, &c.,

THOMAS ROSE

(For Secretary).

Submitted. It was understood at the New Zealand Conference that this Colony would, subject to the approval of Parliament, continue its contribution of £4,000 for another year at any rate.—S.H.L., 13/11/94.

Approved.—J.C., 13/11/94, subject to approval of Cabinet to-morrow.

[Enclosure.]

EXTRACT from the Journals of the House of Representatives, Friday, the 12th day of October, 1894.

Resolved,—

1. That this House empowers the Government to arrange for a renewal of the San Francisco mail service for a period not exceeding three years.
2. That the basis of the payment for conveyance of mails from New Zealand shall be a rate of 11s. per pound on the net weight of the letters conveyed.
3. That all payments or contributions from Great Britain or other countries shall be receivable by the contractors, the Colony's direct liability to be for payment of its outward letters only.
4. That at least one New Zealand steamer in three shall be employed.

5.

5. That the time between San Francisco and New Zealand shall not exceed twenty days. The port of call in the Colony to be Auckland or Wellington, at the option of the contractors. No bonus to be paid for early arrival, and penalties, at the rate of £4 an hour, to be enforced only when late delivery exceeds 48 hours.

6. That all the provisions of the existing agreement, where not at variance with the foregoing provisions, shall be applicable to any new contract made under this authority.

On motion of Hon. Mr. Ward.

A true extract,
GEORGE FRIEND,
Clerk of the House of Representatives.

No. 2.

Précis re the San Francisco Mail Service.

PAPERS show that the mail service between Sydney and San Francisco, *via* New Zealand, has been carried on for about twenty-five years. Formerly, New South Wales was a party to the contract, but latterly the contract has been between New Zealand and the Union Steamship Company only, this Colony, instead of paying a subsidy, paying for carriage of its mails according to their weight. In November, 1892, the contract expired, and it was represented that owing to loss by reduction of postage to 2½d., cessation of contribution by the Imperial Government, &c., the mail service could not be continued unless this Colony contributed more largely. It was not thought advisable to allow it to drop, and the contract was renewed on New South Wales agreeing to pay £4,000 for conveyance of its mails for one year, till November, 1893. On expiry then, the contract was again renewed for another year on the same terms.

The question of what should be done when it expired this month came up at the Postal Conference at Wellington, N.Z., last March, when a resolution in favour of continuance on the same terms was passed. (See extract from proceedings attached.)

A letter from New Zealand now states that their Government has decided to renew the contract from year to year, and asks this Government to continue its contribution of £4,000.

No. 3.

Minute of the Cabinet.

THE Cabinet approve of an extension for one year of this contract subject to the approval of Parliament.

G.H.R., 20/11/94.

No. 4.

Extract from Proceedings at the Postal and Telegraph Conference, Wellington, New Zealand, 6th March, 1894.

SAN FRANCISCO MAIL SERVICE.

The Hon. Mr. WARD (New Zealand), seconded by the Hon. Mr. KIDD (New South Wales), moved, and the question was proposed,—That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line, and that further representations be made to obtain a reduction in the heavy overland charges.

Debate arose thereupon.

Hon. Mr. WARD (New Zealand) having moved the above resolution,

Hon. Mr. WILSON (Queensland): I do not think anything can be gained by discussing this matter, as the reply from the United States Government was unfavourable.

Hon. Mr. KIDD (New South Wales): Sir, I second the resolution. At the same time I should like to get some expression of opinion from yourself as to what you intend to do with regard to the renewal of the contract. I wish to reiterate what we have said before, that we are prepared to subsidise to the same extent. Of course, all subsidies are with the approval of Parliament. The present contract falls in in November next.

Hon. Mr. WARD (New Zealand): I am prepared to renew the contract for this service. Three years was the last term we renewed it for, and I am disposed to renew it for a similar period.

Hon. Mr. KIDD (New South Wales): Before we renew the service we may have an opportunity of getting them to agree to the resolution which we have just passed. They might arrange their arrival and departure so as to make a fortnightly service. If you carry out your intention with regard to Vancouver with the Huddart-Parker Company, it would be a favourable opportunity for you to know that, so as to get them to fall in with an arrangement of that kind to give you a fortnightly service.

Hon. Mr. WARD (New Zealand): I will undertake to see that provision is made for the service being a fortnightly one, assuming the Vancouver service is established, and we shall thus have a fortnightly service.

Then, the question being put, it was resolved in the affirmative.

Resolved, That, in the opinion of this Conference, it is desirable that a four-weekly service *via* San Francisco be continued, and that strong representations be again made to the United States Government, pointing out the inadequate support given to the service by them, and urging for an increased payment in support of the line, and that further representations be made to obtain a reduction in the heavy overland charges.

No. 5.

Telegram from The Deputy Postmaster-General, Sydney, to The Secretary, General Post Office, Wellington.

20 November, 1894.

Re your letter 29th ultimo, Cabinet has approved of this Colony continuing contribution of £4,000 to Frisco service for another year, subject to approval of Parliament.

No. 6.

Telegram from The Secretary, General Post Office, Wellington, to The Deputy Postmaster-General, Sydney.

23 November, 1894.

FRISCO service. Postmaster General has accepted "Arawa" in the place of "Monowai," commencing with outgoing mails. He has also proposed to make the renewal of the service for the full term of three years conditionally on the speed being improved.

GRAY.

Submitted.—S.P.L., 23/11/94. Seen.—J.C., 23/11/94.

No. 7.

The Deputy Postmaster-General, Sydney, to The Secretary, General Post Office, Wellington.

Postal and Electric Telegraph Department,
General Post Office, Sydney, 26 November, 1894.

Sir,

I am directed to acknowledge receipt of your cablegram of the 23rd instant, stating "Frisco service. Postmaster-General has accepted 'Arawa' in the place of 'Monowai,' commencing with outgoing mails. He has also proposed to make the renewal of the service for the full term of three years conditionally on the speed being improved." I take this opportunity of confirming the wire sent you on 20th instant, as follows:—"Re your letter 29th ultimo, Cabinet has approved of this Colony continuing contribution of £4,000 to Frisco service for another year, subject to approval of Parliament."

I have, &c.,

S. H. LAMBTON.

No. 8.

STATEMENT showing the approximate net cost to the Colony of the San Francisco Mail Service for the year 1893 per the vessels of the Union Steamship Company of New Zealand:—

<i>Dr.</i>	£	s.	d.	£	s.	d.
To payments to New Zealand for the carriage of mails ...	4,000	0	0			
Cost of land and sea transit of mail matter for places beyond the United States of America ...	50	0	0			
				4,050	0	0
<i>Cr.</i>						
By estimated postages collected in the Colony ...				2,000	0	0
Estimated net cost to the Colony ...				£2,050	0	0
The estimated net cost for 1892 was ...				£124	12	6

1894-5.

NEW SOUTH WALES.

THE ADHESION OF NEW SOUTH WALES TO THE ANGLO-FRENCH POSTAL CONVENTION, 1890.

(DESPATCH.)

Presented to Parliament by Command.

SCHEDULE.

NO.	PAGE.
1. Despatch from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor. 9 May, 1891 (with enclosures)	1
2. Despatch from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor. 12 August, 1891 (with enclosure)	5
3. Despatch from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor. 30 March, 1894	8
4. Minute of Principal Under Secretary. July, 1894	8
5. Despatch from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor. 26 October, 1894 (with enclosure)	9

No. 1.

The Right Honorable the Secretary of State for the Colonies to His Excellency the Governor of New South Wales.

Sir,

Downing-street, 9 May, 1891.

I have the honor to transmit to you two documents (1) a printed copy, as presented to Parliament, of a convention between Her Majesty the Queen and the President of the French Republic, respecting Postal communications, signed at London, on the 30th of August, 1890, the ratifications of which were exchanged at London, on the 23rd of March last; (2) a copy of a Bill which has been introduced into and passed by the House of Commons, "to enable Her Majesty in Council to carry into effect conventions with foreign States respecting ships engaged in Postal service."

I have to draw your attention to Article XV of the convention, and to request that I may be informed, as early as possible, whether your Ministers desire (as Her Majesty's Government trust will be the case) that the stipulations of the convention shall be made applicable to the Colony under your Government. You will observe that in that case it will be necessary that notice should be given by Her Britannic Majesty's representative at Paris to the Government of the French Republic within one year from the 30th of August, 1890, the date of the signature of the convention, and I should be therefore glad to be informed by telegraph whether your Government decide to adhere to the convention or not, and, in the former case, whether they would introduce in the Colonial Legislature the legislative measure necessary for giving effect to it, or would prefer that the Imperial Act when passed should be made applicable to the Colony by order of the Queen in Council.

I have, &c.,

KNUTSFORD.

[Enclosure No. 1.]

CONVENTION between Her Majesty and the President of the French Republic respecting Postal Communications, signed at London, 30th August, 1890, presented to both Houses of Parliament by Command of Her Majesty, April, 1891.

*Signed at London, 30th August 1890.**[Ratifications exchanged at London, 23rd March, 1891.]*

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the President of the French Republic, alike animated with the desire to fix the special treatment to be accorded to British packets in the ports of France and of the French Colonies and Possessions and to French packets in the ports of the United Kingdom and of the British Colonies and Possessions,

SA Majesté la Reine du Royaume-Uni de la Grande-Bretagne et d'Irlande, et le Président de la République Française également animés du désir de déterminer le régime spécial accordé aux paquebots-poste Anglais dans les ports de la France et des Colonies et possessions Françaises, ainsi qu'aux paquebots-poste Français dans les ports du Royaume-Uni et des Colonies et possessions Britanniques, et usant de la

and availing themselves of the right reserved to the Contracting Parties by the Convention of the Universal Postal Union, have resolved to conclude a Convention to that end, and have named for their Plenipotentiaries :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honorable Robert Arthur Talbot Gascoyne Cecil, Marquis of Salisbury, Earl of Salisbury, Viscount Cranborne, Baron Cecil, Peer of the United Kingdom, Knight of the Most Noble Order of the Garter, Member of Her Majesty's Most Honorable Privy Council, Her Majesty's Principal Secretary of State for Foreign Affairs, &c. ;

And the President of the French Republic, M. William Henri Waddington, Senator, Member of the Institute, &c., Ambassador of the French Republic to Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India ;

Who have agreed upon the following Articles :—

ARTICLE I.

Between the Postal Administration of France and the Postal Administration of Great Britain there shall be a regular exchange of correspondence of all kinds, which shall be effected by means of two steam-packet services which shall continue to be maintained or subsidised, the one by the French Government, and the other by the British Government, on the line between Calais and Dover.

The French Postal Administration and the British Postal Administration shall regulate, by common consent and in accordance with the mutual interests of both countries, the days and hours of departure and arrival of the subsidised packets.

ARTICLE II.

Independently of the correspondence which shall be exchanged between the Postal Administrations of the two countries by the means indicated in the preceding Article, those Administrations may reciprocally forward from one to the other correspondence of all kinds by the several means hereinafter mentioned, namely: (1) by such packets as the French Government and the British Government may respectively think it right to maintain, to freight, or to subsidise, for the conveyance of correspondence ; (2) by merchant-ships plying between French ports and British ports.

ARTICLE III.

The commanders of British and French merchant-ships sailing from the ports of France or Algeria for the United Kingdom of Great Britain and Ireland, on the one part, and the commanders of British and French merchant-ships sailing from the ports of the United Kingdom of Great Britain and Ireland for France or Algeria, on the other part, shall be bound to take charge of the mails which the post-offices at the ports of departure may have to deliver to them.

ARTICLE IV.

The charges for the sea conveyance of correspondence exchanged between the French Postal Administration and the British Postal Administration by means of non-contract merchant-ships shall be paid to the commanders or owners of those vessels by the Postal Administration of the country of origin, namely :—

1. At the rate of 5 fr. per kilog. of letters and post-cards ;
2. At the rate of 50 centimes per kilog. of other articles.

faculté réservée aux Parties Contractantes par la Convention de l'Union Postale Universelle, ont résolu de conclure, à cet effet, une Convention, et ont nommé pour leurs Plénipotentiaires :

Sa Majesté la Reine du Royaume-Uni de la Grande-Bretagne et d'Irlande, le Très Honorable Robert Arthur Talbot Gascoyne Cecil, Marquis de Salisbury, Comte de Salisbury, Vicomte Cranborne, Baron Cecil, Pair du Royaume-Uni, Chevalier du Très Noble Ordre de la Jarretière, Membre du Très Honorable Conseil Privé de Sa Majesté, Principal Secrétaire d'Etat de sa Majesté, au Département des Affaires Etrangères, &c. ;

Et le Président de la République Française, M. William Henri Waddington, Sénateur, Membre de l'Institut, &c., Ambassadeur de la République Française près Sa Majesté la Reine du Royaume-Uni de la Grande-Bretagne et d'Irlande, Impératrice des Indes ;

Lesquels sont convenus des Articles suivants :—

ARTICLE I.

Il y aura entre l'Administration des Postes de France et l'Administration des Postes Britanniques un échange régulier de correspondances de toute nature, au moyen de deux services de paquebots à vapeur, qui continueront à être entretenus ou subventionnés, l'un par le Gouvernement Français et l'autre par le Gouvernement Britannique, sur la ligne de Calais à Douvres.

L'Administration des Postes de France et l'Administration des Postes Britanniques régleront, de concert et dans l'intérêt bien entendu des deux pays, les jours et heures de départ et d'arrivée des paquebots subventionnés.

ARTICLE II.

Indépendamment des correspondances qui seront échangées entre les Administrations des Postes des deux pays par la voie indiquée dans l'Article précédent, ces Administrations pourront s'expédier réciproquement des correspondances de toute nature par les différentes voies ci-après désignées, savoir : (1^o) par les paquebots que le Gouvernement Français et le Gouvernement Britannique pourront respectivement juger à propos d'entretenir, de fréter, ou de subventionner pour opérer le transport des correspondances ; (2^o) par les bâtiments du commerce naviguant entre les ports Français et les ports Britanniques.

ARTICLE III.

Les capitaines des navires Français et des navires Britanniques du commerce devant appareiller des ports de la France ou de l'Algérie pour le Royaume-Uni de la Grande-Bretagne et d'Irlande, d'une part, et les capitaines des navires Français et de navires Britanniques du commerce devant appareiller des ports du Royaume-Uni de la Grande-Bretagne et d'Irlande pour la France ou l'Algérie, d'autre part, seront tenus de se charger des dépêches que les bureaux de poste des ports de départ pourraient avoir à leur remettre.

ARTICLE IV.

Les frais résultant du transport par mer des correspondances échangées entre l'Administration des Postes de France et l'Administration des Postes Britanniques par la voie des bâtiments libres de commerce, seront payés aux capitaines ou armateurs de ces bâtiments par l'Administration des Postes du pays d'origine savoir :—

1. A raison de 5 fr. par kilog. de lettres et cartes postales ;
2. A raison de 50 centimes par kilog. d'autres objets.

ARTICLE

ARTICLE V.

When the packets employed by the French Postal Administration and by the British Postal Administration are national vessels owned by the State, or vessels belonging to Companies subsidised for the execution of postal service, such packets cannot be diverted from their destination nor be liable to seizure, embargo, or "Arrêt de Prince."

Passengers on such packets, who may not desire to go on shore during the vessel's stay in a port of either State, cannot be, on any account, taken from on board.

Nevertheless, the local authorities may claim the expulsion from on board of persons wanted in pursuance of a regular warrant for any crimes or offences who may have taken refuge or embarked in mail-boats, and, in case of necessity, searches may be carried out on board such vessels by the competent authorities. The individuals in question shall then be handed over to them.

It is, however, agreed that the authorities cannot proceed on board unless they have previously given notice, at least one hour before the search, to the Consulate or Vice-Consulate, in order that the Consul or Vice-Consul, or his delegate, may be present at the searches in question. The letter giving notice shall be addressed to the Consul or Vice-Consul, and shall state the exact hour, and if the Agents neglect either to appear in person or to be represented, the proceedings shall go on in their absence.

The execution of such measures shall not delay the departure of the vessel for more than an hour after the time of departure fixed in the time-tables of the Company, which must be duly communicated by the respective Companies to the authorities of each port of call.

The present Article shall not apply to packets entrusted with a mail service and belonging to Companies subsidised by either State, until a bond has been entered into, once for all, by the said Companies to satisfy, after due hearing and definitive decision, the legal consequences of any liability incurred either by the captains of their packets or by the Companies themselves.

The aforesaid bond must be guaranteed by a security within the jurisdiction of the Tribunals of the country in which the bond may have been entered into.

ARTICLE VI.

The packets of the two Administrations shall be at liberty to take on board, or land at the ports of the two countries at which they touch, whether regularly or accidentally, specie and gold and silver bullion, as well as passengers, of whatever nation they may be, with their wearing apparel or baggage, on condition that the captains of those packets shall submit to the Sanitary, Police, and Customs Regulations of those ports concerning the arrival and departure of travellers and merchandise.

ARTICLE VII.

The packets of the two Administrations may enter and leave the ports of the two States at any hour of the day or night. They may also, if they think proper, without anchoring, embark or disembark the mails and passengers, in the roads or at the entrance of the harbours, so long as they observe the Regulations referred to in the preceding Article.

ARTICLE VIII.

Whenever a packet carrying mails shall be compelled to put into any port of either of the two States other than that at which such packet ought to touch, the Administration on whose territory the said mails shall be landed shall use the most certain and expeditious means of forwarding them to their destination.

ARTICLE V.

Lorsque les paquebots employés par l'Administration des Postes de France et par l'Administration des Postes Britanniques seront des bâtiments nationaux propriété de l'Etat, ou des bâtiments appartenant à des Compagnies subventionnées pour l'exécution du service postal, ces paquebots ne pourront être détournés de leur destination ni être sujet à saisie-arrêt, embargo, ou Arrêt de Prince.

Les passagers admis sur ces paquebots, qui ne jugeraient pas à propos de descendre à terre pendant la relâche dans un port de l'un et l'autre Etat ne pourront sous aucun prétexte être enlevés du bord.

Néanmoins les autorités locales pourront réclamer l'expulsion du bord des individus recherchés en vertu d'un mandat régulier, pour cause de crimes ou délits, et qui se seraient réfugiés ou embarqués sur des paquebots-poste, et, en cas de nécessité, des recherches pourront être faites à bord de ces paquebots par les autorités compétentes. Les individus dont il s'agit seront alors remis entre leurs mains.

Il est, d'ailleurs, convenu que ces autorités ne devront se rendre à bord qu'après avoir donné préalablement, c'est-à-dire, au moins une heure avant l'opération, avis au Consulat ou Vice-Consulat, afin que le Consul ou Vice-Consul, ou son délégué assiste aux recherches en question. La lettre d'avis qui sera adressée au Consul ou Vice-Consul indiquera une heure précise, et si les Agents négligeaient de s'y rendre en personne ou de se faire représenter par un délégué, il sera procédé en leur absence.

L'exécution de ces mesures ne pourra retarder le départ du navire plus d'une heure après l'heure du départ fixée par les horaires de la Compagnie, horaires qui devront être dûment communiqués par ces Compagnies aux autorités de chaque port de relâche.

Le présent Article n'aura d'application à l'égard des paquebots chargés d'un service postal, et appartenant à des Compagnies subventionnées par l'un ou l'autre Etat, qu'après engagement pris, une fois pour toutes, par les dites Compagnies, de satisfaire, après avoir été dûment entendues, et après décisions définitives, aux conséquences légales des responsabilités qui auraient été encourues tant par les capitaines de leurs paquebots que par elles-mêmes.

Le susdit engagement devra être garanti par une caution justiciable des Tribunaux du pays dans lequel cet engagement aura été souscrit.

ARTICLE VI.

Les paquebots des deux Administrations pourront embarquer ou débarquer dans les ports des deux Etats où ils aborderont, soit régulièrement, soit accidentellement, des espèces et des matières d'or ou d'argent, ainsi que des passagers de quelque nation qu'ils puissent être, avec leurs hardes ou effets personnels, sous la condition que les capitaines de ces paquebots se soumettront aux Règlements Sanitaires de Police et de Douane de ces ports, concernant l'entrée et la sortie des voyageurs et des marchandises.

ARTICLE VII.

Les paquebots des deux Administrations pourront entrer dans les ports des deux Etats ou en sortir à toute heure du jour ou de la nuit. Ils pourront aussi, sans mouiller, s'ils le jugent convenable, envoyer ou faire prendre en radé ou à portée des ports, la correspondance et les passagers, sauf observation des Règlements mentionnés dans l'Article précédent.

ARTICLE VIII.

En cas de relâche forcée d'un paquebot porteur de dépêches, dans un port de l'un des deux Etats, autre que celui où ce paquebot devait aborder, l'Administration sur le territoire de laquelle ces dépêches auront été débarquées devra employer les moyens les plus sûrs et les plus prompts pour les faire parvenir à destination.

ARTICLE

ARTICLE IX.

In case of war between the two nations, the packets of the two Administrations shall continue their navigation, without impediment or molestation, until a notification is made on the part of either of the two Governments of the discontinuance of postal communications; in which case they shall be permitted to return freely, and under special protection, to their respective ports.

ARTICLE X.

The captains of the packets engaged in the conveyance of the respective mails of the two Administrations are forbidden to take charge of any letter not included in those mails, with the exception, however, of despatches of their Governments. They must take care that no letters are conveyed illegally by the crews or passengers, and they must give information in the proper quarter of any infringement which may be committed in this respect.

ARTICLE XI.

There shall be reserved in the vans, carriages, or trucks conveying between Modane and Calais the mails from the East Indies for Great Britain, or from Great Britain for the East Indies, a place free of charge for a British courier, who shall keep the said mails under his special care, and who shall have the right to be present at the disinfection of the correspondence contained in those mails whenever it shall take place, and at all other operations to which the said correspondence may be subjected.

The same advantages shall be granted in the territory of Great Britain to the couriers of the French Postal Administration, should that Administration think proper to send a French courier in charge of mails containing correspondence from or for France passing through Great Britain and paid for at special transit rates.

ARTICLE XII.

The British Postal Administration and the Postal Administration of France shall nominate, by mutual consent, the offices through which the exchange of correspondence shall respectively take place. They shall also determine the direction of the correspondence reciprocally transmitted, and shall settle the arrangements relating to the preparation and liquidation of the accounts arising out of the reciprocal transmission of correspondence, as well as every other matter of detail or arrangement necessary to insure the execution of the stipulations contained in the present Convention.

It is understood that the measures above alluded to may be modified by the two Administrations whenever those Administrations recognise, by mutual consent, the necessity for modification.

ARTICLE XIII.

The Postal Administrations of the two countries are authorised to determine, by mutual consent, the conditions of the conveyance, by French services, of the mails to or from British Colonies not comprised in the Postal Union, as well as the conditions of the conveyance, by British services, of the mails of French origin destined for those Colonies, or passing in transit through their territories.

The same administrations may also fix, by mutual consent, the rates of postage applicable to correspondence exchanged between France and French Colonies on one side, and British Colonies not comprised in the Postal Union on the other side.

ARTICLE IX.

En cas de guerre entre les deux nations, les paquebots des deux Administrations continueront leur navigation sans obstacle ni molestation, jusqu'à notification de la rupture des communications postales faite par l'un des deux Gouvernements, auquel cas il leur sera permis de retourner librement, et sous protection spéciale dans leurs ports respectifs.

ARTICLE X.

Il est défendu aux commandants des paquebots employés au transport des dépêches respectives des deux Administrations, de se charger d'aucune lettre en dehors de ces dépêches, excepté, toutefois, celles de leur Gouvernement. Ils veilleront à ce qu'il ne soit pas transporté de lettres en fraude par leurs équipages ou par les passagers, et ils dénonceront à qui de droit les infractions qui pourront être commises.

ARTICLE XI.

Il sera réservé dans le fourgons, voitures, ou wagons qui transporteront entre Modane et Calais les dépêches des Indes Orientales pour la Grande-Bretagne, ou de la Grande-Bretagne pour les Indes Orientales, une place gratuite pour un courrier Britannique, qui conservera les dites dépêches sous sa garde particulière, et qui pourra assister à la purification des correspondances contenues dans ces dépêches toutes les fois qu'elle devra avoir lieu, et à toutes les autres opérations auxquelles ces correspondances pourraient être soumises.

Les mêmes avantages seront accordés sur le territoire de la Grande-Bretagne aux courriers de l'Administration des Postes de France, dans le cas où cette Administration jugerait à propos de faire accompagner par un courrier Français les dépêches contenant les correspondances de ou pour la France transitant par la Grande-Bretagne et donnant lieu à des frais de transit spéciaux.

ARTICLE XII.

L'Administration des Postes Britanniques et l'Administration des Postes de France désigneront, d'un commun accord, les bureaux par lesquelles devra avoir lieu l'échange des correspondances respectives. Elles régleront également la direction des correspondances transmises réciproquement, et arrêteront les dispositions relatives à la formation et à la liquidation des comptes résultant de la transmission réciproque des correspondances, ainsi que toute autre mesure de détail ou d'ordre nécessaire pour assurer l'exécution des stipulations de la présente Convention.

Il est entendu que les mesures désignées ci-dessus pourront être modifiées par les deux Administrations toutes les fois que, d'un commun accord, ces deux Administrations en reconnaîtront la nécessité.

ARTICLE XIII.

Les Administrations Postales des deux pays sont autorisées à déterminer, d'un commun accord, les conditions de transport, par les services Français, des malles à destination ou provenant des Colonies Britanniques non comprises dans l'Union Postale, aussi bien que les conditions de transport, par les services Anglais, des malles d'origine Française destinées à ces Colonies, ou passant en transit par leurs territoires.

Les mêmes Administrations peuvent aussi fixer d'un mutuel accord, les tarifs postaux applicables aux correspondances échangées entre la France et les Colonies Françaises d'une part, et les Colonies Anglaises non comprises dans l'Union Postale d'autre part.

ARTICLE XIV.

The present Convention shall be carried into effect as soon as possible, and it shall continue in force until one of the two Contracting Parties shall have announced to the other, one year in advance, its intention to terminate it.

ARTICLE XV.

The stipulations of the present Convention shall be applicable to all the Colonies and possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to:—

India.
The Dominion of Canada.
Newfoundland.
The Cape.
Natal.
New South Wales.
Victoria.
Queensland.
Tasmania.
South Australia.
Western Australia.
New Zealand.

Provided always that the stipulations of the present Convention shall be made applicable to any of the abovenamed Colonies or possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative at Paris to the Government of the French Republic within one year from the date of the signature of the present Convention.

The Government of Her Britannic Majesty engages to invite the Governors of these Colonies to recommend the adoption of the present Convention to the proper authorities.

The stipulations of the present Convention shall be applicable to all the Colonies and possessions of France.

ARTICLE XVI.

The present Convention shall be ratified, and the ratifications shall be exchanged as soon as possible.

In witness whereof, the Undersigned have signed the present Convention, and have affixed thereto the seal of their arms.

Done at London, the 30th day of August, 1890.

(L.S.)
(L.S.)

SALISBURY.
WADDINGTON.

ARTICLE XIV.

La présente Convention sera mise à exécution le plus tôt possible, et elle demeurera obligatoire jusqu'à ce que l'une des deux Parties Contractantes ait annoncé à l'autre, un an à l'avance, son intention d'en faire cesser les effets.

ARTICLE XV.

Les stipulations de la présente Convention seront applicables à toutes les Colonies et possessions de Sa Majesté Britannique, à l'exception de celles ci-après dénommées, savoir:—

L'Inde.
Le Canada.
Terre-Neuve.
Le Cap.
Natal.
La Nouvelle-Galles du Sud.
Victoria.
Queensland.
La Tasmanie.
L'Australie du Sud.
L'Australie Occidentale.
La Nouvelle-Zélande.

Toutefois, les stipulations de la présente Convention deviendront applicables à l'une des Colonies ou possessions ci-dessus indiquées si, en leur nom, une notification à cet effet a été adressée par le Représentant de Sa Majesté Britannique à Paris au Gouvernement de la République Française un an après la date de la signature de la présente Convention.

Le Gouvernement de Sa Majesté Britannique s'engage à inviter les Gouverneurs de ces Colonies à recommander l'adoption de la présente Convention aux Administrations compétentes.

Les stipulations de la présente Convention seront applicables à toutes les Colonies et possessions de la France.

ARTICLE XVI.

La présente Convention sera ratifiée, et les ratifications en seront échangées aussitôt que faire se pourra.

En foi de quoi les Soussignés ont signé la présente Convention, et y ont apposé le sceau de leurs armes.

Fait à Londres, le 30 Août 1890.

[For Enclosure No. 2, see Enclosure to No. 2—Despatch of the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor, dated 12th August, 1891.]

Colonial Secretary.—JERRY, 10/7/91. The Postmaster-General.—H.P., 13/7/91. The Secretary to the Post Office.—C.W. (P.U.S.), B.C., 14/7/91.

No. 2.

The Right Honorable the Secretary of State for the Colonies to His Excellency the Governor of New South Wales.

Sir,

Downing-street, 12 August, 1891.
With reference to my circular despatch of the 9th of May last, I have the honor to transmit to you, for publication in the Colony under your Government, a copy of the Imperial Act 54 and 55 Vic., cap. 31 "to enable Her Majesty in Council to carry into effect Conventions which may be made with Foreign Countries respecting ships engaged in postal service."

I have, &c.,
KNUTSFORD.

Mail Ships Act, 1891, 54 and 55 Vic. Ch. 31.

CHAPTER 31.

An Act to enable Her Majesty in Council to carry into effect Conventions which may be made with A.D. 1891.

Foreign Countries respecting Ships engaged in Postal Service. 21st July, 1891.

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1.—(1.) Where Her Majesty the Queen has made a Convention with a Foreign State respecting the postal service between such Foreign State and the United Kingdom, or respecting the privileges of mail ships—that is to say, ships engaged in any postal service of such foreign State or of any part of Her Majesty's dominions—it shall be lawful for Her Majesty in Council to order that this Act shall, and this Act

Application of Act by Order in Council.

Act

A.D. 1891. Act shall accordingly, subject to any conditions, exceptions, and qualifications contained in the Order, apply, during the continuance of the Order, as regards such Convention and Foreign State, and the postal service and mail ships described in the Convention; and where by virtue of any such Order this Act or any section thereof applies as regards any Convention, Foreign State, postal service, or mail ship, the same is in this Act referred to as a Convention, Foreign State, postal service, or mail ship to which this Act or section applies.

(2.) The Order shall recite or embody the terms of the Convention, and may be varied or revoked by Order in Council, but shall not continue in force for any longer period than the Convention.

(3.) Every Order in Council under this Act shall be laid before both Houses of Parliament forthwith after it is made, or, if Parliament be not then sitting, after the then next meeting of Parliament, and shall also be notified in the *London Gazette*, and published under the authority of Her Majesty's Stationery Office.

2.—(1.) Where this section applies to a Convention with a Foreign State, the master of a British mail ship to which this section applies when carrying mails to or from any port of the Foreign State, and the master of a mail ship of the Foreign State to which this section applies when carrying mails to or from any port of the United Kingdom, shall not, nor shall any person on board the ship, whether a passenger or belonging to the ship, or any other person, convey in the ship for delivery to another person in the Foreign State or United Kingdom, as the case may be, any letter other than the letters contained in mail bags entrusted to the master by a postal officer of the United Kingdom or of any Foreign State, or than the despatches sent by the Government either of the United Kingdom or of any Foreign State.

(2.) If a person on board such ship acts in contravention of this section, or refuses or fails on demand to give up to a postal officer, or, if such person is not the master, to the master, any letter so conveyed by him, he shall be liable, on summary conviction, to a fine not exceeding five pounds.

(3.) It shall be the duty of the master of the ship to secure the observance of this section by all persons on board the ship, and to inform the proper authorities at the port at which the ship arrives of any breach of this section by any of those persons, and if he wilfully fails to perform that duty he shall be liable to a fine not exceeding five pounds.

(4.) Provided that a person shall not be liable under this section to a fine for any offence for which he has been punished by the law of the Foreign State.

(5.) Nothing in this section shall apply to any letters which, if sent from the United Kingdom, would be exempted from the exclusive privilege of the Postmaster-General under the Act of the session of the seventh year of King William the Fourth and the first of Her present Majesty, chapter thirty-three, intituled "An Act for the management of the Post Office."

3.—(1.) Where the owner of any ships, British or foreign, applies to the High Court in England, and

(a) produces a certificate of a Secretary of State that such owner is subsidised for the execution of any postal service within the meaning of a Convention with a Foreign State to which this Act applies, by reason of receiving from the Foreign State, or from the Government of the United Kingdom or of a British possession, a *bona-fide* subsidy for the postal service mentioned in the certificate, and

(b) produces sufficient evidence of the nature of the said service, and the number of, and the prescribed particulars respecting the ships engaged therein, and

(c) gives notice of the application to the Board of Trade,

the High Court, after hearing the owner, and the Board of Trade if they wish to be heard, shall fix the nature and amount of the security which the owner ought to place under the control of the Court for the purpose of this Act as respects the ships engaged in that postal service, and fix the maximum number and tonnage of the ships to which the security is to apply.

(2.) The security shall be the bond of the owner guaranteed either—

(a) by the personal security of a surety, accompanied by an adequate real security given by the surety; or,

(b) by the payment or transfer into Court of cash, or of securities of the Government of the United Kingdom.

(3.) If the owner gives such security to the satisfaction of the High Court, then so long as the security is maintained and is sufficient to the satisfaction of the Court, and the number and tonnage of the ships for the time being actually engaged in carrying mails for the postal service in respect of which the security is given does not exceed the number and tonnage of the ships to which the security applies, the ships actually engaged in carrying mails for the said service shall be deemed to be exempted mail ships, and be entitled to the exemptions and privileges given by this Act to exempted mail ships; and the Board of Trade shall give the prescribed notices for informing the arresting authorities that the ships actually engaged in carrying the mails for the said postal service are exempted mail ships.

(4.) Notice of every application respecting any security given in pursuance of this section shall be given to the Board of Trade.

(5.) If at any time it appears to the Board of Trade that a security given as respects ships engaged in any postal service is from any cause (whether pending claims, variations of the conditions of the service, or otherwise) insufficient, the Board of Trade shall apply to the High Court, and that Court, if satisfied of such insufficiency, shall require the security to be made sufficient to the satisfaction of the Court within a reasonable time, and direct that in default the ships engaged in the postal service shall cease to be exempted mail ships, and that the Board of Trade shall give the prescribed notices for informing the arresting authorities of such cesser.

(6.) The amount and nature of the security may be varied and the whole security may be withdrawn, and the income of the security may be disposed of, by order of the High Court from time to time on such application either of the shipowners, or of the Board of Trade, or of any person appearing to be interested, and in such manner, and after such notice, and upon such terms and conditions as may be prescribed by rules of Court, or, so far as the rules do not extend, as the Court may think just.

(7.) Provided that before the security is actually withdrawn, the High Court shall be satisfied—

(a) that the prescribed notice of the order for withdrawal has been given to the arresting authorities; and

(b) that there is no pending claim for the purposes of which the security may be required; and upon the prescribed notice of the order for withdrawal being given to an arresting authority, the ships shall, as respects that authority, cease, after the date specified in the notice, to be exempted ships.

(8.)

Conveyance of letters by crew or passengers of mail ships forbidden.

7 Will. IV and 1 Vict., c. 33.

Regulation as to giving of security for ships engaged in postal service.

(8.) Rules of Court may be made for carrying this section into effect, and in particular for regulating the nature, amount, and value of the security to be given, and the mode of giving security, and of giving notices to the arresting authorities, and for providing for the evidence of the exemption of ships under this section, and for the information to be given from time to time to the High Court respecting the ships to which the security applies, and for the jurisdiction of the High Court under this Act being exercised in chambers.

A.D. 1891.

4.—(1.) Where this section applies to a convention with a Foreign State, and an exempted mail ship to which this section applies is in a port in the United Kingdom no person shall be arrested without warrant on board such ship, and before any process civil or criminal authorising the arrest of any person who is on board such ship is executed against that person the following provisions of this section shall be observed; that is to say,—

Arrest and execution of process on board exempted mail ships.

- (a) written notice of the intention to arrest a person who is, or is suspected to be, on board the ship, stating the hour at which, if necessary, the ship will be searched, shall, if it is a ship of Foreign State and there is at the port a consulate of that State, be left at the consulate, addressed to the consular officer:
- (b) it shall be the duty of the master upon demand, if the said person is on board his ship, to enable the proper officer to arrest him.
- (c) if the officer is unable to arrest the said person he may, but if it is a foreign ship, only after the expiration of such time after notice was left at the consulate, as is specified in the convention, search the ship for such person, and if he is found may arrest him.

(2.) The ship may be delayed for the purposes of this section for the time specified in the Convention, but not for any longer time.

(3.) If the master of a ship refuses to permit a search of the ship in accordance with this section, any officer of customs may detain the ship, and such master shall be liable to a fine of five hundred pounds.

(4.) This section shall apply to the arrest of the master in like manner as in the case of any other person.

5.—(1.) An exempted mail ship to which this section applies, shall not, subject as in this Act mentioned, be liable to be arrested or detained by any arresting authority, either for the purpose of founding jurisdiction in any Court of Admiralty, or of enforcing the payment of any damages, fine, debt, or other claim or sum, or enforcing any forfeiture, whether arising from the misconduct of the master or any of the crew or otherwise, but every Court of the United Kingdom by the process of which the ship could have been under the circumstances arrested or detained, shall have the same jurisdiction as if the ship had been so arrested or detained, and any legal proceeding in relation to any such matter as aforesaid may be commenced by such service in the United Kingdom of any writ or process as may be prescribed by rules of Court, and the High Court, on application, shall, in accordance with rules of Court, cause the security to be applied in discharge of any such damages, fine, debt, claim, sum, or forfeiture.

Exemption from seizure of exempted mail ship.

(2.) Provided that nothing in this section shall render invalid the arrest or detention of a ship before the prescribed notice has been given to the arresting authority, but such authority, on proof that the ship is an exempted mail ship, shall release the ship. Where the Commissioners of Customs, in pursuance of any Act, or as a condition of waiving any forfeiture, require a deposit to be made by any exempted mail ship to which this section applies, the amount of such deposit shall, on notice from the Commissioners of Customs, and without any further proceeding, be set apart out of the security as money belonging to the said Commissioners, and shall be paid and applied as they direct, and any rules of Court relating to such notice, payment, or application shall be made with the consent of the Treasury.

6.—(1.) Where the convention with a Foreign State provides that any provisions of the Convention similar to those contained in this Act shall in any cases apply to a public ship of a Foreign State when employed as a mail ship, it shall be lawful for Her Majesty the Queen to agree that the like provisions shall apply to a public ship of Her Majesty in the like cases when employed as a mail ship, and to give effect to such agreement.

Application of Act to public ships.

(2.) An Order in Council applying this Act as regards a convention with a Foreign State may, if it seems to Her Majesty in Council to be consistent with the Convention so to do, apply this Act as regards a public ship of that Foreign State when employed as a mail ship in the cases authorised by the Convention, and this Act shall apply accordingly, as if such ship were an exempted mail ship belonging to a private owner, and any person may be arrested on board such ship accordingly.

7.—(1.) Every fine under this Act, if exceeding fifty pounds, may be recovered by action in the High Court in England or Ireland or in the Court of Session in Scotland, and the Court in which it is recovered may reduce the amount of such fine, and a fine under this Act not exceeding fifty pounds may be recovered on summary conviction, provided that every offence for which a fine exceeding fifty pounds can be imposed under this Act may be prosecuted on summary conviction, but the fine imposed on such conviction shall not exceed fifty pounds.

Legal proceedings.

(2.) In the case of a summary conviction, any person who thinks himself aggrieved by such conviction may appeal to Quarter Sessions. In Scotland such person may appeal in manner provided by the Summary Prosecutions Appeals (Scotland) Act, 1875.

38 and 39 Vic., c. 62.

(3.) Service of any summons or other matter in any legal proceeding under this Act shall be good service if made by leaving the summons for the person to be served on board the ship to which he belongs with the person being or appearing to be master of the ship.

(4.) If a fine under this Act imposed on the master of a ship is not paid, and cannot be recovered out of any security given in pursuance of this Act, the Court may, in addition to any other power for enforcing payment of the fine, direct the amount to be levied by distress or pointing and sale of the ship, her tackle, furniture, or apparel. An officer of customs in detaining a ship or releasing a ship after detention in pursuance of this Act shall act upon such requisition or authority, and under such regulations as the Commissioners of Customs may make with the consent of the Treasury.

8.—(1.) An Order in Council may, for the purpose of a Convention with a foreign State, apply this Act, subject to any exceptions or modifications not inconsistent with the provisions of this Act, to any British Possession, and this Act when so applied shall, subject to those exceptions and modifications, and subject as hereinafter mentioned, have effect as if it were re-enacted with the substitution of such British Possession for the United Kingdom:

Application of Act to British Possessions.

Provided that before it is applied to any British Possession named in the schedule to this Act the Government of such possession shall have adhered to the Convention. (2.)

A.D. 1891.

(2.) Where this Act applies to a British possession it shall not be necessary for the owner of any mail ship to give security in any Court in that possession, and the provisions of this Act with respect to the jurisdiction of any Court of the United Kingdom, other than any jurisdiction relating to the application of the security, shall apply as if a Court in the British possession were substituted for a Court of the United Kingdom.

(3.) It shall be lawful for Her Majesty in Council to make rules for carrying into effect, as respects British possessions, the provisions of this Act with respect to the security given by mail ships, and in particular with respect to the commencement of a legal proceeding by service of a writ or process in the possession, and to the notices to be given to arresting authorities in the possession, and the evidence to be receivable by such authorities of the security having been given or withdrawn, and the application of the security in discharge of any damages, fine, debt, claim, sum, or forfeiture, where the same are or is recovered or payable either in the British possession, or under proceedings pending concurrently in that British possession and in any other British possession or the United Kingdom.

(4.) If by any law made either before or after the passing of this Act by the Legislature of any British possession provision is made for carrying into effect within such possession any convention to which this Act applies, Her Majesty in Council may suspend the operation within such possession of this Act or of any part thereof so far as it relates to such convention, and so long as such law continues in force there, or direct that such law or any part thereof shall have effect in such British Possession with or without modifications and alterations as if it were part of this Act.

Definitions.

9. In this Act—

The expression "mail bag" means a mail of letters, or a box, or parcel, or any other envelope in which post letters within the meaning of the Acts relating to the Post Office, are conveyed;

The expression "subsidy" includes a payment for the performance of a contract;

The expression "master of a ship" includes any person in charge of a ship, whether commander, mate, or any other person;

The expression "ship of a Foreign State" means a ship entitled to sail under the flag of a Foreign State;

The expression "arresting authority" means any Court, authority, or officer having power to arrest or detain a ship, or to arrest a person on board a ship, or to order such arrest or detention, or to order the execution of any process, civil or criminal, for the arrest of a person on board any ship;

The expression "postal officer" means any person employed in the business of the Post Office of the United Kingdom or a British Possession or Foreign State, as the case may be, whether employed by the Postmaster-General, or the chief of the Post Office of the British Possession, or the Chief of the Post Office of the Foreign State, or by any person under him, or on behalf of any such Post Office.

Short title.

10. This Act may be cited as the Mail Ships Act, 1891.

SCHEDULE.

Section 8.

BRITISH POSSESSIONS TO WHICH ACT IS APPLICABLE ONLY UPON THE GOVERNMENT ADHERING TO CONVENTION.

British India.

Dominion of Canada.

Newfoundland.

New South Wales.

Victoria.

South Australia.

Western Australia.

Queensland.

Tasmania.

New Zealand.

Cape of Good Hope.

Natal.

Colonial Secretary, for *Gazette*.—JERSEY, 1/10/91.

MEMO.—It is not deemed necessary to publish the correspondence, relating to the references made to the Postal, Police, Customs, and Attorney-General's Departments prior to the decision arrived at by the Premier of New South Wales on the 21st July, 1894.

No. 3.

The Right Honorable the Secretary of State for the Colonies to The Governor of New South Wales.

Sir,

Downing-street, 30 March, 1894.

With reference to my despatch general of the 15th May, 1893, respecting the question of the adhesion of New South Wales to the Postal Convention between Great Britain and France of 30th August, 1890, I have the honor to inform you that I have received a communication from the Secretary of State for Foreign Affairs requesting to be furnished with a definite statement of the wishes of your Government in the matter. I have to request that you will be good enough to furnish me with a reply at your earliest convenience.

I have, &c.,

RIPON.

To the Chief Secretary for Postmaster-General.—R. W. DUFF, 4/5/94. Submitted, 5/5/94.
The Postmaster-General.—G.R.D., 17/5/94. The Deputy Postmaster-General.—C.W., B.C., 17/5/94.

No. 4.

Minute of Principal Under Secretary.

Subject:—Anglo-French Postal Convention.

Sydney, July, 1894.

His Excellency has received a communication from the Secretary of State for the Colonies, dated 30th March, 1894, intimating that the Secretary of State for Foreign Affairs desires to be furnished with a definite statement of the wishes of this Government in regard to the Convention. The matter has again been

been referred to the Postmaster-General, who suggested that it should be submitted for the opinion of the Attorney-General, and he having now advised that he sees nothing to make it inexpedient for this Colony to become a party to the Convention, perhaps the necessary intimation might be made to the Secretary of State, through his Excellency, that the Government have decided to adhere to the Convention, and desire that the "Imperial Mail Ships Act, 1891" (passed in order to carry such Conventions into effect), be applied to this Colony by order of Her Majesty in Council. C.W.

Approved. His Excellency.—G.R.D., 21/7/94. Secretary of State informed.—23/7/94. The Principal Under Secretary.—A.G. (P.S.). B.C., 23/7/94. These papers may now be sent to the Post Office.—C.W. (P.U.S.). B.C., 23/7/94. The Deputy Postmaster-General.—Read.—S.H.L., 25/7/94.

No. 5.

The Right Honorable Secretary of State for the Colonies to His Excellency the Governor of New South Wales.

Sir,

Downing-street, 26 October, 1894.

With reference to your despatch, No. 56, of the 23rd July, I have the honor to inform you that the adhesion of New South Wales to the Anglo-French Postal Convention of the 30th August, 1890, was notified to the French Government by Her Majesty's Minister at Paris, on the 12th September, and was accepted by that Government on the 20th September.

I enclose Order of Her Majesty in Council applying "The Mail Ships Act, 1891," to New South Wales in respect of this Convention. I have, &c.,

RIPON.

[Enclosure.]

At the Court at Balmoral, the 15th day of October, 1894.

Present:—The Queen's Most Excellent Majesty, Lord President, Lord Chamberlain, Mr. Bryce.

WHEREAS on the thirtieth day of August, one thousand eight hundred and ninety, a Convention was made at London between Her Majesty and the President of the French Republic respecting the postal service between France and French Possessions and the United Kingdom and British Possessions, the terms of which Convention are set forth in the schedule to "The Mail Ships (France) Order in Council, 1892."

And whereas the ratifications of the said Convention were exchanged on the twenty-third day of March, one thousand eight hundred and ninety-one.

And whereas by Section eight of "The Mail Ships Act, 1891," it is provided that an Order in Council may for the purpose of a Convention with a Foreign State apply the said Act, subject to any exceptions or modifications not inconsistent with the provisions of the said Act, to any British Possession, and that the said Act when so applied should, subject to those exceptions and modifications and subject as thereafter mentioned have effect as if it were re-enacted, with the substitution of such British Possession for the United Kingdom, provided that, before it should be applied to any British Possession named in the Schedule to the said Act the Government of such Possession should have adhered to the Convention.

And whereas the Government of New South Wales, one of the British Possessions named in the Schedule of the said Act, has adhered to the said Convention.

And whereas it is expedient that the said Act should, for the purpose of the said Convention, apply to New South Wales, subject to the exceptions and modifications in this Order contained.

Now, therefore, Her Majesty, by virtue and in exercise of the powers in this behalf by "The Mail Ships Act, 1891," or otherwise in Her Majesty vested, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:—

1. "The Mail Ships Act, 1891," shall, for the purpose of the said Convention, apply to New South Wales, subject, however, to the provisions of section eight of the said Act, and also to the exceptions and modifications following, that is to say:—

- (i) The expression "Officer of Customs" shall mean an officer of the Customs Department of New South Wales.
- (ii) In lieu of sub-sections (one) and (two) of section seven of the said Act the following provisions shall be substituted, that is to say: Every offence may be prosecuted and every fine may be recovered by action or other legal proceedings in any Court of New South Wales competent to impose fines, but any fine imposed by a Court of inferior or limited jurisdiction shall not exceed either the amount authorised by the said Act or the amount of fine which the Court may impose in the exercise of its ordinary jurisdiction, whichever of the said amounts shall be the less; and there shall be the same right of appeal (if any) against any such fine as in other cases of fines imposed by the same Court in the exercise of its ordinary jurisdiction, and every Court, whether of original or appellate jurisdiction, may reduce the amount of any fine.
- (iii) The regulations required to be made under sub-section (four) of section seven of the said Act, by the Commissioners of Customs with the consent of the Treasury, shall in New South Wales be made by the Governor in Council.
- (iv) Section five of the said Act, so far as relates to the Commissioners of Customs, shall not apply to New South Wales.

2. The said Act shall apply as regards any public ship of the French Republic, when employed as a mail ship in the cases authorised by Article V of the said Convention.

3. This Order may be cited as "The Mail Ships (France) Order in Council (New South Wales), 1894."

C. L. PEBL.

To the Chief Secretary.—R. W. DUFF, 5/12/94. The Postmaster-General.—J.N.B., 12/12/94. The Deputy Postmaster-General.—C.W. (P.U.S.), B.C., 12/12/94.

1894.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR A POST AND TELEGRAPH OFFICE AT PARRAMATTA NORTH.)

Ordered by the Legislative Assembly to be printed, 29 August, 1894.

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

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable Sir ROBERT WILLIAM
DUFF, a Member of Her Majesty's Most
Honourable Privy Council, a Knight
(L.S.) } Grand Cross of the Most Distinguished
R. W. DUFF, } Order of Saint Michael and Saint George,
Governor. } Governor and Commander-in-Chief of
the Colony of New South Wales and its
Dependencies.

WHEREAS I, Sir ROBERT WILLIAM DUFF, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the erection of a Post and Telegraph Office at Parramatta North, in the said Colony, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of

this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in the said Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the town of Parramatta, parish of Field of Mars, county of Cumberland, and Colony of New South Wales: Commencing at the junction of the southern boundary of Albert-street with the north-eastern boundary of Church-street; and bounded thence by the aforesaid southern boundary of Albert-street bearing north 89 degrees 27 minutes east 2 chains 1 link; thence by lines bearing south 33 minutes east $47\frac{3}{8}$ links, and south 89 degrees 27 minutes west 1 chain $89\frac{3}{10}$ links to the aforesaid north-eastern boundary of Church-street; thence by that boundary bearing north 13 degrees 35 minutes west $49\frac{3}{8}$ links, to the point of commencement.—be the said several dimensions all a little more or less, containing 15 perches or thereabouts, and said to be in the possession of Frederick Oatley and the Crown.

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

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1894.

(SECOND SESSION.)

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.(AMENDED REGULATIONS RELATIVE TO THE TRANSMISSION AND DELIVERY OF TELEGRAMS
WITHIN THE COLONY.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

Postal and Electric Telegraph Department,
General Post Office,
Sydney, 8th September, 1894.

His Excellency the Governor, with the advice of the Executive Council, has, in accordance with the provisions of the 6th section of the Electric Telegraph Act, 20 Victoria No. 41, been pleased to approve of the substitution of the following code of Regulations relative to the transmission and delivery of telegrams within this Colony for those now in force.

JOSEPH COOK.

**NEW SOUTH WALES POSTAL AND ELECTRIC
TELEGRAPH DEPARTMENT.****REGULATIONS FOR THE TRANSMISSION AND DELIVERY
OF TELEGRAMS.***Manner of writing telegrams.*

1. All telegrams should be written with ink in a clear and legible manner on the forms provided for that purpose; but when the prescribed or regular form cannot be obtained, any other form or paper will be accepted. The proper date and address in full must be stated, also the signature and address of the sender authenticating the message, and subscribing to the conditions contained in these Regulations.

All numerals must be expressed in words, except in the case of cypher messages.

Abbreviations are not allowed.

(NOTE.—Books of "unstamped" telegraph forms may be obtained at any Telegraph Office at the price of one shilling (1s.) per book.

Telegram forms, impressed with sixpenny or one shilling stamps, may be purchased at their face value, either singly or in packets of twenty, at the General Post Office, or at any Telegraph Office in the Colony. Forms impressed with a shilling stamp are printed in black, and those impressed with a sixpenny stamp in pink, on white paper.)

Telegrams to be prepaid by postage stamps.

2. The charges on telegrams (except New Zealand, New Caledonia, and International Cable business, for which cash will be excepted) are to be prepaid by postage stamps; and the public will be required to affix them to the message forms, just as they are required to affix stamps to letters.

Stamps obtainable at any Telegraph Office.

3. Stamps may be obtained at any Telegraph Office in the Colony, and the officers to whom the messages are handed for transmission will cancel the stamps thereon in the presence of the senders.

Collect telegrams.

4. All telegrams must be prepaid, unless they are from Members of Parliament, or replies to telegrams on which the words "Reply paid," have been written, or unless special arrangements have been made for payment by the receiver. In cases of emergency or distress, however, persons may (at the discretion of the Officer-in-charge) send messages to be paid for by the receiver.

Reply-paid telegrams.

5. When the sender of a telegram wishes to pay for a reply thereto he must affix in stamps a minimum rate for the reply in addition to the charge for the original telegram. Should the reply contain more words than have been prepaid, the excess must be paid for by the sender of the reply. The words "Reply prepaid," must be added as the last words of the text, and these words will be charged for as part of the telegram.

Date, address, and signature transmitted free of charge.

No charge will be made for the date, address, or signature of any telegram lodged for transmission within the Colony.

One address or signature only, sent free.

7. Only one address or signature to a telegram is sent free. Extra addresses or signatures are counted and charged as a part of the telegram.

For example :—

In the address "Mr. or Mrs. Smith, Goulburn," the words "or Mrs." are charged.

In the signature "John and Sarah Watson," the words "and Sarah" are charged.

The above does not apply to the ordinary signatures of firms.

Charges for telegrams transmitted on Sundays.

8. Telegrams transmitted on Sundays will be charged double the ordinary rates, excepting Cable and Press messages, which will pass at the usual rates.

Cypher telegrams.

9. Every telegram consisting wholly or in part of words in secret language, or of words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message; and every cypher word in such telegram shall be counted as two words, and the extra charge added to the minimum rate for a telegram, provided that such extra charge shall not in any case exceed 50 per centum on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.

Repeating telegrams as precaution against mistakes, delays, &c.

10. In order to provide against mistakes in the transmission and delivery of telegrams, every telegram of importance ought to be repeated by being signalled back from office to office. No copy is in such case given to the sender. The charge for repetition is one-half the ordinary tariff.

Government not responsible for mistakes, &c., in unrepeated telegrams.

11. The Government will not be responsible for mistakes or delays or non-delivery of any unrepeated message arising from any mistake in the transmission of the telegram or the address.

No responsibility beyond the sum of ten pounds for delays, &c., of telegrams.

12. The Government will not be responsible to any extent above ten pounds for mistakes, delays, non-delivery, or non-transmission of any message, repeated or unrepeated, from whatever cause the same may arise.

Charges for copies of same telegram addressed to several persons, &c.

13. Copies of a telegram, other than press, addressed to several persons in the same place, or to one person at several addresses in the same town, will be charged at the rate of six pence per copy.

Local messages.

14. In addition to ordinary telegrams lodged for transmission by wire, messages will be received at any Telegraph Office in the Colony at which messengers are employed, addressed to any place within the city, town, &c., in which such office is situated, and will be delivered subject to the Regulations relating to the transmission and delivery of telegrams. These messages must be prepaid, and will not be accepted for addresses exceeding one mile from any country office, nor for delivery outside the boundaries fixed for the head, branch, and suburban offices.

Receipts for telegrams.

15. Receipts for telegrams lodged at any Telegraph Office for transmission, showing the amount paid for such telegram, will be given to senders on payment of a charge of one penny (1d.) for each receipt. Forms of receipt must be filled in by the sender and handed in with the telegrams for the initials of the receiving clerk, and impression of the office date stamp thereon.

Immediate replies to telegrams.—Mode of obtaining same.

16. Where an immediate reply to a telegram is required, the sender of such telegram should append the words "Reply by telegraph," which will be sent free. The messenger charged with the delivery of the message will then be directed to wait five minutes for the reply.

Order of transmission of telegrams.

17. Telegrams will be transmitted in the order in which they are received, and no precedence will be allowed except for telegrams relating to the arrest of criminals, the discovery or prevention of crime, or any other matter connected with the administration of justice, or Government despatches when so required.

Cancellation of telegram prior to transmission.

18. If from any circumstance a telegram is not sent within a reasonable time, and the delay is sufficient to destroy the value of the despatch, the sender will, if practicable, be informed of the cause of such delay. It will then be optional with the sender to cancel such telegram in accordance with Regulation 25.

Receiver may have telegram repeated.

19. The receiver of a telegram may have the whole, or a part of it repeated on payment of the cost of the telegram demanding the repetition, and of the reply to the same.

Sender may have telegram repeated.

20. The sender can also have the whole or any portion of his message repeated on payment of the cost of the telegram he forwards, and of the reply if one be required.

Form of telegram demanding repetition.

21. The demand for the repetition must be made within seventy-two hours after receipt or despatch of the telegram, and should be written in the following manner:—

Sydney to Bathurst (these words are not charged for) "R.P.4" (representing reply paid four words). "Twenty-sixth, 10 a.m." (date of message to be repeated and time lodged), "Brown" (receiver's name), "Repeat first, fourth, ninth" (meaning words of the text of the telegram to be repeated); or "Twenty-sixth 10 a.m." "Brown" repeat word (or words) after

The reply will be worded as follows:—

"Bathurst to Sydney" (these words are not charged for) "Brown" (words repeated).

Refund of charges for repetition of telegrams, &c.

22. The charges will be refunded if the repetition proves that the original telegram has been seriously mutilated in transmission. No refund will be made when the mutilation has been caused by illegible handwriting on the part of the sender. No reimbursement of the charge for the original telegram will be allowed.

Fee payable for rectifying incorrect address, &c., of telegram.

23. When a telegram cannot be delivered, the sending office is advised of the cause of non-delivery, which advice, if practicable, is communicated to the sender. Should the sender furnish a corrected address, or require the telegram to be presented a second time, he must pay the cost of the rectifying telegram. Should the failure in delivery in the first instance be caused through any fault of the Department, the extra charge will be refunded.

Inquiries respecting delivery of telegrams, &c., must be paid for.

24. Inquiries by telegram for information respecting the whereabouts of people, the time when messages were delivered, &c., must be prepaid.

Cancellation of telegrams.

25. The sender may, on proving his identity, have his telegram cancelled, and if it be cancelled before the commencement of transmission, the amount paid for such telegram will be refunded on application by letter to the Deputy Postmaster General if made within three months; but if transmission has commenced, the sum will not be refunded. If transmission has been completed an official telegram, prepaid by the sender, will be sent to the terminal office. If the official telegram should arrive too late, the sender will, if practicable, be informed that the attempt to cancel his telegram has failed, but the sum paid will not be refunded.

Indecent, obscene, or libellous telegrams.

26. Telegrams indecently, or obscenely worded, or appearing to contain libellous, or grossly offensive matter, or which may seem to be contrary to the laws of the State, will not be transmitted.

Mode of delivery of telegrams.

27. Telegrams are, as a rule, delivered personally; but when attention cannot be gained, they are dropped into the letter-box if there is one. If there is no letter-box, a notice is left at the address, and the telegram is brought back to the office.

Free delivery within one mile of Telegraph Office.

28. All telegrams will be delivered free within one mile, by road of the office where messengers are employed, over that distance, portage or cab-hire will be charged, and boat-hire on telegrams to be delivered on ship board. At Railway Telegraph and Telephone Offices where no messengers are employed, telegrams remain at the office until called for. A deposit of 5s. for boat-hire is required on every telegram addressed to a ship, unless the vessel is alongside a wharf, jetty, or pier.

Charges for delivery beyond one mile of Telegraph Office.

29. Telegrams requiring to be delivered beyond the limit of one mile will only be forwarded at the sender's risk, and subject to the Department being able to procure a special messenger, and the actual charge (the minimum being at the rate of 1s. per mile) made by such special messenger must be defrayed by the sender. Portage charges must be paid in advance, but in cases where the exact distance is not known a deposit will be accepted. Should the sender under-calculate the charge the deficiency will, if possible, be collected on delivery, and if the sender pays too much the excess will be refunded.

Postage of telegrams to destination.

30. Telegrams for addresses beyond the limit of free delivery within the Colony will, upon instructions from the sender, be posted to their address by the terminal office free of charge, but postage will be charged on telegrams posted to addresses beyond the Colony.

Code addresses.

31. A record is kept at the Chief Telegraph Office, Sydney, for the registration of the full addresses at which foreign telegrams reaching Sydney and bearing abbreviated or arbitrary addresses are to be delivered. A fee of 10s. per annum is charged for registration, payable in advance on the 1st April in each year. In all cases where it is desired to register a code address a proper name or a dictionary word must be chosen. Cypher words representing addresses must be submitted before registration, to prevent the same or similar words being used by different firms. Real words or names must be registered as address indicators. Combination or made-up words, such as "Coffpal," "Scotunion," "Retsbol," will not be accepted. Code addresses will only be registered or accepted in the case of International, New Caledonia, and New Zealand telegrams.

Unclaimed telegrams.

32. A list of all unclaimed telegrams will be posted in a conspicuous place outside each Post and Telegraph Office weekly.

Telegrams to be called for.

33. In the case of telegrams addressed to a Telegraph Office "To be called for," such telegrams will be held for one week, and if not then delivered the usual advice of non-delivery will be sent.

Re-directed telegrams.

34. Telegrams may, on the written request of the addressee, be re-directed to any other town within the Colony on payment of full local rates, exclusive of the original fee paid.

Delivery of telegrams after office hours at second address, &c.

35. Notices of removal and instructions respecting the delivery of telegrams at hours when the addressee's place of business is closed are registered free on application by letter. In cases where no such instructions have been registered, and any additional service is performed in delivering the telegrams at a second address in the same town, an extra charge of 6d. will be made.

Telegrams for transmission through line-repairing and railway telegraph stations.

36. Telegrams for Line Repairing Stations and Railway Telegraph Offices can only be accepted subject to possible delay consequent upon the absence of officers on other duties or other causes.

Telegrams for transmission by wire may be forwarded free by post to nearest Telegraph Office.

37. Telegrams posted at any Post Office in the Colony (which is not also a Telegraph Office) will be forwarded by first mail to the nearest Telegraph Office, and transmitted thence by wire to destination, provided unobliterated postage stamps are affixed to

the form on which the telegram is written, sufficient in value to defray the cost of the telegram, and that the telegram is enclosed in an envelope endorsed "Telegraphic message only" and which need not be stamped, directed to the Officer in charge, Telegraph Office at (give the name of the nearest Telegraph Office, which can be obtained from the Postmaster on enquiry).

Press telegrams.

38. No person shall be entitled to send telegrams at press rates to any proprietor, publisher, or agent of a newspaper, in any one day between the hours of 9 a.m. and 6 p.m. containing more than five hundred words in the aggregate. If, however, during these hours the line is clear, and unoccupied, press telegrams of any length may be sent provided that they may be stopped from time to time to allow of the transmission of any private or business telegrams requiring to be sent. Between 6 p.m. and 9 a.m. press telegrams will be sent to the extent of 500 words at a time in rotation, and no such telegram shall be allowed to occupy the line beyond this limit, if there are any other telegrams awaiting transmission.

Telegrams available for inspection.

39. Telegrams will be available for inspection, or copies thereof may be obtained upon application by the sender or receiver, or their duly authorised agents, during a period of one year from the date of transmission, on payment of a search fee of 2s. 6d. for each telegram. Half rate, in addition to the search fee, will be charged for copies of telegrams having to be transmitted to another office. Original telegrams will be kept for one year, after which they will be destroyed.

Hours of keeping offices open for transaction of business.

40. Except where otherwise indicated in the list of Stations contained in the Postal Guide, Offices will be open to the public for the transaction of business daily, Sundays, Good Friday, and Christmas Day excepted, from 9 a.m. till 8 p.m., and on Public Holidays from 9 a.m. till 10 a.m. and from 6 p.m. till 8 p.m.

On Sundays, Good Friday, and Christmas Day, Offices will be closed all day.

Transaction of business after usual office hours.

41. Arrangements will be made to open any office for the transmission of telegrams, after the ordinary business hours, upon notice being given to the Officer in charge, at least one hour before the time of closing, and upon payment of a deposit of four shillings (4s.) for the first hour or portion thereof, and two shillings (2s.) for every subsequent hour, or portion thereof, during which it is desired the office may be kept open. All telegrams transmitted to be charged at the ordinary rates.

Telegrams held confidential.

42. All telegrams will be held strictly confidential.

1894.

(SECOND SESSION.)

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(AMENDED TELEPHONE REGULATIONS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

Postal and Electric Telegraph Department,
General Post Office,
Sydney, 17th August, 1894.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, in terms of a resolution passed at the recent New Zealand Postal and Telegraph Conference, to approve of the existing Telephone Regulations being amended, so as to provide for communication between private houses, offices, warehouses, mines, factories, or other places not connected with a Public Telephone Exchange.

The Regulations in connection with the Telephone System will therefore be in future as follows.

JOSEPH COOK.

REGULATIONS.—TELEPHONE SYSTEM.

1. Applications for connection with the Telephone System through the Central Exchange, at the General Post Office, or otherwise, should be forwarded to the Deputy Postmaster General, General Post Office, Sydney.

2. The erection of the lines will be carried out by the Government, and future subscribers will be charged for the use of the same as follows:—

FOR CONNECTION WITH THE CENTRAL TELEPHONE EXCHANGE AT THE GENERAL POST OFFICE, SYDNEY, FOR A DAY AND NIGHT SERVICE (including the advantage of communicating with the Telephone Exchanges in the Suburbs of Sydney until it may be found needful to withdraw or revise this condition, in view of the increased cost of working these Exchanges):—

	Per Annum.	
	£	s. d.
Providing line of 1 mile or under, 1 telephone set complete, and service at Exchange	12	0 0
Each additional quarter mile of line or under	1	0 0
Magneto extension bells, each	0	10 0
Indicators without bell or batteries, each	0	10 0
Indicators with bell and batteries, each	1	0 0

Persons occupying offices in the same building can jointly subscribe to the Telephone Exchange under the same Exchange number, on paying, in addition to one ordinary subscription, £3 10s. a year for each additional set of instruments fixed in the several offices of the said joint subscribers, who will have to provide an attendant for their own local switch-board, or should additional instruments not be required, on paying £2 a year for each additional name to be inserted on the list of subscribers. Partners in firms can have their names published separately in the telephone lists upon payment of a fee of £1 per annum for every additional name.

	Per Annum.	
	£	s. d.
Switch-board for above, per number	0	10 0

Where extension lines are erected to connect with Exchange lines, and the total distance does not exceed one mile, no additional rental will be charged for the line, but instead thereof £5 per annum for one set of telephones complete, and £1 per annum for one extension bell and switch or other apparatus used; and where the total distance exceeds one mile, an extra charge of £1 per annum for each additional quarter mile or fraction thereof will be made.

- (a) The above rates include attendance, adjustments, repairs, and renewals of lines, instruments, and batteries.
- (b) Mileage to be calculated radially from the Central Exchange, General Post Office, Sydney.
- (c) New lines to be taken for at least two years, after which one calendar month's notice must be given of intention to discontinue the use of the line.
- (d) Rent to be charged from the date of connection. The first year's rent to be paid in advance, and thereafter half-yearly in advance. Should any subscriber be in arrear with his rent, and fail to pay the same, on being requested to do so, the Postmaster General shall have power to disconnect his telephone and (if the rent be not paid within a reasonable time, say one month) cancel the agreement, remove the name of the subscriber from the list, and enter upon the premises for the purpose of removing all instruments, wires, &c., without prejudice to the right of the Postmaster General to claim the rent due.
- (e) All telephone instruments, batteries, &c., are the exclusive property of the Government, and may be removed upon the determination of the contract, for which purpose the Postmaster-General or his officers are to have free access to the premises of the subscriber.
- (f) The Postmaster General or any officer appointed by him is also to have free access for inspection purposes whenever required.

SUBURBAN TELEPHONE EXCHANGES.

Before a Suburban Exchange can be established fifteen subscribers are required for a day service (*i.e.*, between the hours of 9 a.m. and 8 p.m.), and twenty-five subscribers for a day and night service.

The rates for local connections with Suburban Exchanges are as under, subject to the same conditions as the subscribers to the Central Exchange.

Providing line of 1 mile or under, 1 telephone set complete:—	Per Annum.
	£ s. d.
For a business establishment	10 0 0
For a private house	6 0 0
Each additional quarter of a mile or under	1 0 0
For use of trunk wire and service at Central Exchange:—	
	£ s. d.
For every mile or fraction thereof	0 10 0
Minimum charge	2 0 0

COUNTRY TELEPHONE EXCHANGES.

Before a Country Exchange can be established, fifteen subscribers are required for a day service only (*i.e.*, between the hours of 9 a.m. and 8 p.m.) The rates for connection with the Country Exchanges are as under, subject to the same conditions as subscribers to the Central Exchange.

Providing line of 1 mile or under, one telephone set complete:—	Per Annum.
	£ s. d.
For a business establishment	10 0 0
For a private house	6 0 0
Each additional quarter of a mile, or under	1 0 0

3. Telephones in connection with the Exchanges are for the use of subscribers or proprietors only.

4. Any infringement of the above rules will render the subscribers or proprietors liable to have their telephone disconnected, without prejudice to the right of the Postmaster General to claim the maintenance fee or rent for the remainder of the term.

5. Subscribers requiring their wires or instruments removed from one building or room to another will be charged the net cost of labour and material expended on such removal.

6. If any removal involves an extension of line beyond the mileage paid for, the rental will be increased accordingly.

7. The subscriber or proprietor will be required to pay for all damage to instruments beyond the ordinary wear and tear.

8. With a view to facilitate business, and for the better conduct of the system, telephone messages containing unbecoming expressions must be refrained from, and language of an obscene nature or of a character calculated to provoke a breach of the peace is strictly forbidden. Any violation of this regulation will render the offender liable to have his telephone disconnected from the Telephone Exchange and the line dismantled.

9. Those lines erected under what was termed the PURCHASE SYSTEM will be still considered the property of the proprietors, and be subject to the maintenance fees existing at the time the respective agreements were made, so long as the proprietors remain in their present premises.

TELEPHONE BUREAUX.

The following are the charges to be paid by the public for the use of Government Telephones wherever established in the Colony at a Bureau Station:—

Where the line in use is not more than three miles long, an uniform charge of six pence for the use of the same for any period not exceeding three minutes, and a further charge of six pence for every additional three minutes or portion of three minutes. Where the line in use is over three and under ten miles long the charges are one shilling for the use of the same for any time not exceeding three minutes, and a further charge of one shilling for every additional three minutes or portion of three minutes. Where the line is over ten miles long, special rates to be fixed.

No person is allowed the use of the line for more than six minutes consecutively, if other applicants are waiting to use it, and in cases where the line may be engaged, applications will be registered, and connections will be made in the order of priority of application.

PRIVATE TELEPHONES AND PRIVATE LINES.

The Department will undertake the adjustment, regulation, and maintenance of Telephones and batteries the property of persons and firms, for the sum of £1 per single set per annum, provided the said instruments, &c., are approved of, or in case they should be considered obsolete or worn out, the Department will supply others of the best make. If the latter course is adopted the charge for rent of instruments and maintaining the service in good order will be £2 per single set per annum.

Private telephone lines (special wire and instruments) will be provided and maintained between private houses, offices, warehouses, mines, factories, or other places on payment of the following rates annually for a term of no less than three (3) years.

If within a radial distance of twenty (20) miles of Sydney:—		Per Annum.
		£ s. d.
For any distance not exceeding $\frac{1}{4}$ mile		1 5 0
Do do $\frac{1}{2}$ do		2 10 0
Do do $\frac{3}{4}$ do		3 15 0
Do do 1 do		5 0 0
Every additional $\frac{1}{4}$ mile		1 0 0
For each set of Telephones (Galvano)		2 0 0
Do do (Magneto)		2 10 0

Outside the twenty (20) miles radius at such rates as may be fixed by the Postmaster General.

The Lessee of any private line will not be allowed to permit the use of such line for any other than his own business. Any breach of this rule will involve the removal of the line and instruments without prejudice to the right of the Postmaster General to claim the rent for the remainder of the term.

Should a lessee of a private line change his residence or office he will be required to pay such proportion of the cost of altering the line, &c., as may be determined by the Postmaster General.

The annual rental fee for this service will be adjusted to altered length of lines.

The lessee will be required to pay for all damage to instruments &c., beyond ordinary wear and tear. All telephones, batteries, &c., which are the exclusive property of the Postmaster General may be removed by him upon the determination of the contract, for which purpose he, or his officers are to have access to the premises of the lessee. The Postmaster General, or any other officer appointed by him is also to have free access for inspection purposes whenever required.

The first year's rent must be paid in advance, and thereafter half-yearly in advance.

REGULATIONS FOR THE ERECTION OF PRIVATE TELEPHONE LINES.

In country districts a private person may be allowed to erect poles and wires for a telephone line mainly upon his own land, provided such line be used exclusively for his own private purposes, and be not run from a point in the vicinity of a telegraph office to another point in a like vicinity, upon payment in advance of a licence-fee to the Postmaster General of £1 per mile per annum for the first four miles; after that, 10s. per mile or fraction thereof per annum; provided, nevertheless, that the licence-fee shall in no case exceed £7 per annum.

Where the line may cross or run along public roads or tracks, the height of the wire above the highest portion of the road or track shall not be less than 18 feet, and the poles carrying the wire at such places shall be of a substantial character and be strutted or stayed, if necessary, to stand the strain of the wire.

All fittings upon such poles, such as brackets, pins, insulators, wire, &c., shall be of approved material and make.

The person wishing to erect the line must submit a plan and specification showing the route to be followed, especially marking where roads are to be crossed or entered upon, and describing the nature and dimensions of the materials to be used in the construction of the line, and any other particulars which may be required, upon receipt of which the Postmaster General may direct an officer of the Post and Electric Telegraph Department to examine such plan and specification and, if necessary, make an inspection of the route, the cost of such examination and inspection to be borne by the person wishing to erect the line; and should the report of such officer disclose that the line will not, in any way, interfere with or endanger any other line of telegraph, whether belonging to the Postmaster General, the Railway Commissioners, or any private person, and that the material and method of erection described in the specification are satisfactory, the Postmaster General may, upon payment of the necessary fees, grant permission to erect: Provided, however, that such permission shall in no case be granted in the event of the route of such proposed line being along any public road, railway, or track, or over or across any private land other than land belonging to the person desirous of erecting such private line, unless and until the necessary authority of the local municipal council or the owners of such private land (as the case may be) shall have been obtained, and satisfactory evidence to that effect shall have been forwarded to the Postmaster General.

The person to whom such permission has been granted shall, upon the completion of the line, report the fact to the Postmaster General, when an officer of the Post and Electric Telegraph Department may be sent to inspect the line and report whether the work has been satisfactorily carried out; the cost of such inspection to be borne by the person who erected the line. If the work be not to the satisfaction of the inspecting officer, he shall issue instructions as to what is required, and on the defects being made good a license to use the line may be issued.

Should the person to whom permission has been granted to erect the line fail to make good the defects pointed out, the Postmaster General may take such steps as he may deem necessary to remove the portions objected to, and the person seeking the license to use the line shall be prohibited from so doing until the requirements of the Postmaster General have been satisfactorily complied with.

The Postmaster General may direct an official inspection of such lines to be made periodically; and the officer making such inspection may direct the licensee to make such alterations or repairs as may to him appear necessary, and the licensee shall immediately carry out the same; and in the event of his failing to do so within a reasonable time, the officer shall report to that effect, and the license to use such line shall be cancelled.

The licensee shall be wholly responsible for the repairs and maintenance of the line, and he shall undertake to maintain the same in a thoroughly efficient manner at his own cost; and

any alterations, repairs, or other works which the Postmaster General may, in the interests of public safety or convenience, order to be done shall be charged to the licensee, and may be recovered by the ordinary process of law.

The licensee shall undertake that the line shall be used for his own private purposes only, and in no case shall he charge or accept a fee for the use of the line or for the transmission of any communication over the same; and in the event of it being proved that he has done so at any time, the license may be cancelled.

In the event of the licensee's line being found to interfere in any way with the future erection of any lines by the Postmaster General or the Railway Commissioners, the Postmaster General may direct the licensee's line to be altered, removed, re-erected in another position, or otherwise dealt with as may be deemed necessary.

The licensee shall be solely responsible for any damage which may arise to life, limb, or property which may be caused by the poles, wire, or other portions of the line erected by the licensee.

Where the line is required to be erected partly on poles the property of the Postmaster General and partly on poles the property of the licensee, the latter shall pay at the rate of £1 per annum per mile for the first three miles, and £2 per annum per mile over that distance for the portion erected on the Government poles; but the wire erected on such poles shall be erected and maintained by the Postmaster General.

1894.

(SECOND SESSION.)

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REDUCED TELEGRAPH RATES BETWEEN CUDGEN AND CHINDERAH IN NEW SOUTH WALES AND ALL STATIONS IN QUEENSLAND.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

Postal and Electric Telegraph Department, General Post Office,
Sydney, 9 June, 1894.

WITH reference to the arrangement made with the Queensland Government, under which the inland rate of 1s. for ten words and 1d. for each additional word is charged on telegrams transmitted to and from Border Stations in this Colony and all stations in Queensland, it is hereby notified, for public information, that Cudgen and Chinderah will in future be treated as "Border" Stations under this arrangement.

JOHN KIDD.